Regional Transportation

Introduction

The regional transportation system will be an integral component of the future overall regional quality of life. A non-fragmented, coordinated planning approach to regional transportation issues will result in an efficient regional transportation system. A number of strategies can be employed that will help maximize the benefits of an effective transportation system at a variety of levels. For example, coordinated land use and transportation planning can help promote compact development patterns that support public transportation systems. Public transportation systems that effectively meet the travel demand help increase auto occupancy rates and reduce the number of single occupant automobiles. In addition to land use planning that promotes public transit and other steps for effective transit planning, traffic congestion can be alleviated through strategies other than highway construction, such as travel demand management strategies, use of new technologies, and coordinated intergovernmental planning.

The SWFRPC, through the actions adopted in this Strategic Regional Policy Plan, can provide the necessary framework for decision-making at the local level to promote these strategies.

➢ PROBLEMS, NEEDS, AND OPPORTUNITIES

Problems

All components of transportation infrastructure age and through aging, require increased maintenance activity. Privately owned components meet maintenance costs through fees, while publicly owned facilities meet costs through taxes. Both components in Southwest Florida; however, still are expected to have growth demands. The first challenge is the affordability of maintenance and growth needs of our various transportation systems. For roads, the problem is particularly acute, since the revenue base (primarily gas tax) has decreased in purchasing power and vehicles have become more efficient by providing more miles of movement per gallon purchased. The most evident indicator of this need is congestion on regional and inter-regional roadways. This is reflected in county and state DOT traffic counts, in DRI assessments, and in forecasts made by local, regional, and state planning entities, copies of which are kept at SWFRPC. An additional component is affordability of transportation access, between vehicle costs, operating costs, licensing, and age components of user populations, a tenth of the region's population needs assistance to travel.

The second challenge is the conflict between transportation as a land (or water) use and other land uses, including natural systems. Transportation, whether road, rail, or drainage affect the character of the community. Widening roads, for example, may make an area less desirable for housing due to traffic noises; waterways may make the area very desirable for high value housing, but exacerbate affordable housing issues. Airports are recognized as being one of the classic LULUs (Locally Undesirable Land Use).

The third challenge is the regional nature of transportation systems. Whether water or land, such systems cross the boundaries of many land use authorities, and different transportation systems affect

each other. Rail/road conflicts, road/water conflicts, road/pipeline conflicts, are not uncommon. Further, single purpose public transportation providers still need to be brought into coordinated systems.

Needs

All publicly owned transportation systems need reliable revenue bases that include maintenance and growth components. Further, some components need to be made affordable to the distressed user, so that basic human needs can be met.

Public decision making needs to maintain its openness for participation in transportation location and expansion decisions. Further, land use decisions need to continue to recognize the transportation impacts those decisions entail.

Finally, efficiencies in the selection of transportation alternatives need further support. Traditional reliance on single person/single vehicle trips is the most costly alternative and will continue to be the region's major user. However, efforts to increase car pools, transit, and so forth, can recognizably have positive impacts upon congestion.

Opportunities

State, regional, and local planning provide the best opportunities to address land use and transportation mode conflicts. Within the region's coastal counties, MPOs provide a much enhanced capacity to identify most of those conflicts early enough to prevent wasteful litigation and inadequate road design.

The strategies within this regional plan also provide the region a number of enhanced opportunities for multi-jurisdictional coordination on transportation issues. The first area is the ability to articulate overall funding needs for documentable facilities. The second is the ability to adjudge the efficacy of competing transportation modes, and the greater public benefit of land use/transportation conflicts. The third is the inherent forum of the "Jury of Peers" in evaluating multi-jurisdictional/regional benefit from the viewpoint of the recipients.

➢ ISSUES

❖ BALANCED INTERMODAL/MULTIMODAL SYSTEM

Goal 1: Construct an interconnected multimodal transportation system that supports community goals, increases mobility and enhances Southwest Florida's economic competitiveness.

Southwest Florida needs to preserve, expand, and manage an integrated, multi-modal transportation system comprised of highway corridors, major streets, public transit, bikeways, pedestrian paths, facilities and services to optimize the efficient mobility of goods and passengers while protecting the environment.

Strategy: Identify the general transportation system composed of connected corridors, facilities, and services for the effective movement of freight and visitors.

Actions:

1. By 2003, identify sites that lack connectivity including ground access to airports, public transportation, waterways, and non-motorized vehicle modes.

2. Continue assisting appropriate agencies with applications for intermodal funding, including rail.

Indicators:

- Number of local transportation plans and agreements that provide connectivity
- Number of joint planning agreements
- Number of connected inter county transit services
- Number of communities that link job centers to population centers, regardless of political jurisdiction.
- Change in mode split
- Increase in miles of bicycle paths and lanes

Strategy: Ensure that a network of interconnected roads exist that provide the timely, cost effective movement of people and goods within, through and out of the Region.

Actions:

1. Annually provide a report, in conjunction with FDOT, MPOs, and local government on the level of service (LOS) on the regionally significant roadway network.

2. By 2003, identify unconnected and/or under connected components of the regional transportation network.

3. Annually, provide a report in conjunction with the Department of Environmental Protection (DEP), MPOs, and local government on regional ambient air quality and our effort to reduce pollutants.

Indicators:

- Number of local transportation plans and agreements that provide connectivity
- Percent of roadways at level of service (LOS) E and F
- Use of alternative fuels
- Maintenance of air quality standards

Strategy: Promote Smart growth where residential communities are linked with job centers through transit, carpooling, or other high occupancy vehicle transportation.

Actions:

1. Annually, provide a report in conjunction with regional transit agencies on the use of mass transit where development densities or population support such transit.

2. In cooperation with transit providers and other governmental and private entities, seek long term, dedicated funding sources for use for improving and expanding the transit system.

3. Report on the overall effect of regional land use policies and pricing policies on urban sustainability

Indicators:

- Number of local transportation plans and agreements that provide transit connectivity
- Transit trips per capita
- Transit use/ percent increase
- Transit service density (miles of routes * number of transit vehicles/ square miles)
- Percentage of residents within reasonable distance from transit service
- Percentage of major employment areas with reasonable access to transit.
- Increase the proportion of elderly citizens who use transit and can live independently

Strategy: In cooperation with FDOT and the region's airport operators develop a mode balanced plan for people and freight.

Actions:

1. Assist the region's airports in planning new improvements that will minimize travel delays and improve ground access for passengers, goods, and commercial vehicles.

2. In cooperation with FDOT, local government, and the MPOs, annually identify airport improvements that optimize intermodal connections with other transportation modes.

Strategy: Ensure airports in the Region will be expanded to meet the regional aviation systems needs for foreseeable demand in passengers and cargo and in private small plane operations.

Actions:

1. By 2003, identify land surrounding airports to be preserved and protected to allow for future increased operations and expansion.

2. By 2005, update an air systems plan component consistent with the Continuing Florida Aviation System Planning Process that incorporates air space management and airport master plan improvements.
3. Assist the MPOs in scheduling financial assistance programs which support aviation systems plans identified as capital improvements to airport-managed properties.

Indicators:

- Increase in the amount of passenger and freight moved through intermodal facilities.
- Increased utilization of, and improved facilities, safety, and financial performance at airports.

- Number of passenger enplanements/percent of increase.
- Number of tons of freight/cargo imported and exported by mode/percent increase.

Strategy: Coordinate investments in rail infrastructure with the needs of the private sector to maximize the development of existing and future industrial, manufacturing, and agricultural centers.

Actions:

1. By 2003, identify any expansion of rail service planned to optimize intermodal connections.

2. Assist local and State planning efforts to incorporate the land use and transportation needs for rail service, including rail related warehousing and industrial uses.

3. Identify abandoned linear corridors, such as rail, transmission, or pipelines to be acquired and retained for future transportation alternatives, including non-motorized activity.

Indicators:

- Increase in amount of rail cargo handled by region's rail systems
- Number of regional transportation rail corridors adequately protected by federal, state, and local governments for future high-speed rail.
- Number of abandoned rail corridors retained for future transportation corridors, including non-motorized.

Strategy: Assess the freight capacity of non-highway infrastructure throughout the Region.

Actions:

1. By 2003, complete a comprehensive transportation programs analysis that includes: waterway plan, combining the natural waterways, maintained intracoastal waterways, interconnecting channels, and current and forecasted users; and an assessment of existing and future suitable pipeline corridors;

2. Continue coordination with governmental agencies and the West Coast Inland Navigational District to ensure that future water system needs can be met with a minimum of land use conflict.

Indicators:

- Increase in amount of port cargo handled by region's waterways.
- Increase in the amount of passenger and freight moved through intermodal facilities.
- Increased utilization of, and improved facilities, and safety on the region's waterways.
- Number of communities and recreational destinations linked by waterborne transportation.

❖ LIVABLE COMMUNITIES

Goal 2: Livable communities designed to affect behavior, improve quality of life and responsive to community needs.

New urbanism design concepts, urban revitalization efforts and land use planning need to be better coordinated with transportation planning to facilitate development of an effective regional multi-modal transportation system that provides for transfers between modes for passengers and freight.

Strategy: Promote through the Council's review function a good environment for driving, walking, bicycling, and public transit using a highly connected network of public streets, green space, and community centers.

Actions:

1. By 2003, in cooperation with local government establish project selection criteria reflective of Smart Growth and Livable Community initiatives.

2. By 2003, identify projects that implement Smart Growth and Livable Community principles.

3. By 2003, in cooperation with local government, complete a regional bicycle and pedestrian inventory of existing and needed facilities.

4. Review comprehensive plans and land development regulations for incentives to develop and redevelop using mixed uses, higher densities, shared parking; and improved vehicular, mass transit, pedestrian and bicycle access and travel, as well as providing a variety of affordable residential densities and types.

5. Coordinate with local governments in the construction of bicycle paths and pedestrian ways that cross jurisdictional boundaries.

6. Assist local government and private sector in the design and location of shared parking to enhance the character and attractiveness of the community and to encou the use of alternate modes of transportation.

Indicators:

- Increase in number of patrons utilizing transit service.
- Greater percentage of residents within reasonable distance from transit service
- Greater percentage of major employment areas with reasonable access to transit.
- Increase in auto occupancy percentages.
- Increase in miles of bicycle paths and lanes.
- Number of impacted natural/wildlife areas
- Use of alternative fuels
- Decrease in single occupant vehicle (SOV) use

Strategy: Encourage local governments and the private sector to implement travel demand management policies and actions to relieve traffic congestion, improve air quality and reduce energy consumption.

Actions:

1. In conjunction with the MPOs and transit providers, identify residential communities linked with job centers through transit or through carpooling, or other high-occupancy vehicle mode of transportation.

2. Annually report on the use of TDM strategies such as staggered work shift hours, car/van pools, peak hour off-loading restrictions, employee telecommuting, innovative parking strategies and alternative modes of travel.

Indicators:

- Increase in vehicle occupancy percentages.
- Major employer-sponsored car pools.
- Number of travel demand management (TDM) programs implemented
- Number of transportation management organizations (TMO)
- Number of persons served by a TMO
- Percentage of trips made using single occupant vehicles (SOV) compared to trips made using an alternative form of transportation
- Transit service density
- Transit trips per capita
- Percent increase in transit use

Strategy: Incorporate community impact assessment techniques throughout the transportation project planning and development process.

Actions:

1. Identify community needs through coordination and partnering with advisory committees, political entities, civic organizations, agencies, church groups and other organizations in the community.

2. Work with project development members to identify potential design or engineering options to address community impacts starting with avoidance, and then moving to on to minimization and mitigation.

3. Coordinate enhancement opportunities that are a reasonable expenditure of funds to help projects fit harmoniously into the community and avoid disproportionately high and adverse impacts on minority and low income populations.

Indicators:

- Number of communities using community impact assessment techniques
- Formation of a community continuing public education/information programs.
- Number of persons adversely impacted by transportation projects or enhancements

Strategy: Review projects for impacts on our neighborhoods, commercial centers, and natural areas due to roadway expansions and right-of-way reservations.

Actions:

1. Report on comprehensive plans and land development regulations that protect future state, regional, and local public facilities, corridors, and rights-of-way from building encroachment.

2. Depict in the annual plan report, rights-of-way for transportation projects in designated transportation corridors that make effective use of conventional and innovative approaches to protection and acquisition.

3. During the development approval process, assist local government in requiring dedicated right-of-way where there is a relationship between the land use and need for the transportation improvement.

Indicators:

- Number of communities using transportation corridors rights-of-way protection techniques
- Number of corridor rights-of-way acquisition programs

Strategy: Report annually on the relationship between transportation, natural and man made resources and impact on the quality of life.

Actions:

1. Coordinate with FDOT, local government, and the MPOs the region's effort to direct the expansion of the regional transportation system and its associated development to avoid impacting significant natural resources.

2. Assist FDOT, local government, and the MPOs in reviewing transportation access plans to ensure that roads are directed away from identified environmentally sensitive areas and other regionally significant natural systems.

3. Assist local government in the review of special lighting zones and guidelines when planning for highway and parking improvements near coastal shoreline areas where lighting and turtle nesting beaches interact.

4. Review the impact of transportation improvements in coastal high-hazard areas or in identified environmentally sensitive areas such as wetlands, floodplains, listed species habitat, or marine areas.

5. Coordinate improving regional air quality by promoting the use of alternative fuel vehicles and less polluting vehicles and promoting intelligent highway systems.

Indicators:

- Maintenance of air quality standards.
- Acreage of wetlands and significant uplands impacted by new transportation systems.
- Number of protected corridor travel ways/crossings.

- Number of acres impacted in high hazard coastal areas.
- Number of coastal communities with lighting and parking restrictions along the beach.
- Increase in the use of alternative fuels.

Strategy: Provide affordable non-emergency transportation services to special need and transportation disadvantaged populations who because of physical or mental disability, income, status, age, or children at risk are unable to transport themselves.

Actions:

1. Assist the appropriate agencies in expanding programs and improving transportation services to increase the mobility of persons who are unable to transport themselves.

2. Coordinate programs that inform the elderly about public transportation and enable them to better utilize existing public transit systems.

3. In cooperation with FDOT, local government, MPOs and transportation service providers, annually provide an assessment of the needs of the transportation disadvantaged, including special access measures needed for the physically and economically handicapped.

4. Coordinate with FDOT, local government, and the MPOs the implementation of a coordinated system of special transit and mass transit routes and schedules that meet the needs of its transportation disadvantaged.

5. Assist local government and Community Transportation Coordinators in contractual agreements between human service agencies purchasing transportation services and private for-profit and non-profit transportation operators.

6. Report annually on transportation disadvantaged services that are integrated with fixed-route transit, where available, and promote inter-county service efficiency by designing services that consider efficient routing, scheduling, and operating procedures.

7. Coordinate implementation of local governments plans that promote the linkage between transit usage, land use, and supporting urban design features that provide physical assets that better meet the needs of the transportation disadvantaged.

8. Promote the innovative use of technology, such as automatic vehicle location (AVL), mobile data terminals (MDT), automatic fare media, and enhanced scheduling/dispatching technologies, to better coordinate community and regional paratransit and fixed route transit integration.

Indicators:

- Percentage of transportation disadvantaged who have access to public transit services.
- Number of transportation disadvantaged trips per capita
- Number of transportation disadvantaged passengers per mile
- Percent increase in transportation disadvantaged trips

- Specialized transportation hourly operating cost

❖ ECONOMIC COMPETITIVENESS

Goal 3: Achieve a competitive and diversified regional economy through improved work force development, enhanced access to technology and education, and investment in multi-modal transportation facilities.

Southwest Florida needs to identify and program transportation Improvements necessary to sustain and enhance economic activity, recognize the diverse needs of all business sectors, and promote accessibility for people, information, and goods. We must strategically identify locations for industrial and commercial use; identify connections and access to multimodal distribution facilities; and ensure that interconnections exist that provides the timely, cost effective movement of goods in and out of the region.

Strategy: Enhance economic prosperity and competitiveness through a transportation system composed of corridors, facilities, and services for the effective movement of freight and visitors.

Actions:

1. Undertake a Goods, Freight, People, & Information Movement Study to assess the freight capacity of highway and non-highway infrastructure throughout the Region.

2. In cooperation with FDOT, local government, MPOs and private sector business develop freight movement performance measures, based on operational studies.

3. Identify the transportation requirements of leading and emerging sectors of the regional economy and distinctive needs of all business sectors of the regional economy to move people and goods within and through the region.

Strategy: Enhance the movement of goods and freight by identifying important routes as a funding priority in the transportation planning and capital improvement programming process.

Actions:

1. In cooperation with FDOT, local government and the MPOs, designate trade routes network that accommodates the efficient movement of goods and freight.

2. Identify major intersections improvements within the freight corridor to accommodate heavy vehicles by sizing corner curb return radii for heavy truck turns from the curb lane to the curb lane and sizing right- and left-turn lane storage and the deceleration taper lengths for the future heavy truck traffic volumes.

3. In cooperation with FDOT, local government, and MPOs, develop a database on freight and tourism movement describing the characteristics and patterns of freight, goods, visitors,

and services movement to identify both current and future needs throughout Southwest Florida.

4. Conduct freight and tourism movement studies to assess infrastructure, operational, and institutional needs and requirements that improve efficient intermodal connections.

5. Develop a recommended set of improvements and other actions to address current and future needs to enhance safety, efficiency, and effectiveness of freight, goods, visitors, and services movement throughout Southwest Florida.

Indicators:

- Increase in the Region's access to international and local markets
- Net increase in new business
- Increased job placement through workforce development and direct placement programs
- Increase in high-wage jobs
- Increase in high-value jobs with above average pay levels for new job entrants
- Increase in goods produced in Southwest Florida
- Increase in goods exported from Southwest Florida
- Increase in goods that flow into and through Southwest Florida

❖ TRANSPORTATION SAFETY

Goal 4: A regional transportation system that provides Southwest Florida citizens and visitors with safe, timely and efficient access to services, jobs, markets and attractions.

The transportation system needs to be coordinated among agencies to improve safety, reduce crashes, and to optimize emergency evacuation capabilities, including the application of intelligent transportation systems technology.

Strategy: Continue to work with the Florida Department of Transportation Safety Office and the participants of the regional Community Traffic Safety Team program to reduce the number and severity of traffic crashes, promote bike/ped safety, and to reduce aggressive driving.

Actions:

1. Identify and document safety issues and concerns to improve highway safety by working with CTST members and local engineering, enforcement, emergency, and educational representatives.

2. Develop public and private support and participation for the Community Traffic Safety Team Program through public service announcements, presentations and distribution of safety information.

3. Coordinate with the 47 CTSTs in the Florida Community Traffic Safety Team Coalition to share accomplishments, safety materials, programs, and to facilitate technology transfer among the teams.

Indicators:

- Increase in the amount of safety program funds into the region
- Reduction in the number of vehicular fatalities and crashes
- Number of successful crash countermeasures undertaken or completed
- Increase in the number of safety education programs
- Increase in the percent of seat belt usage
- Reduction in the number of vehicular red-light running espisodes
- Increase in the number of bicycle/pedestrian safety classes and programs
- Reduction in the frequency and rate of pedestrian and bicycle crashes

Strategy: Develop road construction and prioritization programs, and alternative modes analyses, that ensure evacuation times in coastal regions will decline with no evacuation times in the Region exceeding 18 hours.

Actions:

1. Develop land use plans and policies that assess the potential for adverse impacts to transportation facilities and protects investment in transportation infrastructure.

2. Identify and document evacuation routes with evacuation capacity restrictions, particularly inter-community evacuation routes, to ensure routes receive high priority in FDOT and local capital improvement programs.

3. Assist local governments in adopting minimum level-of-exposure standards for the design of local roadway storm drainage systems to prevent rain flooding during an evacuation.

4. Identify transportation improvements in local, regional, and state transportation plans related to emergency evacuation constraints, and assist in prioritizing their mitigation in the appropriate capital improvement plans.

5. Coordinate emergency evacuation routes designated in each of the Counties comprehensive emergency management plans with the findings of the regional emergency evacuation study.

6. Review all disaster preparedness plans for transportation accommodations for the handicapped and transportation disadvantaged.

Indicators:

- Levels of service for emergency evacuation routes.
- Reduction in evacuation clearance times in the regional evacuation study.
- Segments of new roadways and improvements to designated emergency evacuation routes with flooding potential during Category 3 storm event
- Roadway condition and structural integrity of primary routes for evacuation

- Availability of emergency evacuation information before, during, and after an incident

Strategy: Develop tools, approaches, and funding opportunities represented by ITS for addressing local transportation system management and operational needs.

Actions:

1. In cooperation with FDOT, local government, and MPOs identify ITS services and benefits and coordinate distribution of relate this information within agencies and local government.

2. Promote the value of leveraging commercial vehicle carrier and toll revenue systems by linking to intermodal traveler information systems.

3. Promote the use of integrated and interoperable ITS data systems between agencies, local government and FDOT.

4. Provide incident management training in conjunction and cooperation with the Local Emergency Planning Committee (LEPC).

5. Establish institutional mechanisms to facilitate regional cooperation and coordination to co-locate, share information and reduce costs of ITS projects.

6. Support FDOT and the MPOs I-75 corridor model deployment to demonstrate the benefits of ITS applications.

Indicators:

- Increased support and implementation of regional ITS initiatives.
- Improved transportation efficiency through traveler and vehicle information management systems
- Number of communities improving traffic flow and safety through synchronized commuter automated traffic signal systems
- Cost savings to motor carriers, transit operators, toll authorities, and government agencies
- Reduction in travel delay and secondary crashes resulting from better incident management

❖ REGIONAL COOPERATION

Goal 5: Develop a cost-effective and financially feasible transportation system that adequately maintains all elements of the transportation system to better preserve and manage the Region's urban and non-urban investment.

The Florida Department of Transportation, Metropolitan Planning Organizations, local governments and the Regional Planning Council need to be an integral part of the coordinated transportation and land use planning process.

Strategy: Develop land use plans and policies that assess the potential for adverse impacts to transportation facilities and protects investment in transportation infrastructure.

Actions:

1. Ensure that Title IV compliance and environmental justice principles are understood and implemented in MPO planning activities, processes, and documents.

2. In cooperation with FDOT, local government, and the MPOs, collaboratively test coordinated land use and transportation plans.

3. Assist FDOT, local government, and the MPOs in designing plans that connect and serve urban communities with an efficient, transit oriented, multi-modal transportation system.

4. Review local government transportation concurrency management systems and planning agreements for mediation provisions addressing transportation impacts to neighboring jurisdictions when requested by the affected local government.

5. Ensure local governments and metropolitan planning organizations, through their planning programs and future road networks, accommodate travel demand across jurisdictional and neighborhood boundaries.

6. Annually report on level of service standards on the on the local roadway network adopted in local government comprehensive plans and metropolitan planning organization long range transportation plans.

7. Identify residential, employment, and transportation patterns of low income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.

8. In conjunction with FDOT, local government, and the MPOs, the capacities and operations of major regional roadways should be protected through coordinated land use, careful site plan review, driveway access management, coordinated signal spacing and timing, paralleling roads, and connection permit policies and other Transportation System Management (TSM) alternatives among all levels of government

9. In cooperation with FDOT, local government, and the MPOs, review transportation plans and projects to direct development in areas where adequate transportation facilities exist or are planned.

10. In conjunction with FDOT, local government, and the MPOs, direct transportation investments in such a way so that it contributes to efficient urban and non-urban development throughout the region.

11. Enhance economic prosperity and competitiveness through development of a transportation system composed of corridors, facilities, and services for the effective movement of freight and visitors throughout the region.

12. The Council will work with the Urbanized MPOs, FDOT, and local governments in promoting regional coordination for addressing transportation planning and programming

for the entire region, including those counties and portions thereof that are not represented within the MPO.

Strategy: Implement new financing alternatives to overcome the shortfall of transportation funding.

Actions:

1. Direct future transportation improvements to aid in the management of growth and to advance economic development in designated areas through supplemental funding programs such as Transportation Outreach program (TOP), State Infrastructure Bank (SIB), Small County Road Assistance Program (SCRAP), Small County Outreach Program (SCOP).

2. In cooperation with local government, review transportation impact fee ordinances at least every five years to ensure a fair share continues to be applied

3. Encourage local government to implement the full array of local option gas tax or equivalent through other appropriate tax revenue.

4. Assist transit providers and other governmental and private entities should seek long term, dedicated funding sources for use for improving and expanding the transit system.

5. The Council, in cooperation with representatives of state, regional, and local public transportation agencies and private sector transportation professionals, will undertake a continuing public education program to inform area citizens of transportation issues, their implication to area travel patterns and conditions, and constraints to their full implementation.

Strategy: Encourage local governments to create inter-local and regional agreements to better address joint planning and revenue sharing.

Actions:

1. Assist non-urban local government in the prioritization of regional transportation improvements;

2. Coordinate development of tax revenue sharing agreements to address greater than local transportation and land issues.

3. Assist FDOT, local government, and private sector, in developing joint public-private sector agreements to share financing and the use of facilities to foster infrastructure development.

4. Encourage intercounty bus service as appropriate to meet growing intra-county travel demands.

5. Review all planning for the Florida High Speed Rail System to ensure future links to Southwest Florida and eventual completion of a statewide High Speed Rail System.

6. Achieve a condition of good repair for pavement and improve continually the structural condition of bridges until life cycle costs are minimized.

7. In cooperation with FDOT, local government, and the MPOs report on a capital improvement plan that includes construction of new facilitates as an alternative to the Florida Intrastate Highway System to protect its interregional and intrastate functions.

8. In cooperation with FDOT, local government, and the MPOs, review transportation plans and development projects to ensure mitigation of adverse impacts upon regional transportation facilities.

Indicators:

- Number of multi-jurisdictional impact disputes satisfactorily settled by mediation process.
- Number of joint planning agreements
- Number of regional transportation corridors adequately protected by local governments.
- Availability of regular intercounty bus service.
- Level of service standards adopted by local governments.
- Formation of a regional continuing public education program.

➢ IMPLEMENTATION

The following matrix shows the ways in which SWFRPC will interact with other organizations to implement the goals listed in the plan.

Agency	Goal 1	Goal 2	Goal 3	Goal 4	Goal 5
Counties	A/R/I/G	A/R/I/G	A/R/I/G	A/R/I/G	A/R/I/G
Cities	A/R/I/G	A/R/I/G	A/R/I/G	A/R/I/G	A/R/I/G
FDOT	A/R/I/G	A/R/I/G	A/R/I/G	A/R/I/G	A/R/I/G
FTDC	A/R/I	A/R/I	A/R/I	A/R/I	A/R/I
FHWA	A/R/I	A/R/I	A/R/I	A/R/I	A/R/I
RPC	A/R/I/G	A/R/I/G	A/R/I/G	A/R/I/G	A/R/I/G
MPO	A/R/I/G	A/R/I/G	A/R/I/G	A/R/I/G	A/R/I/G
EOG	A/R/I	A/R/I	A/R/I	A/R/I	A/R/I
FHP	A/R/I	A/R/I	A/R/I	A/R/I	A/R/I
Sheriff	A/R/I	A/R/I	A/R/I	A/R/I	A/R/I
DCA	A/R/I	A/R/I	A/R/I	A/R/I	A/R/I
DEP	A/R/I	A/R/I	A/R/I	A/R/I	A/R/I
U.S. Corp	A/R/I	A/R/I	A/R/I	A/R/I	A/R/I
WMD	A/R/I	A/R/I	A/R/I	A/R/I	A/R/I
EDC	A/R/I	A/R/I	A/R/I	A/R/I	A/R/I
Developers	A/R/I	A/R/I	A/R/I	A/R/I	A/R/I

A= Advise and/or inform
R= Review
I= Implementation, coordination, and assistance
G= Grant writing assistance

AGENCY ABBREVIATIONS

FDOT:	Florida Department of Transportation
FTDC:	Florida Transportation Disadvantaged Commission
FHWA:	Federal Highway Administration
RPC:	Regional Planning Councils
MPO:	Metropolitan Planning Organizations
EOC:	Executive Office of the Governor
FHP:	Florida Highway Patrol
DCA:	Department of Community Affairs
DEP:	Department of Environmental Protection
U.S. Corp:	U.S. Army Corp of Engineers
WMD:	Water Management Districts
EDC:	Economic Development Councils