

NOMINEES



Planning Organization Of The Year



Innovation in Transportation Planning Awards

Overview

The Florida Department of Transportation (FDOT) is proud to recognize superior accomplishments and effort by presenting awards for excellence in Transportation Planning achievements in Florida. This program supports the mission of the Transportation Planning Exchange (TransPlex), Florida's premier event for collaborating with transportation planners, engineers, and policy makers to Plan, Connect, and Innovate.

Purpose

FDOT developed these awards to:

- Encourage innovation in planning
- Foster collaboration and partnerships through planning activities
- Highlight outstanding planning achievements
- Recognize creative planning techniques

Considerations

The various aspects of planning considered include, were not limited to:

- Advancement of regional planning
- Collaboration and partnerships
- Innovation in public engagement
- Leadership in planning
- Multi-modal planning
- Noteworthy practices
- Planning legislation
- Planning management
- Technological research or advancement

Eligibility

Eligible recipients are FDOT's Transportation Planning Partners in Florida. Example partners include:

- Federal Agencies
- Local Governments (Cities and Counties)
- Modal Sponsors (Ports, Airports, etc.)
- MPOs/TPOs/TPAs
- Regional Planning Councils
- Rural and Economic Development Initiative (REDI) Agencies
- State Agencies
- Transit Agencies
- Universities

Categories

Three awards are available. The awards are:

1. Planning Professional of the Year
2. Planning Organization of the Year
3. Planning Innovation of the Year

Timeline

Nominators must have completed the online nomination form for one or more awards. The activity nominated for the Idea/Innovation Award must have been conducted by a Transportation Planning Partner in calendar year 2019. Nominations were accepted until March 13, 2020. Awards submitted outside of the nomination period were not considered.



Selection Process

The process for selection was based on review by the TransPlex Award Committee staffed by FDOT Executive Leadership, the Chief Planner, and the Office of Policy Planning Director and Administrators. The Committee reviewed the narratives for:

1. How the accomplishments described supported the award Purpose and Considerations
2. Specific criteria for each award category
3. Completeness of required information

Planning Organization of the Year

Nominators from organizations across the State submitted planning organizations or entities, such as city planning departments, for consideration to the TransPlex Award Committee.

Nominators described how the organization:

- Was a leader in transportation planning in Florida during 2019
- Made a significant contribution to Transportation Planning in Florida in 2019 or made a continuing commitment to, and significant achievements in, Transportation Planning in Florida over a period of years
- Helped achieve Florida Transportation Plan (FTP) and/or Strategic Highway Safety Plan (SHSP) goals and objectives

Additionally, the nominators were asked to share other considerations such as how the organization:

- Demonstrated resourcefulness, collaboration and/or partnerships
- Employed cost effective strategies
- Increased safety
- Led to the enhancement of resilience and/or sustainability
- Overcame challenges and utilized opportunities presented by the project
- Reduced congestion
- Supported the integration of new technology

Narratives supporting these nominees follow in alphabetical order. In the table below, the narratives are also linked to their names.

| Nominees |
|---|
| 1000 Friends of Florida |
| Blueprint Intergovernmental Agency |
| Collier County Growth Management Department |
| FDOT District 7 Tampa Bay Next Team |
| Hillsborough MPO |
| Mark & Marianne Barnebey Planning and Development Lab |
| North Florida TPO |
| Treasure Coast Regional Planning Council |



Planning Organization of the Year Narratives

1000 Friends of Florida

1000 Friends is the only statewide NGO that is active in growth management and planning; they have participated in the FTP, MCORES, and offer free webinars on subjects including legislative updates; they have been at the forefront of resiliency and sustainability for years. They show true leadership in a time when planning is a dirty word in state government.

Blueprint Intergovernmental Agency

The Blueprint Intergovernmental Agency has been a driving force behind public infrastructure improvements in the Capital Region for the past 15 years, implementing a voter-approved sales tax, authorized in 2000, for infrastructure projects.

Since receiving this referendum from the citizens of Leon County, Blueprint has created a legacy of large-scale infrastructure projects that have improved roadway safety and security, improved the quality of life for residents, opened up new options for the transportation of people and freight, supported the State of Florida as an economic competitor on the global scale, protected thousands of acres of the region's most environmentally sensitive land, and made the community more resilient and able to withstand the challenges of the future.

One such project has been the widening of Capital Circle. This ongoing project, built in partnership with the Florida Department of Transportation, improves regional mobility by widening a major arterial, and increases safety and multimodal options along the corridor through intersection improvements and the provision of a multi-use trail. It also increases the efficiency and access of freight (for companies like FedEx) to the State Strategic Intermodal System by improving the link between Interstate-10 and the Tallahassee International Airport.

In fact, the Capital Circle Project was an important component of the Airport receiving International designation and establishing a foreign trade zone; further supporting Florida's global economic competitiveness. It also provides increased access to Florida State University's Innovation Park and the world's strongest magnet at the National High Magnetic Field Laboratory. The project also protects sensitive ecosystems and existing neighborhoods by improving stormwater facilities, restoring a cypress swamp and other wetlands, and establishing greenways.

Another key Blueprint project has become the crown jewel of the City of Tallahassee and Leon County, the Capital Cascades Trail (CCT). This trail, being built in four segments, will total 4.25 miles and link Downtown to the St. Marks Historic Rail Trail and the SUN Trail Network. Franklin Boulevard (Segment 1) was a road diet project completed in Spring 2013, which included enhanced landscaping, stormwater improvements, and the multiuse trail that provides safe routes for pedestrians and cyclists. This project removed 20 properties from the 100-year floodplain, making it possible to replace a leaking sanitary sewer trunk line, protecting groundwater from harmful bacteria.

Cascades Park (Segment 2), completed in 2014, expands the trail into a stormwater management facility cleverly disguised as an award-winning, world-class park. This urban greenspace includes a recreated wetland, an alum stormwater treatment system that improves water quality along a system that drains to Wakulla Springs, and a series of multi-use paths. This project segment is a focal point for community activities and is the home to concerts, festivals, and many other events that support an 18-hour downtown for Tallahassee.

Over the years, Blueprint has established itself as a leader in developing community centerpiece projects that improve the transportation network of the Capital Region, support



economic development and competitiveness, protect the environment, and provide amenities that enhance the community's quality of life.

Collier County Growth Management Department

The Collier County Growth Management Department has long been a leader in linking transportation and land use planning together and proposing new patterns of development and roadway design to lessen congestion, increase access to transit and bike/ped facilities, improve traffic operations and enhance traffic safety. Specific examples include the use of the Collier County Interactive Growth Model as a planning tool, the Rural Lands Stewardship Restudy, innovative designs for three major intersections on Pine Ridge Rd, the Immokalee Complete Streets Project, and innovation in traffic operations, just to name a few recent accomplishments.

FDOT District 7 Tampa Bay Next Team

With Secretary Gwynn's outstanding leadership, Tampa Bay reached a huge milestone in 2019 with the recommendation by FDOT District 7 of a new approach for express toll lanes through the heart of Tampa. Concluding a multi-year reevaluation of the controversial Tampa Interstate Study Environmental Impact Statement, the FDOT D-7 team worked tirelessly to be responsive and address community questions about potential impacts, including on health and safety, noise, housing and property values. The reevaluation resulted in a new alternative concept for the Downtown (I-4/I-275) Interchange with greatly scaled back neighborhood impacts, connecting to a modest non-tolled two-lane expansion of the narrow portion I-275 through the historic neighborhoods north of Downtown. Regional traffic will focus on the I-75 and I-4 corridors, and on I-275 west of Downtown to Pinellas County, with new express lanes to be created in the wide center medians there. The new "quick fix" strategy for the Downtown Interchange is widely supported by Hillsborough residents, and clears the way to focus resources on a mega-project at one of the Tampa Bay region's most persistent bottlenecks, the I-275/SR 60 interchange just west of Downtown. District 7 and the Tampa Bay Next team overcame enormous community skepticism to craft a locally preferred alternative that is truly locally preferred and has now been adopted into the long-range plan by the MPO.

Hillsborough MPO

Hillsborough MPO (HMPO) led a three county MPO effort by developing a transportation planning project that reviewed surface transportation assets and the impact that extreme weather would create as stressors to the regional transportation network. This project was awarded funding in the amount of \$250,000 from FHWA and was one to eleven pilot projects chosen throughout the country. The focus of this project is transportation resilience and durability to extreme weather. HMPO collaborated regionally on this project by including MPO's from both Pasco and Pinellas Counties and the Tampa Bay Regional Planning Council (TBRPC) as project partners. The project focused on roadway infrastructure in Hillsborough, Pinellas and Pasco Counties. The Tampa Bay regional travel demand model served as a base. An indicator-based desk review was used in the quantitative analysis and stakeholder input was obtained and incorporated for critical roadways. Two surface transportation assets were analyzed in each of the three counties to include both Barrier Island and inland transportation networks.



This project assessed the potential climate vulnerability and risks on transportation networks due to storm surge, flooding, and sea level rise; screened and prioritized critical transportation facilities; identified adaptation strategies and candidate projects; compared potential economic impact and adaptation costs, and provided recommendations for inclusion of resiliency strategies in the decision making process of transportation planning.

This project is also included as an indication of early success for the Tampa Bay Regional Resiliency Coalition which was recently formed by TBRPC and includes 29 governments and over 90 private sector partners throughout the Tampa Bay Region. Tampa Bay has been identified in numerous recent studies as being among the most vulnerable geographic regions in the world to extreme weather and the findings in this report offer strategies for improving the resilience and durability of the regional transportation network as well as risk reduction from natural disasters. Findings in this project will be incorporated into the Long-Range Transportation Plans for each of the three MPO's in the region which is consistent with requirements set forth in the FAST Act.

The project planning process included numerous stakeholder engagement meetings to include TBRPC, and numerous MPO subcommittees. HMPO also included the University of South Florida as a higher education partner and coordinated with FDOT District 7, and public works departments throughout the three-county region.

Among the findings of the report are that 28% of the regional roadway network would be impacted using a Category 3 storm calculation along with a high sea level rise scenario and 12% of roads would be impacted by 9 inches of inland rainfall. These scenarios would have a major impact on the regional economy. TBRPC modeled the potential economic impact and found the collective adaptation cost for the six scenarios in this study would be \$322.6 million dollars.

HMPO's leadership throughout this study, includes regional collaboration, identification of high risk transportation assets, adaptation strategies, a best practice toolbox and commitment to regional transportation resilience. This project exemplifies transportation planning leadership throughout the Tampa Bay Region.

Mark & Marianne Barnebey Planning and Development Lab

The Mark & Marianne Barnebey Planning & Development Lab, a function of the Florida State University Department of Urban and Regional Planning (DURP), is a nationally-recognized and award winning planning and research entity that provides technical assistance to communities and institutions through applied research and graduate studio projects. The Lab has a legacy stretching back over thirty years. In last decade alone, the Lab has undertaken more than 20 research projects and directed 30 graduate capstone studios.

The Lab's broad portfolio of research projects connect Lab staff and graduate researchers with a diverse group of faculty from around the university to solve critical transportation-related planning problems for clients. Its unique position within the State University System allows the Lab to push the boundaries on many critical and emerging transportation topics including connected, automated and electric vehicles (CAEVs), social equity, multi-mobility, system resilience, and long range planning.

The Lab's studio projects, for which they have built a reputation for excellence, engage professional planning faculty and masters-level graduate students in developing real-world planning solutions. The projects undertaken by the Lab provide clients with technical capacity and innovative solutions for sustainable growth while providing DURP's graduate students with a practical, client-driven work experience. Our student projects have consistently been the recognized for awards at the national and state level by AICP, American Planning Association and the Florida Planning and Zoning Association.



In concert with its project-related work, the Lab also arranges for student internships in a diverse array of professional planning settings. While meeting the critical planning needs of clients is important, the ability of the Lab to facilitate experiences at the graduate level that will enhance the enthusiasm, knowledge, creativity of future planners may be its greatest accomplishment.

While the Lab conducts projects related to all aspects of planning, from neighborhood-based and environmental planning to international development, the primary focus of the Lab is on transportation and its intersection with other planning sectors. Some notable recent transportation-related projects include:

- Post-Millennial Behavior and Long-Range Planning – A look at behavioral trends and preferences of the Post-Millennial Generation, born between the year 1996 and 2016, and their potential impact on the state's transportation system and understanding.
- Transit Accessibility for Special Populations – This project empowered transit agencies to meet the mobility needs of every resident by developing a model process for evaluating and improving transit stops and routes for their utility to populations with enhanced accessibility needs.
- Transit-Oriented Development & SunRail Riders: What's the Connection? – Research on potential connections between transit oriented development and SunRail to understand ridership trends based on where people live.
- Shared Mobility Design and Policy Guidance – This project considered "shared" modes of transportation (public transit, bikeshare, carshare, ridesharing, ride-hailing, taxis and autonomous vehicles) to provide policy and planning guidance as well as urban designs taking into account best-practices and principles for FDOT and Plan Hillsborough.

More information on the Mark & Marianne Barnebey Planning & Development Lab, including a comprehensive list of past projects, is available at <https://coss.fsu.edu/barn/>

North Florida TPO

Innovation, building partnerships, advancing the state of the planning practice and building a sustainable future for all is embedded in the culture of the North Florida Transportation Planning Organization (North Florida TPO). The North Florida TPO isn't developing plans for them to sit on a shelf and collect dust. The TPO works closely with the Florida Department of Transportation (FDOT) District 2 to ensure that priority projects from the Long-Range Transportation Plan (LRTP) are programmed. The North Florida Clean Fuels Coalition, staffed and funded by the North Florida TPO has invested more than \$6 million in alternative fuels infrastructure and vehicle fleet conversions, including 50 Level 2 EV charging stations.

A history of collaboration and partnership is exemplified by more than \$40 million in technology investments in the four-county region (Clay, Duval, Nassau and St. Johns Counties) funded by the North Florida TPO and implemented by FDOT District 2 and maintained by the counties.

Collaboration and partnerships have been expanded to include the Jacksonville Regional Chamber of Commerce which recently adopted the TPO's SMART North Florida initiative as a pillar of its five-year strategic vision. This relationship has brought new partners to the table; tech developers and venture capitalists engaged through TPO sponsored meet-ups. In January the TPO launched Ideafest to solicit input from this community on challenges in the following categories: education, energy/climate, opportunity for all, health, safety, mobility and global. Pollapalooza, the opportunity to rank the submitted ideas, is on-going. The winners in



each category will be “hacked” in a hackathon at the University of North Florida. Local investors will participate and may decide to advance one or more of the programs/apps developed. 3

The integrated data exchange (IDE) developed as a depository for performance data with a live system performance dashboard is also the heart of SMART North Florida. The IDE and the availability of this data resource has brought new partners to the North Florida TPO. United Way, the Homeless Coalition and area hospitals have data to store and share to meet community challenges. The North Florida TPO is expanding the IDE to include demographic information for use by staff, TPO consultants, other agencies and the public. The IDE will be the vehicle to store and share data. Tools are being added to allow creative solutions to community challenges by analyzing data from multiple sources. This will make Ladders of Opportunity for the underserved an accomplishment of the North Florida TPO, not an aspiration.

In addition to these innovative activities, the TPO advances the goals and objectives of the Florida Transportation Plan and the SIS through the traditional planning processes including the Path Forward 2045, the Long Range Transportation Plan adopted in November 2019, the Transportation Improvement Program, and the Unified Planning Work Program. Concurrent with the Long Range Transportation Plan Update the TPO updated the Regional System Safety Plan and Congestion Management Process and completed its first Resiliency and Vulnerability Study.

The North Florida TPO should be recognized as the Planning Organization of the Year.

Treasure Coast Regional Planning Council

Treasure Coast Regional Planning Council led a corridor study for Lake Worth Road in Palm Beach County, focusing on the protection of vulnerable users that are highly prevalent in the Eastern portion of this corridor. The study led to inclusion of separated bike Lanes on this state highway as part of an upcoming resurfacing project. This roadway traverses several traditionally underserved population areas and the creation of improved bicycle facilities as well as designated crossing locations for pedestrians is critical to the safety and economic betterment of this area.