

# REGIONAL CLIMATE ACTION FRAMEWORK: IMPLEMENTATION GUIDE

## HOW TO USE THIS GUIDE

The public and private entities that make up this region are all stakeholders in a resilient Southeast Florida. As such, each initiative in this guide has many potential implementers. The purpose of this guide is to provide guidance and suggestions for implementation. Recognizing that implementation can be a daunting task, the Compact Staff Steering Committee and the work group chairs have presented information here to facilitate the thought process involved in planning and decision making. This is not intended to be an exhaustive guide, but rather provide sufficient information to prompt discussion that can be tailored to the individual requirements and needs of the implementing jurisdiction(s). This is not a prescriptive guide. Local governments are encouraged to identify and create their own guide for implementation, with more detailed information. A similar format will be used to provide annual plan updates. Brief descriptions of the categories are provided below.

## PLANNING HORIZON

Considering that this is a five year plan to begin to address a long term problem, all recommendations should be considered either: immediate, commencing now or within the first two years (0-2); or short, within the five-year horizon (0-5).

## POTENTIAL PARTNERS

This is a partial list of volunteers and/or logical implementation partners.

## POTENTIAL FUNDING SOURCES

Wherever possible, grants dollars should be pursued; however, we challenge implementers to consider using or redirecting existing local, state and federal funding sources where possible.

## POLICY AND/OR LEGISLATION NEEDED

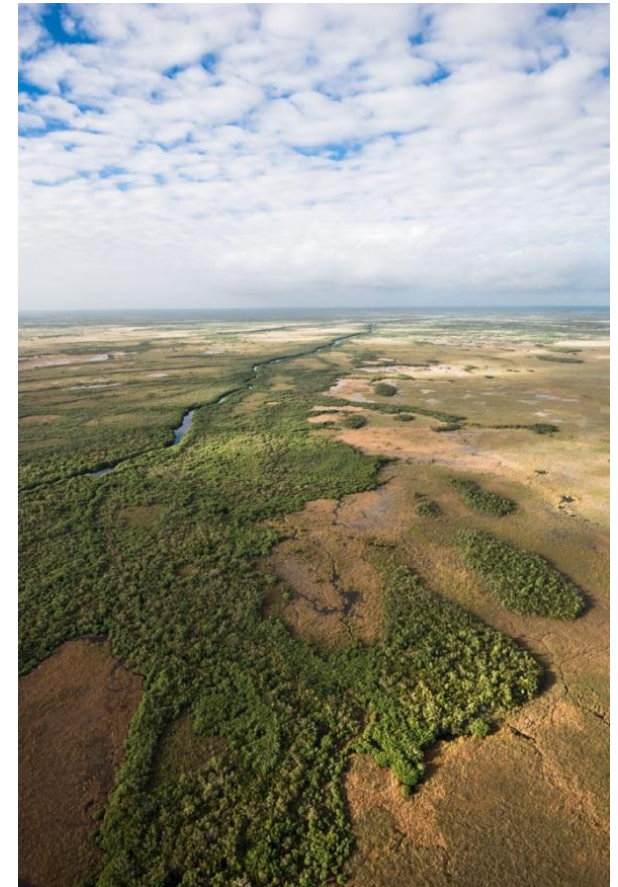
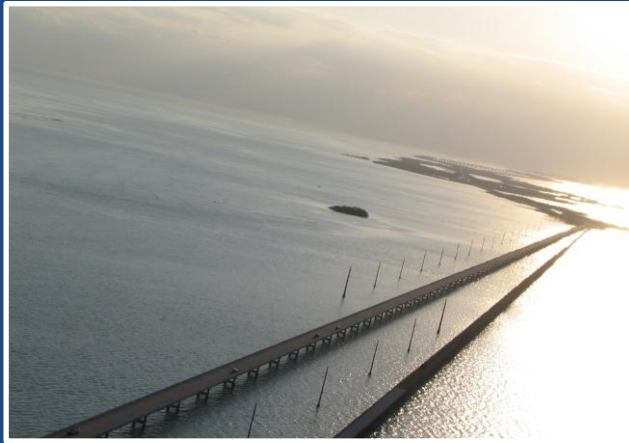
This category flags items that may require legislative changes at either the local, state and or federal level. This may vary from jurisdiction to jurisdiction.

## ESTIMATED RESOURCES REQUIRED

Again, this will vary from government to government.

## MILESTONES, PROGRESS AND/OR PERFORMANCE MEASURES

Standard milestones to track progress within the five-year timeframe are identified as suggestions on how to start a particular initiative. In some cases, performance measures to track progress have been suggested in addition to or in the place of milestones.





Action #	RECOMMENDATION	PLANNING HORIZON	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES	POLICY AND/OR LEGISLATION NEEDED	ESTIMATED RESOURCES REQUIRED	MILESTONES PROGRESS
<b>SUSTAINABLE COMMUNITIES AND TRANSPORTATION PLANNING (SP)</b>							
SP-1	Support implementation of the Regional Climate Action Plan by including recommendations from the Plan into existing land use and policy decisions and related elements of the municipal and county Comprehensive Plans, as appropriate; and recognize the Plan as a basis for the development of new goals, objectives and policies through the appropriate local government Comprehensive Plans.	Immediate (0-2 years)	Regional Planning Councils, County and Municipal Agencies, FDEO, Compact	US EPA, NOAA, FDEO, RPC's	Yes	Existing staff resources FDEO Project of Special Merit	Finalization and Adoption of updated comp plan  Develop and apply appropriate models to improve mapping  Completion of FDEO Project of Special Merit  Incorporate milestones of the focus group and the grant
SP-2	Develop policies, strategies and standards that will serve as guidance for climate change related planning efforts. Municipal and County planning authorities are encouraged to develop policies to improve resilience to coastal and inland flooding, salt water intrusion, and other related impacts of climate change and sea level rise in their Comprehensive Plans, Sustainability Action Plans, Vision Plans, Stormwater Master Plans, Transit Development Plans, Long Range Transportation Plans, Adaptation Action Area Plans, Climate Change Plans and other green planning efforts.	Immediate (0-2 years)	County and Municipal Agencies, Regional Planning Councils, Transportation Agencies, Compact	Existing program funding	Yes	Existing staff resources	Adoption of updated comp plan, vision plans, water supply, transportation and other planning documents.
SP-3	Incorporate "Adaption Action Area" definition (as provided for in Florida law) into municipal and/or county Comprehensive Plans, to provide a means to identify those areas deemed most vulnerable to sea level rise and other climate change impacts including but not limited to extreme high tides, heavy local rain events, and storm surge for the purpose of prioritized funding and adaptation planning.	Immediate (0-2 years)	County and Municipal Planning Authorities Regional Planning Councils	USEPA, NOAA, FDEO	Yes	Existing Staff Resources	Adoption of amended Comprehensive Plans

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SP-4	<p>Develop criteria in collaboration with municipal and county planning authorities for the purpose of defining Adaptation Action Areas as well as other areas requiring adaptation improvements related to coastal flooding and sea level rise that may include, but not be limited to:</p> <ul style="list-style-type: none"> <li>• Areas below, at, or near mean higher high water;</li> <li>• Areas which have a hydrological connection to coastal waters;</li> <li>• Areas designated as evacuation zones for storm surge; and/or</li> <li>• Other areas impacted by climate related drainage/flood control issues.</li> </ul>	Immediate (0-2 years)	County and Municipal Planning Authorities, Regional Planning Councils,	USEPA, NOAA, FEMA, FDEM, FDEO	Yes	Existing Staff Resources	<p>Conduct local workshops</p> <p>Prepare a Guidance Document</p> <p>Seek formal acceptance/use of guidance document and criteria by planning and governmental agencies.</p>
SP-5	<p>Conduct new or utilize existing vulnerability analyses and other technical tools as they are developed as a means for identifying Adaptation Action Areas as well as other areas requiring adaptation improvements related to coastal flooding and sea level rise, to provide guidance for adaptation planning efforts in areas especially at risk to sea level rise, tidal flooding and other related impacts of climate change.</p>	Immediate (0-2 years)	County and Municipal Planning Authorities, Natural Resource Agencies	USEPA, NOAA, FEMA, USGS, FDEM, FDEO	No	Existing Staff Resources	<p>Develop and apply digital elevation models to map potentially vulnerable areas.</p> <p>Develop and apply appropriate hydrologic/climate models to identify and map vulnerable areas.</p> <p>Model and update 100-year flood maps to integrate predicted sea level rise.</p> <p>Update community flood maps to reflect predicted increases in sea level.</p> <p>Integrate sea level rise in storm surge models.</p>
SP-6	<p>Develop policies, as provided for in Florida law and in collaboration with the appropriate municipal and county planning authorities, related to areas designated as Adaptation Action Areas or similarly vulnerable areas to</p>	Immediate (0-2 years)	County and Municipal Planning Authorities, Regional Planning Councils, Natural	USEPA, NOAA, FDEO	Yes	Existing Staff Resources	<p>Identify and adopt updated standards/criteria for development and/or redevelopment in designated areas.</p>

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	improve resilience to coastal flooding, sea level rise and other climate related vulnerabilities and provide guidance for other adaptation planning efforts.		Resource Agencies				<p>Develop and adopt appropriate land use policies for such designated areas.</p> <p>Develop and adopt policies relating to retrofit of vulnerable infrastructure in designated areas.</p>
SP-7	Develop sea level rise scenario maps to be considered for inclusion in appropriate Comprehensive Plans and/or regional planning documents as determined by the appropriate local government to guide municipal and county government climate adaptation planning efforts and continue to update regional and local planning efforts as more data becomes available and scientific projections are refined.	Immediate (0-2 years)	USACE, SFWMD, Academic Institutions, Regional Planning Councils, County and Municipal Planning Authorities	USEPA, NOAA, FDEO,	Yes	Existing Staff Resources	<p>Coordinate regionally to present predicted sea level scenarios for use in local and regional planning efforts.</p> <p>Integrate and reference graphics showing the potential range and timing of predicted sea level for the region in Comprehensive Plans and other planning documents</p>
SP-8	Identify locations within Adaptation Action Areas or similarly vulnerable areas where targeted infrastructure improvements, new infrastructure, or modified land use and/or development practices could reduce vulnerability and/or improve community resilience.	Immediate (0-2 years)	County and Municipal Planning Authorities, Regional Planning Councils, Natural Resource Agencies, Drainage/Water Control Districts	USEPA, NOAA, FDEO,	Yes	Existing Staff Resources	<p>Conduct Assessment of vulnerable infrastructure based on realized impacts, vulnerability mapping and/or vulnerability modeling.</p> <p>Use models to test potential adaptation strategies.</p> <p>Comprehensive plan amendments</p>
SP-9	Coordinate regionally across municipalities and county planning authorities on the development of projects and funding proposals to seek prioritized funding for identified infrastructure needs and specific adaptation improvements	Immediate (0-2 years)	SFWMD, Regional Planning Councils, County and Municipal Planning Authorities,	USEPA, NOAA, USACE, FEMA, DOT FDEO, FDEP, FDOT, SFWMD	No	Existing Staff Resources	<p>Identify pilot project</p> <p>Prepare funds request</p> <p>Secure grant funds</p> <p>Advance adaptation project</p>

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	required within Adaptation Action Area or other related adaptation planning areas.		Drainage/Water Control Districts				
SP-10	Work with appropriate local, regional and state authorities to revise building codes and land development regulations to discourage new development or post-disaster redevelopment in vulnerable areas to reduce future risk and economic losses associated with sea level rise and flooding. In these areas, require vulnerability reduction measures for all new construction, redevelopment and infrastructure such as additional hardening, higher floor elevations or incorporation of natural infrastructure for increased resilience.	Short (0-5 years)	Regional Planning Councils, County and Municipal Planning Authorities, Local BORA's, Practitioners, Permitting Agencies	FEMA, US EPA, US HUD,	Yes	Existing staff resources	Define issues Convene work groups Develop proposed standards  Seek amendment to code and other regulations.
SP-11	Identify within Adaptation Action Areas, and similarly impacted areas, populations and communities most vulnerable, or of special concern, for the purpose of ensuring the proper consideration of individual needs and resources as part of local and regional planning activities.	Short (0-5 years)	Regional Planning Councils, County and Municipal Planning Authorities	USEPA, NOAA, HUD, FDEO, Public Health Agencies	No	Existing Staff Resources	Conduct Assessment Identify and map vulnerable sites and populations  Implement proper considerations
SP-12	Develop new community flood maps reflective of a 100-year storm event under future sea level rise scenarios and use this information, in conjunction with similarly updated storm surge models for revising required elevations for new and redevelopment, and in the permitting/licensing of transportation projects, water management systems, and public infrastructure.	Short (0-5 years)	FEMA, local governments	FEMA, FDEM	Yes	Development and application of appropriate models	Development, adoption, and application of revised maps.
SP-13	Designate or otherwise recognize "Restoration Areas" to identify undeveloped areas that are vulnerable to climate change impacts for the purpose of environmental restoration, dune restoration, agriculture, conservation of natural resources or recreational open space, or as retention areas. Local governments and	Immediate (0-2 years)	Regional Planning Councils, County and Municipal Planning Authorities, Natural Resource Agencies	US EPA, NOAA, FWC, FDEP	Yes	Existing staff resources	Conduct Assessment Identify and map proposed areas  Adopt necessary protections under code and/or land use amendments

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	appropriate regional planning authorities should prioritize land acquisition in these areas. These areas could also be established or acquired through mitigation or transfer-of-development rights initiatives.						
SP-14	Designate or otherwise recognize “Growth Areas” as areas outside of Adaptation Action Areas or other areas subject to adaptation planning efforts where growth is encouraged due to higher topographic elevation and the presence of existing infrastructure, such as transportation and water and sewer infrastructure. Growth Areas should be developed with Urban Design guidelines that address character of urban place and provide a high quality pedestrian experience through landscaping and the creation of public space.	Immediate (0-2 years)	Regional Planning Councils, County and Municipal Planning Authorities,	US EPA, HUD, NOAA, FDEO,	Yes	Existing staff resources	<p>Conduct Assessment</p> <p>Identify and map proposed areas</p> <p>Adopt necessary guidance as part of code or land use amendment.</p>
SP-15	Modify or develop new design standards for transportation infrastructure located in identified vulnerable areas to include environmentally supportive road materials, bridge design, elevation, and stormwater management. Include different pitches combined with stormwater design to effectively remove water from the roadway; explore roadway materials that may be utilized in road construction that are more tolerant of extended periods of extreme temperatures.	Short (0-5 years)	<p>SFWMD Regional Planning Councils, County and Municipal Planning Authorities, Metropolitan Planning Organizations, SEFTC, FDOT</p> <p>State, Regional, and Local Transportation Agencies, FEMA</p>	<p>NOAA, USACE, US DOT, US EPA, US HUD, FEMA SFWMD, FDEP, FDOT, FDEO</p> <p>Existing federal, state, and local transportation infrastructure funding sources, FEMA mitigation funds, and competitive grants: FDOT, FIND</p>	Yes	<p>Staff funds for model development, funds for infrastructure improvements</p> <p>This work is contingent on SP-3 thru SP-12</p> <p>Identify vulnerabilities</p> <p>Research Best Practices</p> <p>Propose remedies</p>	<p>Develop and apply appropriate models and/or maps</p> <p>Identify priority areas and specific vulnerabilities.</p> <p>Propose improvements</p> <p>Conduct cost-benefit assessment</p> <p>Prepare 5 to 10-year plan</p> <p>Budget</p> <p>Implement</p>

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						Finalize recommendations through policy and standards; and implement	
SP-16	Develop policies to address new transportation infrastructure development in light of anticipated future climate impacts, such as consideration of future floodplain conditions and vulnerable areas which could require the rerouting of roads because of potential flooding and related damage.	Short (0-5 years)	State, Regional and Local Agencies, Metropolitan Planning Organizations;	N/A	Yes		This work is contingent on SP-3 thru SP-12  Propose remedies  Finalize recommendations through policy and standards; and implement
SP-17	Analyze potential blighted sites and develop an approach for converting underutilized or unused properties and structures, including properties in financial distress, into community gardens or farmers' markets. (i.e., Redfields to Greenfields)	Short (0-5 years)	Local Planning and Natural Resources Agencies		Yes	Existing Staff Resources	Conduct Assessment Identify and map proposed areas Code amendments
SP-18	Identify means to effectively engage the multiple public and private sector entities with roles and responsibilities involving the provision and maintenance of transportation infrastructure and the delivery of transportation services in the region, in climate adaptation and mitigation initiatives. Document current and evolving coordination efforts among these entities.	Immediate (0-2 years)	State, Regional, and Local Transportation Agencies	N/A	No		Documentation of efforts
SP-19	Focus transportation investments and service expansions on projects and strategies contributing to GHG emissions reductions and enhancing resilience to climate change.	Short (0-5 years)	State, Regional, and Local Transportation Agencies, Metropolitan Planning Organizations	Existing federal, state and local transportation funding and competitive funding sources	Yes	Existing staff resources	Reporting of emissions and resiliency in regional and local transportation plans  Policies, guidance documents including evaluation criteria for prioritizing projects that meet local and regional long range plans

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							<p>Development of studies addressing effective adaptation and mitigation strategies in transportation projects, planning, and operations</p> <p>Documentation of linkages between economic, land use, housing, and transportation goals and objectives</p> <p>See milestones and performance measures listed for sub-elements of SP-19</p>
SP-19a	Continue to enhance and implement regionally coordinated transportation planning through the Regional Long Range Transportation Plan (RLRTP). Identify goals and objectives in the RLRTP which, as they are attained, reinforce the desired achievement of GHG emission reductions and enhanced resilience to climate change. Articulate the supportive role of these goals and objectives for emissions reductions and climate resiliency.	Immediate (0-2 years)	Metropolitan Planning Organizations, State, Regional, and Local Transportation Agencies	N/A	No		Reporting of emissions and resiliency in the local and regional long range transportation plans
SP-19b	Give higher investment priority to and advocate for state and federal transportation infrastructure investments, programs and services that will reduce GHG emissions and enhance resiliency and adaptability to climate change. Performance standards for climate and related metrics, such as reduced VMT and increased mode split, should be incorporated in transportation plans and programs. Transportation planning should include performance measures in major decision-making phases such as land use	Immediate (0-2 years)	Metropolitan Planning Organizations, State, Regional, and Local Transportation Agencies,	Existing federal, state, and local transportation funding and competitive funding sources	Yes		Policies, guidance documents including evaluation criteria for prioritizing projects that meet local and regional long range plans



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	visioning, long-range transportation plans, corridor studies, programming, environmental review, and performance monitoring.						
SP-19c	Incorporate evaluation criteria and processes to prioritize projects that meet RL RTP goals and objectives, into local and regional planning and programming processes, with an initial emphasis on evaluation criteria that reduce VMT and increase use of transportation modes other than the personal vehicle. Projects that enhance economic vitality should also be given priority, such as projects and service expansions along transit-oriented corridors and those that improve connections to major airports and seaports.	Immediate (0-2 years)	Metropolitan Planning Organizations, State, Regional, and Local Transportation Agencies,	Existing federal, state, and local funding and competitive funding sources	Yes		Number of TOD, Airport, Seaport, and freight related projects
SP-19d	Prioritize studies funded through existing programs and other sources addressing effective climate adaptation and mitigation strategies, particularly those addressing barriers to adaptation and assisting in integrating land use and transportation planning.	Short (0-5 years)	State, Regional, and Local Agencies, Metropolitan Planning Organizations	Existing federal, state, and local funding and competitive funding sources, MPO Unified Planning Work Program funding	Yes		Number of studies addressing effective adaptation and mitigation strategies in transportation projects, planning, and operations
SP-19e	Improve coordination among economic development, land-use/housing, transportation and water resource planning activities. Review local and regional planning and decision making processes to ensure a complementary approach towards developing and maintaining a transportation network, including for purposes of reducing VMT and providing more transportation choices.	Short (0-5 years)	State, Regional, and Local Agencies, Metropolitan Planning Organizations	N/A	Yes		Documentation of linkages between economic, land use, housing, and transportation goals and objectives
SP-20	Require that new development and redevelopment in areas with existing and planned multimodal corridors that connect urban and other centers in the region be planned and	Immediate (0-2 years)	State, Regional, and Local Agencies, Metropolitan Planning Organizations	N/A	Yes		Research Best Practices and Tools, including the Walkability Workbook by the Livable Communities Institute and EPA

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	designed to support walking, biking and transit use.						@ <a href="http://www.walklive.org/project/walkability-workbook/">http://www.walklive.org/project/walkability-workbook/</a>  Establish process to prioritize/integrate design standards
SP-21	Support effective planning and implementation of transit oriented developments (TODs), from both a local and regional scale, in coordination with effective planning and delivery of transit services, particularly transit stations, to maximize ridership. a. Recognize that planning for TOD requires consideration of transit and land use issues at the system, corridor and station levels, as well as evaluation of adequate infrastructure such as water and sewer mains. b. Develop policies to streamline approval processes involving TODs. c. Ensure equitable distribution of the benefits of TOD and premium type transit services	Short (0-5 years)	State, Regional, and Local Agencies, Regional Planning Councils, SEFTC, Metropolitan Planning Organizations, Urban Land Institute, Public Private Partnerships	Existing local, state, and federal funding sources and competitive grants	Yes		Establish an interagency group (public/private) to evaluate TOD practices and processes  Number of communities with policies/initiatives to streamline TOD
SP-22	Introduce a new activity-based regional travel demand forecast model to directly simulate individual trip making and mode choice behaviors. Simulations done using the model will allow for robust tests of the effectiveness of policy alternatives.	Immediate (0-2 years)	Regional Planning Councils, State, Regional, and Local Agencies, SEFTC, and Metropolitan Planning Organizations	N/A	Yes		Advocate the state enhance existing models to account for non-motorized trips  Model development by the State  Local agencies implement use of model
SP-23	Consider regional implementation of rapid transit zones to maintain land use control around a station with multiple jurisdictions. Modify local land use plans and ordinances to support compact development patterns, creating more walkable and affordable communities.	Short (0-5 years)	State, Regional and Local Agencies, Metropolitan Planning Organizations	N/A	Yes – local		Conduct research on strategies, such as those used in Miami-Dade County (rapid transit zones and urban center planning)  Increase in number of

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	<ul style="list-style-type: none"> <li>a. Identity potential future land use map and other comprehensive plan changes at the local level. Also address the subject in regional level plans.</li> <li>b. Adopt form-based codes that have physical form, design of buildings and the public realm, and an emphasis on mixed and evolving land uses as organizing principles.</li> <li>c. Consider regional implementation of rapid transit zones or other such designations to maintain land use control around transit stations, including ones with multiple jurisdictions.</li> </ul>						transportation hubs designed to encourage walking, biking, and transit use (places like bus terminals, Metrorail stations, park and ride facilities, etc.)
SP-24	Consider the adoption of green neighborhood certification programs, such as LEED ND (Neighborhood Development) to guide decision making and development and to provide an incentive for better location, design, and construction of new residential, commercial, and mixed-use developments with the goal of increasing transportation choices while reducing household transportation costs. Incorporate sustainable building and neighborhood ratings or national model green building codes, including but not limited to those defined in Section 255.253(7), Florida Statutes, into municipal codes region-wide.	Short (0-5 years)	<p>Florida State Building Code Board, Local Boards of Rules and Appeals, Building and Zoning Code Agencies, USGBC</p> <p>State, Regional and Local Agencies, Metropolitan Planning Organizations, US Green Building Council, Builders Associations and Private Developers</p>	<p>US DOE, US EPA</p> <p>Existing local, state, and federal funding sources and competitive grants, including US HUD Sustainable Communities funding</p>	Yes - local	Existing agency resources	<p>Adoption/integration of standards as part of local planning documents and guidelines</p> <p>Identification of codes for integrations</p> <p>Identification of appropriate vehicle for local integration</p> <p>Develop and implement process for adoption</p> <p>Number of communities adopting green neighborhood certification program</p> <p>Identification of codes for integrations</p> <p>Identification of appropriate vehicle for local integration</p> <p>Develop and implement process for adoption</p>

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SP-25	Adopt or create a green rating system for roads to reduce emissions from construction, maintenance, and agency operations through practices such as using recycled materials, purchasing materials found or manufactured sustainably in the region, and requiring construction contractors to implement emissions reductions practices such as using alternative fueled vehicles and clean diesel practices.	Short (0-5 years)	State, Regional and Local Agencies and Planning Authorities, Purchasing Departments, Sustainability Offices, Florida Gold Coast Clean Cities Coalition, EPA Southeast Diesel Collaborative	Possibly acquire funding through a competitive funding grant or Unified Planning Work Program to develop program/criteria  Existing local, state, and federal funding sources and competitive grants,, MPO Unified Planning Work Program, DOE Clean Cities, and EPA Diesel Emissions Reduction Act funding	Yes	Existing staff resources	Development of a green rating system  Number of communities with a green rating system
SP-26	Improve movement and safety for non-motorized modes through the adoption and implementation of best practice models including Complete Streets. a. Develop policy, ordinances, guidelines, models and projects to accelerate implementation. b. Identify partners and resources to support training and the research into new techniques for transportation design and other professionals.	Short (0-5 years)	State, Regional and Local Agencies, Metropolitan Planning Organizations, Regional Planning Councils, Builders Associations and Private Developers	N/A	Yes – local		Develop and implement Complete Street Policies/Ordinances  Increase in number of sidewalk and bicycle facilities in communities  Reduction in number of non-motorized accidents

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							Number of communities with Complete Street Policies/Ordinances
SP-27	<p>Complete, expand and connect networks of bicycle and pedestrian facilities, including supporting access to transit.</p> <p>a. Prioritize implementation of planned bicycle and pedestrian networks. Improve overall coordination of local and regional agency planning and implementation efforts. Evaluate whether these facilities are connected regionally and on a local scale to major employment, education, and recreation centers.</p> <p>b. Implement a roadway design project checklist that includes measures of pedestrian, bicycle, and transit (e.g. bus bay) accommodation.</p> <p>c. Work regionally to improve safety for pedestrians and bicyclists</p> <p>d. Consider regional adoption of Transit, Pedestrian, and Biking programs that aim to improve access to transit.</p> <p>e. Develop policies to increase designated bike parking facilities at office and retail developments.</p>	Short (0-5 years)	State, Regional and Local Transportation Agencies, Metropolitan Planning Organizations, Water Management Districts Bicycling and Pedestrian Groups	Studies: Unified Planning Work Programs and competitive grants Implementation: Existing transportation infrastructure funding sources	Yes - local	Existing staff resources	<p>Results of connectivity evaluation</p> <p>Development of roadway design project checklist</p> <p>Increase in bike programs adopted by transit agencies in the region</p> <p>Increase in bike parking policies and ordinances</p> <p>Evaluate connectivity to determine complementary projects and areas to improve regional connectivity</p> <p>Local agencies prioritize projects with regional benefits</p> <p>Number of communities with roadway design project checklists</p> <p>Increase in bike programs adopted by agencies in the region</p> <p>Increase in bike parking policies and ordinances</p>
SP-28	Agencies across the region continue to implement strategies aimed at maximizing the	Immediate (0-2 years)	State, Regional Local and Transportation	N/A	No	Existing staff resources	Strategy summaries and estimated benefits analysis,

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	<p>efficiency of the existing transportation network. Many of these strategies also result in GHG emissions reductions. There is a need for a toolbox of successful strategies that can be duplicated across the region. Agencies should make an effort to collect information that will allow for evaluation of the effectiveness of a strategy in reducing GHG emissions. Information collected by implementing agencies should include emissions reductions, fuel reductions, VMT impacts, or other performance measures as appropriate. Information collected should also include steps for implementation, costs, and lessons learned. Among the strategies to consider are use of roundabouts, real time operation of the traffic signal system, traffic signal prioritization and queue jumps for transit, interstate ramp metering, and employment of a virtual freight network (freight network managed in real time using intelligent transportation systems).</p>		<p>Agencies, Metropolitan Planning Organizations</p>				<p>including emissions reductions</p> <p>Number of communities with performance measures and evaluations for transportation projects to ensure net GHG emissions reductions (including performance measures such as VMT, VHT, etc.)</p>
<p>SP-29</p>	<p>Increase transit ridership by providing premium transit service on targeted regional corridors. Examples of successful routes include the I-95 Express bus service and “The Flyer” route from Miami International Airport to Miami Beach. The goal of these routes is to bring people who might otherwise drive to work (known as “choice riders”) from residential areas to regional centers of employment. Agencies should review levels of service policies and service standards and modify as necessary to prioritize increasing services along corridors with dense land use. Improve quality of service by continuing to monitor and address safety and performance.</p>	<p>Short (0-5 years)</p>	<p>State, Regional, and Local Transportation Agencies and Metropolitan Planning Organizations</p>	<p>Studies: Unified Planning Work Programs and competitive grants Implementation: Existing transportation infrastructure funding sources</p>	<p>Yes</p>	<p>Funding needed for studies and implementation</p>	<p>Development of targeted routes</p> <p>Prioritize routes in planning processes</p> <p>Review policies regarding network level of service standards for roadways and modify as necessary to prioritize increasing services along corridors with dense land uses</p>

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SP-30	Increase the amenities and infrastructure available to transit riders, such as shade, shelters, kiosks utilizing solar power when feasible, and route and real time boarding information.	Immediate (0-2 years)	Local Transportation Agencies  State, Regional and Local Agencies	Existing transportation infrastructure funding sources  Existing local, state, and regional funding and competitive funding sources	No	Existing staff resources	Increase in transit facilities and amenities  Estimate GHG emissions reductions by tracking ridership following new facilities and/or amenities
SP-31	Provide seamless transitions to increase the use of low carbon modes for the movement of people and freight in the region. a. Improve connections among Tri-Rail and county transit service, municipal trolley and community shuttle bus services which may include re-alignment of routes. District circulators, such as the Metro Mover in downtown Miami which connects to Metro Rail provide the last leg of a commute for transit riders and should have high frequency and ease of transfer. b. Implement seamless regional transit fare and transfer media (traditional or virtual) across transit services in the region while improving walking and biking access to transit. c. Develop planning strategies to address planning for the “First and Last Mile” of transit trips, which act as barriers for commuters who could potentially take transit but whose starting point or final destination cannot be conveniently accessed from the nearest transit stop/station due to distance, terrain (street patterns), or real or perceived safety issues	Short (0-5 years)	State, Regional and Local Agencies, Metropolitan Planning Organizations Airport and Seaports, FHWA, EPA Smartway Transport, EPA Southeast Diesel Collaborative, and private shipping industry partners	Existing transportation funding sources and possibly competitive funding programs	Yes	Existing staff resources	Alignment of regional, local and municipal routes  Adoption of transferable fare media and evaluation of rates  Study access conditions for transit stations  Development and adoption of First and Last Mile of Transit Strategies  Virtual Freight Network Software and Implementation  Climate adaptation and mitigation addressed in Seaport, Airport, and Freight Master Plans  Develop Freight Project Performance Measurement Evaluation Criteria

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	<p>(traffic, crime).</p> <p>d. Partner to implement a Virtual Freight Network as part of the region’s comprehensive Intelligent Transportation System/ Transportation System Management and Operations Programs. Establish a software application to provide “load matching” for shippers and truckers to alleviate “deadheading” of empty trucks traveling back to destination.</p> <p>e. Incorporate climate adaptation strategies and GHG emissions inventories into Seaport and Airport Master Plans and Regional Freight Plans. Plans should address the critical last mile to and from major seaports and airports in part by providing comprehensive plan land use designations, policies, and standards that protect that function of roadway segments connecting seaports and airports (hubs) to corridors, such as interstates.</p> <p>f. Establish performance measures including VMT reduction and emissions reductions monitoring for freight projects such as ship to rail projects which remove drayage truck operations</p> <p>g. Support clustering of distribution facilities to promote intermodal centers and economic development.</p>						<p>Development of a Freight Distribution Center Plan</p> <p>Evaluate, prioritize, and develop t aligned regional, local and municipal routes</p> <p>Adoption of transferable fare media and evaluation of rates</p> <p>Study access conditions for transit stations</p> <p>Number of communities adopting First and Last Mile of Transit Strategies, such as bikes on trains, car sharing programs, and improving the safe non-motorized travel from transit to destination.</p> <p>Explore partnerships for implementation of Virtual Freight Network Software and Implementation</p> <p>Decrease in empty truck trips</p> <p>Number of communities integrating Climate adaptation and mitigation addressed in Seaport, Airport, and Freight Master Plans</p> <p>Develop Freight Project Performance Measurement</p>



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							Evaluation Criteria  Integrate consideration of greenhouse gas emissions in the developing clustering of freight distribution Centers
SP-32	<p>Use and expand Transportation Demand Management (TDM) strategies, which reduce peak hour and single-occupant vehicle travel.</p> <p>a. Vanpool and Carpool Programs - Work with MPOs, South Florida Commuter Services and South Florida Vanpool to identify and pursue opportunities to more fully utilize and expand these programs.</p> <p>b. Car and Bike Sharing Programs - Work with companies providing these services and strategic partners (universities, municipalities, large employers, etc.) to establish zip car, bike sharing and personal vehicle sharing programs.</p> <p>c. Employee Benefits – Encourage sharing of information on and use of employee benefits that support use of walking, biking and transit modes for work commutes (e.g., pre-tax benefits and Emergency Ride Home program).</p> <p>d. Commute Trip Reduction Programs - Local governments should promote participation in programs such as the EPA Commuter Choice Program and explore the adoption of commute trip reduction ordinances.</p>	Immediate (0-2 years)	Metropolitan Planning Organizations, State, Regional, and Local Transportation Agencies, South Florida Regional Planning Council South Florida Commuter Services, BOMA, public private partnerships including large base employers	<p>Existing local, state, and regional funding and competitive funding sources</p> <p>Public private partnerships</p>	Yes (d.)	Existing staff resources	<p>Research local options, resources and partners</p> <p>Identify incentives and conveniences for commuter and employer-based program participation</p> <p>Begin or expand implementing programs</p> <p>Increase in carpool and vanpool registrations</p> <p>Increase in car and bike sharing programs</p> <p>Commute Reduction Ordinances</p>
SP-33	Coordinate initiatives with those of the seven-county Southeast Florida Prosperity Plan, known as Seven50, to maximize the opportunities presented as Seven50 is	Short (0-5 years)	Southeast Florida Regional Climate Compact and Southeast Florida Regional Partnership	HUD Sustainable Communities Initiative Planning Grant	No	Existing Staff Resources, Institute for Sustainable Communities	<p>Seven50 Summits</p> <p>Convening of workgroups</p> <p>Achieve expanded regional</p>

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	<p>developed (e.g., sharing data and analysis; participating in alternative future scenario planning; engaging a myriad of public, private and civic partners) and actively engage in Seven50 implementation efforts, designed to address the following Livability Principles:</p> <ul style="list-style-type: none"> <li>• Provide more transportation choices</li> <li>• Promote equitable, affordable housing</li> <li>• Enhance economic competitiveness</li> <li>• Support existing communities</li> <li>• Coordinate policies and leverage investment</li> <li>• Value communities and neighborhoods</li> <li>• Enhance community resiliency to the impacts of Climate Change</li> </ul>			and seek additional funding for implementation dollars			<p>support for the Action Plan</p> <p>Completion of grant milestones to include Climate Resilience Element</p> <p>Achievement of milestones in the Work Plan</p>
<b>WATER SUPPLY, MANAGEMENT AND INFRASTRUCTURE (WS)</b>							
WS-1	Develop local and, where appropriate, regional inventories of existing potable water supply delivery and collection systems, vulnerable wellfields, wastewater collection and/or treatment infrastructure, septic tanks/drainfields, and stormwater drainage and treatment facilities; assess the potential impact from climate change of each component; and develop different climate change scenarios and adaptation strategies for high-risk utilities and/or infrastructure which may require replacement, reinforcement, or relocation to ensure the long term viability of the system (e.g., modified site, depth, elevation, materials, or connection requirements).	Short (0-5 years)	SFWMD, County and Municipal Planning Authorities, Utilities, Drainage Districts	NOAA, FEMA, US EPA, USGS, FDEP, FDEO, SFWMD, AWWA,	Federal and state legislation providing funding for adaptation planning, review of climate adaptation potential and need in funding decisions,	Funds for water management and water supply infrastructure	<p>Create and map an infrastructure inventory</p> <p>Develop and apply saltwater and hydrologic models</p> <p>Identify and assess vulnerable infrastructure</p> <p>Prepare an infrastructure specific adaptation plan</p>
WS-2	Develop a regional saltwater intrusion baseline and utilize saltwater intrusion models to identify	Short	SFWMD, County Agencies,	NOAA, USGS	No	Staff time and/or consultant	Creation of updated saltwater line, and vulnerability analysis of

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	wellfields and underground infrastructure at risk of contamination/infiltration by saltwater with increases in sea level.	(0-5 years)	Drainage/Water Control Districts, Water Utilities			services	vulnerable surface and surface infrastructure.
WS-3	Utilize existing and refined inundation maps and stormwater management models to identify areas and infrastructure at increased risk of flooding and tidal inundation with increases in sea level, to be used as a basis for identifying and prioritizing adaptation needs and strategies.	Short (0-5 years)	NOAA, USGS, Academic Institutions	NOAA, USGS	No	Several tools already under development, new tools and tool refinements could range from \$100k's to more than \$1 M	Creation of models, identification and prioritization of adaptation needs, creation and adoption of adaptation plan and funding strategy, identification of additional needs (e.g., monitoring stations, data collection, infrastructure improvements and priorities)
WS-4	Evaluate the impacts of rising sea and groundwater levels on soil storage, infiltration rates and inflow to stormwater and wastewater collection and conveyance systems; consider longer-term influences on water quality; and develop strategies for implementing reclaimed water and stormwater reuse projects that account for current and future conditions.	Short (0-5 years)	County and municipal authorities, Utilities, FDEP, SFWMD, USGS, NOAA, EPA	USGS, NOAA, US EPA, SFWMD	No	Funds for hydrologic modeling, reuse studies and planning efforts, and update of stormwater master plans to consider climate change and sea level rise.	Develop and apply appropriate hydrologic models. Develop and/or update reuse, water and wastewater master plans to incorporate. Develop and/or apply appropriate water quality models to evaluate predicted influences of long-term urban discharges on receiving waters and downstream ecosystems. Identify and prioritize recommended projects.
WS-5	Develop and apply appropriate hydrologic and hydraulic models to further evaluate the efficacy of existing water management systems and flood control/drainage infrastructure under variable climate conditions. Quantify the capacity and interconnectivity of the surface water control network and develop feasible adaptation strategies.	Short (0-5 years)	Counties, SFWMD, Drainage/Water Control Districts.	FEMA, USGS, NOAA	No	Some projects already under development. Additional funds will improve assessments through more accurate representation of existing infrastructure and refined grid.	Model development and report of findings with recommendations.

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WS-6	Coordinate with the South Florida Water Management District, Drainage/Water Control Districts, and utilities/public works officials to identify flood control and stormwater management infrastructure already operating below the design capacity. Further examine water control structures to ensure that they can provide for inland or upstream migration of riparian species as freshwater habitats become more saline.	Short (0-5 years)	SFWMD, Water Managers, Drainage/Water Control Districts, County and Municipal Agencies	FEMA, NOAA	No	Existing agency resources. Field assessments and engineering reports.	Completion of assessment report and presentation of findings.  Prioritization of infrastructure for retrofit.
WS-7	Develop Integrated Water Management Plans that present a joint assessment and planning strategy involving local water utilities, wastewater service providers, water managers, and partners to the Southeast Florida Regional Climate Change Compact, for coordinated consideration of stormwater use and disposal, traditional and alternative water supplies, wastewater disposal and reuse, and water conservation measures for use by local leadership to guide planning decisions as well as amendments to applicable codes and regulations.	Short (0-5 years)	County and Municipal Agencies, Utilities Managers, SFWMD, Transportation Agencies	Traditional water, wastewater, transportation, and infrastructure funding sources.	Agency Policy	Funds for development of appropriate models and plan development	Policy changes Changes in plan review process and criteria.  Require integration of water reuse and conservation as part of all (re)development and water management, projects.  Coordinate regionally to develop and apply advanced hydrologic models to assess combined effects of climate influences on water management, water supply and wastewater systems.  Identify operational and level of service issues.  Propose and test mitigation and adaptation strategies, prioritize recommendations.  Complete regional master plan(s) that reflect coordinated water resources planning and

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							climate change considerations across public works, transportation, water management, water supply and wastewater entities and projects.  Implement priority strategies.
WS-8	Develop and test water management and drainage system adaptation improvements needed to maintain existing levels of service relating to drainage, flood control, and water supply, and use cost-benefit analyses to prioritize potential improvements.	Short (0-5 years)	County, SFWMD, Drainage/Water Control Districts, County and Municipal Agencies	FEMA, USGS, NOAA	No	Funds for decision tool.	Presentation of cost-benefit analyses  Listing of recommended improvements  Development and use of communication tools in presenting findings
WS-9	Incorporate and prioritize preferred climate adaptation improvement projects in capital improvement plans and pursue funding.	Short (0-5 years)	County and Municipal Agencies, Utilities Directors	Infrastructure Bank, Transportation Funds, NOAA, FEMA	Adaptation funding needed at state and federal levels	\$100s of Millions for capital projects	Adopted Capital Program and Budget that detail climate adaptation projects.  Amendments to State and Federal Law providing for climate adaptation funding  Advancement of priority projects.
WS-10	Encourage, foster, and support investigative work and scientific research that improves the understanding of local and regional climate change impacts specific to south Florida including: <ul style="list-style-type: none"> <li>Improved down-scaling of global climate models for representation of precipitation at the regional/local scales.</li> <li>Identification and targeting of gaps in monitoring to improve quantification of the hydrologic system and its response to</li> </ul>	Short (0-5 years)	NOAA, USGS, SFWMD, County and Municipal Agencies, Utility Directors, Drainage/Water Control Districts	USGS, NOAA, FEMA, NASA	No	Additional funds will improve assessments through more accurate representation of existing infrastructure and refined grid	Enhancement of regional/local monitoring  New and/or renewed support for local/regional research initiatives.  Development of decision support tools and communication of results using appropriate

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	<p>climate change, such as evapotranspiration, groundwater levels, and precipitation, and local sea level;</p> <ul style="list-style-type: none"> <li>Development of risk-based decision support tools and processes for application in analysis of infrastructure design, water resource management, natural systems management, and hazard mitigation alternatives. Tools should provide for consideration of potential economic costs of comparative planning scenarios, management decisions, and infrastructure investments and the evaluation of potential tradeoffs.</li> </ul>						visualization tools.
WS-11	<p>Undertake efforts to fill identified data gaps through local program efforts, agency collaborations, and advocacy for additional state/federal resources, as needed.</p>	Short (0-5 years)	SFWMD, County and Municipal Agencies, Drainage/Water Control Districts. Natural Resources Agencies	FEMA, USGS, NOAA, FDEP	No	Additional funds will improve assessments through more accurate representation of existing infrastructure and refined grid	Enhancement of local/regional monitoring efforts, stations, infrastructure, and networks.
WS-12	<p>Foster the development and exchange of new information, methods and technical capabilities to address key questions of concern related to climate variability and sea level rise to support management decisions:</p> <ul style="list-style-type: none"> <li>Assess impacts of observed and predicted climate variability and sea level rise on the frequency, duration, and intensity of flooding as a result of extreme tidal excursions, storm surge, and 100-year storm events, and where impacts are likely</li> </ul>	Short (0-5 years)	SFWMD, County and Municipal Agencies, Drainage/Water Control Districts, Academic Institutions	FEMA, USGS, NOAA	No	Funds may be needed to undertake/improve assessments, including advanced modeling, depending on the community	<p>Development and application of improved hydrologic models with integration of sea level rise and other climate variables.</p> <p>Report and present findings</p> <p>Coordinate regional climate/water workshops or</p>

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	<p>to be greatest.</p> <ul style="list-style-type: none"> <li>Examine the effects of climate change on water availability and groundwater vulnerability due to sea level rise, and predicted changes in precipitation and evapotranspiration patterns and rates.</li> <li>Establish a venue for a periodic exchange of ideas between resource managers, policy makers, and researchers.</li> </ul>					through more accurate representation of existing infrastructure and refined grid.	conferences.
WS -13	Develop agency capabilities to provide rapid deployment of resources in immediate response to intense precipitation and storm events through use of Next RAD technology.	Short (0-5 years)	SFWMD, County and Municipal Agencies, Drainage/Water Control Districts,	FEMA, USGS, NOAA, FDEM	No	Additional funds will improve assessments through more accurate representation of existing infrastructure and refined grid.	Model development and report of findings with recommendations.
WS-14	Cultivate partnerships with federal and state agencies, and professional associations with expertise in integrated water resource planning (such as the U.S. Army Corps of Engineers Institute for Water Resources, the United States Geological Survey, and Water Foundations) as sources of important research, reports and information regarding climate change, and efforts being undertaken in other communities.	Short (0-5 years)	SFWMD, Compact, USACE, USGS, Water Foundations	None required.	No	None.	Joint projects and collaborations with agencies and institutions.
WS-15	Monitor changes in rainfall patterns, temperature means and extremes and SLR through coordination with NOAA, and other key organizations/partners, to better predict future wet-season and dry-season rainfall. Monitor emerging science in order to assess the adequacy of regional climate models. Choose	Short (0-5 years)	Counties, USDA, NOAA, ENP  Natural Resource Agencies	USDA, NOAA, USGS, ENP	No	Possibly additional monitoring sites and/or data analysis	Establishment of Plan  Regular reporting of data

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	an annual conference or other venue at which such trends can be reviewed at regular intervals.						
WS-16	Manage water storage in the region’s publicly-owned uplands and wetlands and in other land uses compatible with water storage, including wetland restoration, certain agricultural operations and certain renewable energy production facilities. This will further serve to protect high quality drinking water supply, increase aquifer recharge, and as a means for managing saltwater intrusion.	Short (0-5 years)	SFWMD, FDEP, Counties, NRCA, USDA, Municipalities Utilities	N/A	No	Acquisition of undeveloped land	<ul style="list-style-type: none"> <li>Establish coordination effort</li> <li>Identify publically owned lands in study area.</li> <li>Assess current and potential uses.</li> <li>Quantify potential benefits.</li> <li>Prioritize proposed projects and pursue.</li> </ul>
WS-17	Support complete implementation and funding for the Comprehensive Everglades Restoration Plan (CERP) and its updated versions as fundamental to Everglades restoration, to include increased freshwater flows to the Everglades system, thereby improving water quality, maximizing regional freshwater storage and aquifer recharge, and providing potential to abate saltwater intrusion, which will become increasingly important under variable climate conditions and in the face of sea level rise.	Immediate (0-2 years)	County Commissions, SFWMD , USACE	N/A	Congressional Action with WRDA bills for project authorization and allocation of funds	CERP is a \$12 Billion effort; advocacy can take many forms involving elected leaders and agency staff.	<ul style="list-style-type: none"> <li>Funding and Advancement of 2<sup>nd</sup> Generation CERP Projects and the Central Everglades Planning Project.</li> <li>Authorization and advancement of the Broward Water Preserve Area</li> </ul>
WS-18	Combine existing and develop new land acquisition priorities in a regional setting to protect high quality drinking water supply.	Immediate (0-2 years)	SFWMD, Counties, Municipalities, Utilities,	N/A	No	Existing staff resources	<ul style="list-style-type: none"> <li>Development and Implementation of Plan</li> <li>Detail of acquisition priorities</li> <li>Acreage acquired</li> </ul>
<b>NATURAL SYSTEMS (NS)</b>							
NS-1	Develop a vital signs status and trends monitoring program for biological communities. Key parameters may include rate of sea-level	Immediate (0-2 years)	WWS USGS FDEP, Ports, Utilities	USEPA; NOAA; FDEP; SFWMD; ACADEMIC	No	Interagency staffing To expand the	Enhance existing investments by evaluating data sets against. . For example, small scale coastal



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	rise; saltwater intrusion boundary and monitoring wells; landscape-level vegetation patterns; percent coral cover and condition in offshore reef zones; water temperature and pH in areas; and occurrence and range of invasive exotic plants and animal species.		Local Utilities	PARTNERS, Ports, Utilities		program, multi-parameter instruments and personnel would be required.	monitoring program water column near bottom for pH and temperature. Small scale monitoring of groundwater monitoring wells for saltwater intrusion indicator parameters: pH, temperature and chlorides.
NS-2	Promote collaborative federal, state and local government conservation land acquisition programs. Explore fee simple and less-than-fee approaches which reflect regional acquisition priorities and result in conserving a diversity of natural areas including hot spots of biological diversity, protecting open space and buffer areas to create or maintain resilience and adaptive capacity of existing natural areas to transition inland/upslope.	Short (0-5 years)	Natural Resource Agencies	DOI, USEPA, possible State funding?  Voter referendum; Short-term sales tax; FCT; Farm Bill	Yes: Revise Farm Bill to allow fee and less than fee acquisition by local governments	Agency staffing	Development of acquisition strategy, where needed.
NS-3	Support regional fire management coordination efforts emphasizing frequent, low intensity fire regimes in wetland and pine forest systems to maximize habitat quality, resilience to change and carbon neutrality while preventing hazardous fuel load build up that leads to major carbon releases.	Short (0-5 years)	Natural Resource Agencies	DEP; SFWMD; Local Governments	Revise local development codes to encourage fire-wise communities and building standards adjacent to urban natural areas	Agency staffing	Annual burn reports from participating agencies, where appropriate and needed.
NS-4	Quantify monetary values of hazard mitigation and adaptation provided by natural systems using Ecosystem Services Valuation or comparable model. Create a sustainable funding mechanism for their protection and management.	Short (0-5 years)	Natural Resource Agencies  Economic development agencies	USEPA; USFWS	No	Agency staffing	Local government-prepared list of areas to be quantified

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NS-5	Maintain or restore multiple areas of habitat and large-scale connectivity to facilitate native species population stability and habitat shifts resulting from climate change.	Immediate (0-2 years)	Natural Resource Agencies Parks and Recreation Agencies	USFWS, FFWCC	No	Agency staffing	Map of existing habitat types followed by a plan showing proposed connective corridors linking habitat types
NS-6	Coordinate and implement regional invasive exotic species prevention and control efforts to minimize the diversity and abundance of habitat-homogenizing exotic plants and animals by emphasizing prevention of new invasions and early detection/rapid response to nascent invasions.	Immediate (0-2 years)	Natural Resource Agencies IFAS, USDA Parks and Recreation Agencies	USDA, FFWCC	No	Agency staffing	Create interagency Task Force
NS-7	Coordinate “living shorelines” objectives at regional scale to foster use of natural infrastructure (e.g. coral reefs, native vegetation and mangrove wetlands) instead of or in addition to grey infrastructure (e.g. bulkheads).	Short (0-5 years)	Natural Resource Agencies, UF/IFAS Cooperative Extension Services	DEP, Local Governments, Riparian land owners	Yes; General Permits and assurances that riparian over water views will be protected to the greatest extent practicable	Agency staffing	Develop documentation on recommended BMPs Limited opportunities in Broward County
NS-8	Leverage existing work of the Florida Reef Resilience Program’s “Climate Change Action Plan for Florida’s Coral Reef System 2010-2015” for protection of marine habitat.	Immediate (0-2 years)	FDEP, NOAA, SEFCRI, MARES, Counties, Municipalities, Ports, Fisheries, Recreational Interests	NOAA, FDEP	Resolution to create interagency coastal ocean task force	Staff from multiple agencies	Creation of Regional Interagency Coastal Oceans Task Force; Preparation of Report detailing recommendations; Implementation of recommendations
NS-9	Engage and cooperate with marine resource agencies to maintain coral reef (e.g., selective	Short (0-5 years)	Natural Resource	DOI, NOAA (NMFS),	No		

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	breeding) and mangrove ecotones as estuarine habitat and natural barriers to storm surge that also maintain coastal biodiversity.		Agencies USACOE	USEPA, USACOE			
NS-10	Advocate for federal and state funding for applied monitoring and climate related science: <ul style="list-style-type: none"> <li>• identify economic and physical linkages between marine systems (e.g. reefs and mangroves) and hazard risk/damage claim reduction</li> <li>• monitor coastal and freshwater marsh vegetation tolerance to changing salinity, depth and other climate variables</li> <li>• improve data on estuarine bathymetry and use appropriate models to help identify habitats at risk</li> <li>• develop refined climate projections, hydrologic and ecological models to aid in planning</li> <li>•</li> </ul>	Short (0-5 years)	Natural Resource Agencies	NA	Yes; Hazard mitigation should be a scoring factor in competitive grant award processes	Agency staffing	Annual status reports
NS-11	Support regulatory requirements that provide for ecologically beneficial uses of clean, dredged materials.	Immediate (0-2 years)	Natural Resource Agencies USACOE	NA	Yes; revisions to DEP and Army Corps regulatory requirements	L Agency staffing	Model ordinance/legislation Federal participation in Inlet Management plans Draft rule language
NS-12	Develop long-term turtle-nesting beach preservation and management strategies to reduce nest vulnerability and mortality.	Immediate (0-2 years)	Natural Resource Agencies	FFWCC	Yes; enhanced protection of lands potentially suitable for future nesting	Local agency staffing	Preliminary identification of at risk nesting areas and areas which may serve as future nest sites Include concepts in upcoming beach nourishment plans

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NS-13	Compile species information for rare plant species in threatened natural communities and develop adaptation plans that include, at a minimum, seed bank repository collection and assisted propagation.	Short (0-5 years)	Natural Resource Agencies	USFWS; IFAS	No	Agency Staffing	Initial list of species in peril
NS-14	Maintain/restore urban tree canopy.	Short (0-5 years)	Municipal Commissions, City Green Teams	USFWS	Yes; enhance building codes to maintain tree canopy	Agency staffing	Assessment of existing codes and ordinances
<b>AGRICULTURE (AG)</b>							
AG 1	Promote policies which preserve the economic viability of agriculture as the industry adapts in the face of climate change.	Short (0-5 years)	UF/IFAS, FDACS, Farm Bureau, Ag Advisory Boards	N/A	Yes	Existing staff resources	Identification of policies Approval of policies
AG 2	Develop and seek regional, state, and county-based funding for willing buyer/willing seller Agriculture Purchase of Development Rights Program to maintain agricultural land for its ability to lessen climate change impacts and provide for national food security.	Short (0-5 years)	UF/IFAS, FDACS, Farm Bureau, Ag Advisory Boards,	FDACS	Yes	Existing staff resources	Identification of funding Purchase of development rights
AG 3	Support academic research in the agriculture sector on best management practices for crops presently grown or new crops which may be grown as climate conditions change in southeast Florida.	Short (0 - 5 years)	UF/IFAS, Farm Bureau, Ag Advisory Boards	Academia	No	Research dollars	Initiation of research Implementation of successful measures
AG 4	Provide incentives to growers/land owner to manage agricultural lands to lessen impacts of climate change regionally, and provide environmental benefits which may include, but not be limited to: open space, water aquifer recharge and storage, carbon sequestration, wind farms, biofuels, and wildlife habitat.	Short (0-5 years)	UF/IFAS, FDACS, Farm Bureau, Ag Advisory Boards, Natural Resource Agencies	FDACS, Developers	Yes	Existing staff resources	Determination of incentives Implementation of incentives
AG-5	Ensure availability of water supply, at reasonable cost, to meet the diversity of needs across southeast Florida to include agricultural	Short (0-5 years)	UF/IFAS, Farm Bureau, Ag Advisory Boards, SFWMD, Local Water Districts	N/A	Yes	Existing staff resources	Determination of water supply needs Provision of water at

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	irrigation needs and crop freeze protection.						reasonable costs
AG 6	Identify and reduce obstacles for permitting agricultural practices (including growing and selling produce) in urban areas, in order to encourage urban farming and reduce GHG emissions related to the transport of farm produce.	Short (0–5 years)	UF/IFAS, Farm Bureau, Ag Advisory Boards, Code and Zoning, Commissions	N/A	Yes	Existing staff resources	Identification of obstacles Implementation of revised codes to permit use
<b>ENERGY &amp; FUEL (EF)</b>							
EF-1	Undertake regional efforts to advance energy efficiencies, energy conservation and the deployment of alternative and/or renewable energy technologies in existing and proposed developments through local ordinance, incentives, education, and energy efficiency financing strategies.	Immediate (0-2 years)	Regional Planning Agencies, Counties, Municipalities, UF/IFAS Cooperative Services Extension	US DOE, US EPA, US HUD, Public-Private Partnerships	Yes	Staff as well as funds for marketing, planning, and potentially infrastructure.	Code amendments Legislative package Production of Regional plans; Funds solicitations and awards; Coordinated and prominent outreach efforts.
EF-2	Work toward the establishment of a regional framework to deliver Energy Efficiency and Renewable Energy finance options, in addition to other local government initiatives and partnerships, to achieve regional GHG emissions reduction, the use of alternative and renewable energy technologies, in furtherance of green sector economic development.	Immediate (0-2 years)	Counties, Municipalities, Economic Development Agencies	US DOE, US EPA, US HUD, Public-Private Partnerships	Yes	Staff coordination, any finance program efforts are not expected to rely upon local government funding.	Advance RLI soliciting energy efficiency and finance services for a regional program; Approve agreement for said services; Launch program
EF-3	Set a recurring five–year regional goal to increase renewable energy capacity and conservation – which includes the co-benefits of economic development and job creation -- through revising building and zoning codes and architectural design guidelines to allow for, encourage, and integrate renewable energy sources into the power supply.	Short (0-5 years)	Economic Development Agencies, Building and Zoning Code Agencies, Local Boards of Rules and Appeals	US DOE	Yes	Existing agency resources	Development of Goal Development of implementation strategy Implementation

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EF-4	Seek amendments to existing land development regulations and development standards and revise or eliminate provisions that act as a barrier to the installation and use of renewable energy systems pursuant to Section 163.04, F.S.	Short (0-5 years)	Building, Planning and Zoning Code Agencies	N/A	Yes	Existing staff resources	Development approval of amendments
EF-5	Develop policies to facilitate and streamline the deployment of energy efficient and renewable energy such as the installation of LEDs and use of solar power for public infrastructure such as street lighting, parks, and parking facilities. Survey counties, municipalities and regional agencies with lighting infrastructure to determine the level of deployment and to gather best practice policies and implementation steps to facilitate the application of efficient, environmentally sensitive (sea turtles), responsive, lighting practices in additional infrastructure.	Immediate (0-2 years)	Public Works, Infrastructure, and Parks Departments, Sustainability Offices, Power Utilities  State, Regional, and Local Agencies	N/A  Existing federal, state, and local funding and competitive funding sources	Yes	Existing staff resources	Survey of deployment in municipalities and counties including information on policies, costs and funding sources  Policies to promote additional infrastructure  Code revisions as needed
EF-6	Support or facilitate development and distribution of <i>local</i> sources of sustainable fuels and availability of fueling infrastructure. Adopt policies to facilitate the development of <i>locally sourced</i> sustainable alternative fuels, those achieving a reduction in lifecycle greenhouse gas emissions when compared to conventional fossil fuels (including but not limited to waste-based bio-diesel and methane gas from sources like landfills). Include these policies in regional plans and Local Comprehensive Plans. Identify incentives and modify local code to encourage the establishment of a local alternative energy industry.	Short (0-5 years)	State, Regional and Local Agencies, Transportation Agencies, Metropolitan Planning Organizations, Florida Gold Coast Clean Cities Coalition, the Southeast Diesel Collaborative, Local Economic Development Offices	DOE Clean Cities Grant Opportunities, EPA National Clean Diesel Funding, Economic Development Funding, and other opportunities	Yes	Planning activities within existing staff resources  Funding needed for infrastructure	Establishment of locally sourced sustainable alternative fuels/companies  Policies supporting and promoting sustainable alternative fuels  Code revisions to streamline permitting of sustainable alternative fuels  Evaluate the GHG emissions reductions associated with the various alternative fuels

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EF-7	<p>Establish a working group of public and private stakeholders to develop a strategy to promote the use of Plug-in Electric Vehicles in the region.</p> <p>a. Establish locations where infrastructure and/or battery switching stations are needed. Solar charging and other renewable options should be designated a priority to maximize emission reduction benefits and to improve the community's emergency management preparedness in times of power outages.</p> <p>b. Develop policies to provide incentives for the deployment of infrastructure to complement transit oriented corridors. Preferred and/or reduced parking fees should be a consideration for riders accessing transit facilities by electric or other alternative fuel vehicles. Transit facilities should develop plans to establish electric vehicle charging infrastructure.</p> <p>c. Work with relevant stakeholders to streamline permitting processes associated with charging equipment to encourage the safe and expeditious installation on customer premises and elsewhere.</p> <p>d. Coordinate monetary and non-monetary incentives available to the general public and organizations purchasing electric vehicles.</p> <p>e. Support regional efforts to establish a framework for siting/locating public electric vehicle charging stations.</p>	Short (0-5 years)	State, Regional Local and Transportation Agencies, Florida Gold Coast Clean Cities Coalition	Existing DOE EV Infrastructure Planning Grant being implemented by the South Florida Regional Planning Council	Yes	Existing staff resources	<p>EV Infrastructure Plan</p> <p>Policies and incentives</p> <p>Code revisions</p> <p>Number of EV Charging Parking Spaces</p> <p>Number of EVs sold in the region</p>
EF-8	Develop a strategy to promote the development of truck parking with electrification facilities and the use of auxiliary power units to reduce	Short (0-5 years)	State, Regional and Local Agencies, Metropolitan Planning	Existing federal, state, and local funding and	No		Increase in number of electrified truck parking spaces and auxiliary power units installed on

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	<p>extended idling by trucks.</p> <p>a. Survey state, local and regional transportation agencies for existing studies identifying trucking patterns and needs.</p> <p>b. Identify strategic locations for truck parking facilities and seek competitive funding opportunities as a region.</p>		Organizations, Florida Gold Coast Clean Cities Coalition, the Southeast Diesel Collaborative	competitive funding sources, MPO Unified Planning Work Program funding EPA National Clean Diesel Competitive Funding, DOE Clean Cities funding			trucks
<b>RISK REDUCTION &amp; EMERGENCY MANAGEMENT (RR)</b>							
RR-1	<p>Perform vulnerability analysis to identify and quantify the economic value of regional infrastructure at risk under various sea level rise scenarios and other climate change scenarios utilizing inundation mapping, modeling, and other appropriate tools. While the initial regional vulnerability assessment completed by the Compact Counties for use in this Regional Climate Action Plan has yielded important new insights on regional risk, additional and ongoing analysis is required to further refine our current understanding and to monitor changes in Southeast Florida's risk profile over time.</p>	Immediate (0-2 years)	Emergency Management Agencies, Regional Planning Agencies, NOAA, USGS, FDEM, UF	FEMA, NOAA Sea Grant	No	Existing staff resources	<p>Complete inundation maps;</p> <p>Expand vulnerability analysis;</p> <p>Develop and apply inundation models;</p> <p>Consider storm surge assessments</p> <p>Report findings</p>
RR-2	<p>Evaluate and improve adaptation responses for communities at risk, to include:</p> <ul style="list-style-type: none"> <li>Development and implementation of methodologies for the assessment and evaluation of evacuation and relocation options;</li> <li>Development of model evacuation policies and procedures for communities at increased risk of flooding; and</li> </ul>	Short (0-5 years)	Emergency Management Agencies, Regional Planning Agencies, FDEM, County Attorney, MPO	FEMA, FHWA	No	Existing Staff Resources	<p>Development of model policies</p> <p>Advancement of policy through local and regional planning and decision documents.</p>



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	<ul style="list-style-type: none"> <li>Development of model relocation policies for affected communities.</li> </ul>						
RR-3	Incorporate climate change adaptation into the relevant Local Mitigation Strategy (LMS) to reduce or eliminate long-term risk to human life and property from disasters. Within the LMS, update local risk assessments to include climate change in the hazard analysis and vulnerability assessment section. Develop strategies for hazard mitigation and post-disaster redevelopment planning.	Immediate (0-2 years)	Emergency Management Agencies	FEMA	Yes	Existing Resources	<p>Updated Enhanced LMS that considers and presents strategies for responding to influences of climate change.</p> <p>Post-disaster Long Term Recovery Plans that include climate change as a factor.</p>
RR-4	<p>Identify transportation infrastructure at risk from climate change in the region; determine whether, when, where, and to whom projected impacts from climate change might be significant. Employ inundation mapping, modeling and other appropriate tools to assess the vulnerability of transportation infrastructure to the projected impacts of climate change under various sea level rise and other climate change scenarios. At a minimum, assess the vulnerability of the following transportation infrastructure:</p> <ul style="list-style-type: none"> <li>local transportation networks of the Compact Counties</li> <li>the Regional Transportation Network designated by the Southeast Florida Transportation Council composed of interconnected, strategic corridors (roadway, rail line, waterway), hubs (airports, seaports, intermodal terminals, freight terminals, passenger rail and intercity bus terminals) and connectors critical to the mobility of people and freight and the region's economic competitiveness</li> </ul>	Immediate (0-2 years)	State, Regional and Local Agencies, Emergency Management Agencies, Transportation Agencies, County Agencies, Regional Planning Agencies. MPO, UF Sea Grant Project	US DOT, FEMA, FDOT, FHWA	No	Existing Resources and Projects	<p>This work is contingent on SP-3 thru SP-12</p> <p>Development of inundation maps.</p> <p>Assessment of infrastructure relative to maps under various SLR scenarios.</p> <p>Report on findings and recommendations.</p>

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	and quality of life; and evacuation routes adopted under the Statewide Regional Evacuation Corridor Program.						
RR-5	Enforce Coastal Construction Line and build upon goals, objectives and policies related to Coastal High Hazard Area designations in Comprehensive Plans.	Immediate (0-2 years)	State Agencies, Counties. Local Building and Permitting Departments	FDEO	Yes	Existing Staff Resources	Addition of policies of Comprehensive Plans
RR-6	Adopt consistent plans at all levels of regional government that adequately address and integrate mitigation, sea level rise and climate change adaptation. The following plans must all be consistent: Disaster recovery and redevelopment plans; Comprehensive plans; Long range transportation plans; Comprehensive emergency management plans; Capital improvement plans; Economic development plans, Local Mitigation Strategy, Climate Change Action Plan; Future Land Use Plan.	Short (0-5 years)	Emergency Management Agencies, Local, Regional and State Transportation Agencies, County Agencies, Regional Planning Agencies, FDEM, FDEO	FEMA	Yes	Existing Staff Resources	Updated plans with consistent language  Consider the Regional Threat and Hazard Identification and Risk Assessment Plan and Economic Development Plans
RR-7	Continue to implement and enforce strong building codes that require new construction and substantial improvements to existing structures to mitigate against the impacts of flooding, severe winds, and sea level rise, and which are consistent with Climate Change Adaptation policy	Immediate (0-2 years)	Local Building Departments, Local Boards of Rules and Appeals, State Building Commission		Yes	Existing Staff Resources	Local Building Code Amendments  FL Building code changes
<b>PUBLIC OUTREACH (PO)</b>							
PO-1	Provide outreach to residents, stakeholders and elected officials on the importance of addressing climate change adaptation and preparedness and develop a program to educate specific interest groups about the Compact, Regional	Immediate (0-2 years)	Municipalities, Leagues of Cities, County partners; Public Information Officers and County	US EPA, US DOI	No	Existing Staff Resources	Development of Communication Tools  Development and implementation of outreach

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	Climate Action Plan, and the benefits of Adaptation Action Area. Consider utilizing the Leadership Academy concept to educate elected leaders, academic interests and other decision makers.		Staff; UF/IFAS Cooperative Extension Services				program.  Conduct Climate Leadership Academy
PO-2	Counties, municipalities and appropriate agencies will collaborate to develop and carry out outreach/educational programs to increase public awareness about hazards exacerbated by climate change, mitigation efforts, and adaptation strategies to minimize damage and risk associated with climate change.	Immediate (0-2 years)	Public Information Officers, Emergency Management Agencies, Municipalities and Counties, UF/IFAS Cooperative Extension Services	FEMA, NOAA, US HUD, US EPA, US DOI	No	Existing staff resources	Creation of campaign  Implementation of campaign
PO-3	Provide education and improve communications on energy conservation and available technologies with a focus on both short-term and life-cycle economic benefits, and incentives available within the region.	Immediate (0-2 years)	Counties, Municipalities, Public Information Officers, UF/IFAS Cooperative Extension Services and utility interests	US EPA, US DOI	No	Existing staff resources	Website content enhancement,  Production of communication tools
PO-4	Modify existing and encourage new public outreach, education and messaging programs associated with natural areas including upland, wetland, marine, coastal and nearshore environments and the Everglades to include climate change mitigation and adaptation messaging and volunteer opportunities to create awareness about the impacts of climate change on the environment.	Short (0-5 years)	Public Information Officers, Natural Resource Agencies and NGOs such as Everglades Foundation, 1000 Friends of Florida		No	Existing staff resources	Creation of campaign  Implementation of campaign
PO-5	Initiate a regional public education campaign to educate residents, business owners, policy makers on the merits of preserving open land as an 'insurance policy' for adaptation to sea level rise in Southeast Florida.	Short (0-5 years)	Public Information Officers, Natural Resource Agencies, and NGO		No	Existing staff resources	Creation of campaign  Implementation of campaign

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			such as The Nature Conservancy				
PO-6	Develop early warning systems and social media applications to both inform residents and visitors of extreme high-tide events and to raise overall awareness on sea level rise and climate change issues. Also consider roadway signage for tidal flooding zones.	Immediate (0-2 years)	State, Regional Municipalities, Counties, Emergency management agencies, Public Information Officers, Information Technology Agencies, and FDOT Media Partners	Existing federal, state, and local funding and competitive funding, including FEMA, NOAA, FDEP, FDEO	No	Existing staff resources	<p>Research available programs and applications</p> <p>Pursue partners and funding</p> <p>Production of communication tools and education programs.</p> <p>Survey for success</p>
PO-7	Leverage resources for campaign and promotional advertisements by coordinating public transportation messaging in the region to attract non-transit-dependent (choice) riders. Messages should focus on making riding transit “cool.”	Immediate (0-2 years)	Public Information Officers, State, Regional, and Local Transportation Agencies, Metropolitan Planning Organizations, Sustainability Programs, and South Florida Commuter Services	Existing federal, state, and local funding and competitive funding, including USEPA, FHWA, CMAQ	No	Existing staff resources	<p>Integrate climate change message into existing campaigns</p> <p>Coordinate local and regional branding and messaging</p> <p>Completed campaigns with survey follow-up for result</p>
PO-8	Deploy social media applications, to facilitate use of transit including access to real-time information such as arrival times.	Immediate (0-2 years)	Public Information Officers, State, Regional, and Local Information Technology Agencies, public private partnerships	Existing federal, state, and local funding and competitive funding, including	No	Existing staff resources	<p>Research apps being used by transit agencies within the region</p> <p>Research new apps available on the market</p> <p>Number of apps developed</p>

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							Usage rate of apps and survey of users
PO-9	Develop strategies to promote fuel efficient driving habits, including anti-idling practices, and to raise awareness of rules and safety practices for sharing the road with bicyclists and pedestrians. Conduct best practice research on existing campaigns and look for opportunities to integrate tools into existing high school, county and municipal driver education courses, traffic school curriculum, truck driver training, and fleet associations. Also include messaging on the benefits of purchasing fuel efficiency vehicles.	Immediate (0-2 years)	Public Information Officers, Sustainability Offices, School Boards, FDOT, Florida Gold Coast Clean Cities Coalition and FL Trailways and biking organizations  State, Regional, and Local Agencies, Public and Private School Boards, Dream in Green, CLEO Institute, FDOT, Florida Gold Coast Clean Cities Coalition	Existing federal, state, and local funding and competitive funding, FDOT, DOE, competitive grants	No	Existing staff resources	Research best practice and training resources  Development of campaigns and “green driving” training materials
PO-10	Coordinate outreach efforts with states, regions and counties that are subject to the impacts of climate change with special emphasis on coastal entities experiencing sea level rise and coastal flooding to create a national Climate Adaptation Coalition for the purpose of impacting public policy and influencing appropriations requests.	Short (0-5 years)	Public Information Officers, Sustainability Offices, policy makers, elected officials		No	Existing Staff resources	Development of list of participants  Creation of adaptation coalition  Development of joint goals, policies and advocacy strategies  Implementation of Adaptation Coalition Campaign
PO-11	Create a working group to expand marketing efforts such as Redland Raised to promote local organic and sustainable agriculture and	Short (0-5 years)	UF/IFAS, Farm Bureau, Ag Advisory Boards, PIO, School		No	Existing staff resources	Creation of working group  Determination of marketing

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	economy by connecting farmers with local users such as restaurants, grocers, and farmers markets and encourage the establishment of farm-to-school initiatives and community supported agriculture programs		Boards				efforts  Implementation of marketing efforts
<b>PUBLIC POLICY (PP)</b>							
PP-1	Compact Partners will continue the support for the core Compact policies and the role of joint advocacy as provided for in Sections 1 – 4 of the Compact calling for changes to federal law that better recognize the unique vulnerabilities of Southeast Florida to climate change and for providing appropriations based on vulnerabilities, with special attention to funding infrastructure projects to adapt to sea level rise.	Immediate (0-2 years)	County Commissions, Intergovernmental Relations Offices, SFWMD		Annual coordination of legislative packages; Congressional Action for Funding	Existing Staff Resources	Continue regional coordination, annual policy review and adoption of policies that urge federal action to address vulnerability and joint advocacy
PP-2	Compact partners will continue to develop State and Federal Legislative Programs on a yearly basis that will serve as guidance for advocacy in Tallahassee and DC. Regional programs will be considered for inclusion into Compact partners' legislative packages and joint advocacy in Tallahassee and DC is encouraged when appropriate.	Immediate (0-2 years)	Municipal and County Commissions, Intergovernmental Relations Offices, SFWMD		Annual coordination of legislative packages; Congressional Action for Funding	Existing Staff Resources	Development and adoption of annual State and Federal Legislative Programs  Joint advocacy in Tallahassee and DC at events such as Broward Days and Climate events in DC
PP-3	Continue to seek the support of other municipal and county jurisdictions including the Leagues of Cities, Florida Association of Counties (FAC), etc. within Florida and the National Association of Counties (NACo) and other entities that influence national policy for the purpose of building coalitions, sharing resources, and influencing state and national policy on mutual climate related issues through joint advocacy.	Immediate (0-2 years)	County Commissions, Intergovernmental Relations Offices, SFWMD		Annual coordination of legislative packages; Congressional Action for Funding	Existing Staff Resources	Adoption of Compact Partners Legislative Policies by LOC, FAC and others.  Joint advocacy in Tallahassee/DC

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PP-4	<p>Counties, municipalities, regional agencies and other appropriate government and private sector partners should integrate consideration of climate change impacts and adaptation strategies into existing and future systemwide planning, operations, policies, and programs. The guiding principles developed by the Interagency Task Force on Climate Change Adaptation for federal agencies should be incorporated by entities when designing and implementing adaptation strategies:</p> <ul style="list-style-type: none"> <li>• Adopt integrated approaches.</li> <li>• Prioritize the most vulnerable.</li> <li>• Use best-available science.</li> <li>• Build strong partnerships.</li> <li>• Apply risk-management methods and tools.</li> <li>• Apply ecosystem-based approaches.</li> <li>• Maximize mutual benefits.</li> <li>• Continuously evaluate performance.</li> </ul>	Short (0-5 years)	Municipal and County Commissions and Planning Agencies, regulatory entities, and State, Regional, and Local Transportation Agencies	N/A	Yes	None	<p>Adoption of mitigation and adaptation policies, rules and regulations in comprehensive plans and other land use and systemwide planning documents</p> <p>Number of policy statements</p> <p>Number of municipalities adopting Mayor’s Pledge</p>
PP-5	Federal Surface Transportation Authorization. Advocate for new authorization of the federal surface transportation programs with increased priority for funding public transit and non-motorized travel and integrated regional and local planning as means to reduce the greenhouse gas emissions from the transportation sector. Such a federal program should explicitly incorporate climate change and shift priorities toward programs that encourage reinvestment in existing infrastructure and communities (“fix-it-first” programs), support	Immediate (0-2 years)	Intergovernmental Relations Offices, State, Regional and Local Transportation Agencies	N/A	Annual coordination of legislative packages; Congressional Action for Funding	None	County adoption of policy position as part coordinated regional development of legislative program advancing; advocacy

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	public transportation and transit-oriented development, and address congestion management through means other than new road building.						
PP-6	Support federal actions to reform transportation models and enhance the National Environmental Policy Act (NEPA) processes to integrate climate change analysis. The essential purpose of NEPA is to ensure that environmental factors are weighted equally when compared to other factors in the decision making process. NEPA processes are central to highway and transit project investment analysis.	Immediate (0-2 years)	Intergovernmental Relations Offices, State, Regional and Local Transportation Agencies	N/A	Annual coordination of legislative packages; Congressional Action for Funding	None	County adoption of policy position as part coordinated regional development of legislative program advancing; advocacy
PP-7	Advocate for stronger Corporate Average Fuel Economy (CAFE) Standards and other initiatives to promote clean fuel alternatives and encourage more stringent vehicle emission standards in recognition of the value of these initiatives to mitigate the impacts of climate change by reducing greenhouse gas emissions.	Immediate (0-2 years)	Intergovernmental Relations Offices, Transportation Agencies State, Regional, and Local Agencies	N/A	Annual coordination of legislative packages; Congressional Action for Funding	None	County adoption of policy position as part coordinated regional development of legislative program advancing; advocacy
PP-8	Support and advocate for continued implementation and funding on the state and federal levels for the Comprehensive Everglades Restoration Plan (CERP) in recognition of the important role of CERP in climate adaptation planning and local water resource management related to regional water storage and aquifer recharge, important under variable climate conditions and sea level rise.	Immediate (0-2 years)	County Commissions, Intergovernmental Relations Offices, SFWMD		Annual coordination of legislative packages; Congressional Action for Funding	Existing Staff Resources	Coordinated regional advocacy through legislative programs and actions; participation in outreach/education events; Staff participation in CERP/CEPP planning process; Passage of WRDA  Everglades for Future Generations Act or other appropriate bills
PP-9	Advocate to interests in Tallahassee for the preservation of the authority and resource capacity of the Water Management Districts in	Immediate (0-2 years)	County Commissions, Intergovernmental Relations Offices,		Annual coordination of legislative packages;	Existing Staff Resources	Coordinated regional advocacy through legislative programs and actions; participation in outreach/education events;



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	support of their continued participation in integrated water resource planning, particularly in southeast Florida where climate change and sea level rise pose additional challenges to the complex issues of alternative water supply development, Everglades restoration, salt water abatement, and drainage and flood control operations.		SFWMD		Congressional Action for Funding		Staff participation in CERP planning process; Passage of WRDA or other appropriate bills; and collaborate with public interest coalitions with shared goals.
PP-10	Encourage federal support for research and investigations of potential energy efficiencies in pumping and water treatment processes necessary for meeting energy reduction goals concurrent with a growing reliance on pumps and advanced treatment technologies for drainage and flood control, water production and wastewater operations.	Immediate (0-2 years)	County Commissions, Intergovernmental Relations Offices, SFWMD		Annual coordination of legislative packages; Congressional Action for Funding	Existing Staff Resources	Coordinated regional advocacy through legislative programs and actions;
PP-11	Urge Congress to provide recognition of an “Adaptation Action Area” designation in federal law for the purpose of prioritizing funding for infrastructure needs and adaptation planning, with special attention to modifications in law that enhance funding opportunities through USACE and EPA appropriations processes, as requested by members of Congress.	Immediate (0-2 years)	County Commissions, Intergovernmental Relations Offices, Florida Federal Delegation and other Adaptation Coalitions		Yes, requires congress to establish funding sources to support infrastructure needed to improve resiliency of communities under changing climate conditions.	Existing staff resources	County adoption of policy position as part of coordinated regional development of legislative program advancing advocacy  Passage of implementing legislation
PP-12	Urge Congress to pass legislation that would create a permanent funding source to finance	Immediate (0-2 years)	County Commissions, Intergovernmental		Yes, requires congress to establish funding	Existing staff resources	County adoption of policy position as part of coordinated regional development of

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	infrastructure projects to adapt to the impacts of climate change with emphasis on investments in areas such as water management, water supply, transportation and other projects that serve to reduce risks to urban infrastructure from extreme weather events and rising sea levels.		Relations Offices, SFWMD, Adaptation Coalitions and other coastal communities		sources to support infrastructure needed to improve resiliency of communities under changing climate conditions.		legislative program advancing advocacy  Passage of implementing legislation
PP-13	Urge Congress to pass legislation that removes federal barriers posed by the Federal Housing Finance Agency to Property Assessed Clean Energy (PACE) residential initiatives that are intended to assist property owners to finance energy efficiency and renewable energy improvements.	Immediate (0-2 years)	FLOC, FAC, County Commissions, Intergovernmental Relations Offices		Yes, federal policy that removes FHFA barriers to PACE and PACE-like programs	Existing staff resources	County adoption of policy position as part coordinated regional development of legislative program advancing; advocacy  Passage of implementing legislation

