



FTP/SIS Steering Committee Meeting

Summary of Meeting #1

January 30, 2015

FDOT Auditorium, CO Burns Building – Tallahassee, FL

Committee Members or designees present (in alphabetical order by last name)	
<i>Steering Committee Member, Organization</i>	<i>Designee (if applicable)</i>
<input checked="" type="checkbox"/> Richard Biter, Florida Department of Transportation (Chair)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Susan Haynie, Metropolitan Planning Organization Advisory Council (Vice Chair)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Alice Ancona, Florida Chamber of Commerce	<input type="checkbox"/>
<input checked="" type="checkbox"/> Mark Bontrager, Space Florida	<input type="checkbox"/>
<input checked="" type="checkbox"/> Janet Bowman, The Nature Conservancy – Florida Chapter	<input type="checkbox"/>
<input checked="" type="checkbox"/> Ken Bryan, Rails to Trails Conservancy - Florida	<input type="checkbox"/>
<input type="checkbox"/> Bob Burleson, Florida Transportation Builders Association	<input type="checkbox"/>
<input checked="" type="checkbox"/> Laura Cantwell, AARP - Florida Chapter	<input type="checkbox"/>
<input checked="" type="checkbox"/> James Christian, Federal Highway Administration	<input type="checkbox"/>
<input checked="" type="checkbox"/> Andra Cornelius, CareerSource Florida	<input checked="" type="checkbox"/> Debbie McMullian
<input type="checkbox"/> Karen Diegl, Florida Public Transportation Association	<input checked="" type="checkbox"/> Lisa Bacot
<input checked="" type="checkbox"/> Jim Ely, Transportation and Expressway Authority Membership Florida	<input type="checkbox"/>
<input type="checkbox"/> TBD, Connect Florida/Leadership Florida	<input type="checkbox"/>
<input type="checkbox"/> Cori Henderson, Enterprise Florida	<input type="checkbox"/>
<input checked="" type="checkbox"/> Steven Holmes, Florida Commission for the Transportation Disadvantaged	<input type="checkbox"/>
<input checked="" type="checkbox"/> Tisha Keller, Florida Trucking Association	<input type="checkbox"/>
<input type="checkbox"/> Bill Killingsworth, Florida Department of Economic Opportunity	<input checked="" type="checkbox"/> Ana Richmond
<input checked="" type="checkbox"/> Rocky McPherson, Florida Defense Alliance	<input type="checkbox"/>
<input checked="" type="checkbox"/> Bob O'Malley, Florida Railroad Association	<input type="checkbox"/>
<input checked="" type="checkbox"/> Susan Pareigis, Florida Council of 100	<input type="checkbox"/>
<input checked="" type="checkbox"/> Charles Pattison, 1000 Friends of Florida	<input type="checkbox"/>
<input checked="" type="checkbox"/> Samuel Poole, Urban Land Institute - Florida Chapter	<input type="checkbox"/>
<input checked="" type="checkbox"/> Karl Blischke, Florida Department of Economic Opportunity	<input type="checkbox"/>
<input checked="" type="checkbox"/> William Seccombe, Visit Florida	<input type="checkbox"/>
<input type="checkbox"/> Doug Smith, Florida Association of Counties	<input checked="" type="checkbox"/> Eric Poole
<input checked="" type="checkbox"/> Chris Stahl, Florida Department of Environmental Protection	<input type="checkbox"/>
<input checked="" type="checkbox"/> Pat Steed, Florida Regional Councils Association	<input type="checkbox"/>

<input type="checkbox"/> Paul Steinman, Florida Department of Transportation - District 7	<input type="checkbox"/>
<input checked="" type="checkbox"/> Michael Stewart, Florida Airports Council	<input type="checkbox"/>
<input checked="" type="checkbox"/> Matthew Surrency, Florida League of Cities	<input type="checkbox"/>
<input checked="" type="checkbox"/> Lt. Col. Troy Thompson, Florida Department of Highway Safety and Motor Vehicles	<input type="checkbox"/>
<input type="checkbox"/> Karson Turner, Small County Coalition of Florida	<input checked="" type="checkbox"/> Chris Doolin
<input checked="" type="checkbox"/> Matt Ubben, Floridians for Better Transportation	<input type="checkbox"/>
<input type="checkbox"/> John Walsh, Florida Ports Council	<input checked="" type="checkbox"/> Doug Wheeler
<input checked="" type="checkbox"/> Jim Wood, Metropolitan Planning Organization Advisory Council	<input type="checkbox"/>
<input type="checkbox"/> Ken Wright, Florida Transportation Commission	<input checked="" type="checkbox"/> Bob Romig

FTP/SIS Staff

<input checked="" type="checkbox"/> Jim Wood, FDOT	<input checked="" type="checkbox"/> John Kaliski, Cambridge Systematics
<input checked="" type="checkbox"/> Keith Brown, FDOT	<input checked="" type="checkbox"/> Shelly Lauten, triSect
<input checked="" type="checkbox"/> Maria Cahill, FDOT	<input checked="" type="checkbox"/> Danny Shopf, Cambridge Systematics
<input checked="" type="checkbox"/> Regina Colson, FDOT	<input checked="" type="checkbox"/> Matt Wilson, Cambridge Systematics
<input checked="" type="checkbox"/> Chris Edmonston, FDOT	<input type="checkbox"/>
<input checked="" type="checkbox"/> Dana Reiding, FDOT	<input type="checkbox"/>
<input checked="" type="checkbox"/> Huiwei Shen, FDOT	<input type="checkbox"/>
<input checked="" type="checkbox"/> Brian Watts, FDOT	<input type="checkbox"/>
<input checked="" type="checkbox"/> Melanie Weaver Carr, FDOT	

Meeting Highlights

Welcome and Review of Today's Agenda, Rich Biter (Chair), FDOT

FDOT Assistant Secretary Rich Biter, Chair of the FTP/SIS Steering Committee, called the meeting to order and welcomed all participants.

Rich indicated that the Steering Committee's charge is to provide recommendations to the Secretary of FDOT on the updates of the Florida Transportation Plan (FTP) and the Strategic Intermodal System (SIS) Policy Plan. In the past, these two plans have been developed using separate committees and separate processes. This time, FDOT has combined the two planning processes and has assembled this Steering Committee to assist in setting the direction for both plans. FDOT also hopes that the organizations represented on this Steering Committee will be its key partners implementing both of these plans.

Rich said that the goal for today's meeting is to get everyone on a level playing field by providing baseline information, particularly on key trends that may shape Florida's transportation future.

Rich then introduced Shelley Lauten, with triSect, who will serve as facilitator for the Steering Committee. Shelley reviewed the meeting agenda and notebook.

Rich then introduced FDOT Secretary Jim Boxold.

Remarks – Jim Boxold, Secretary, FDOT

FDOT Secretary, Jim Boxold, thanked the Steering Committee members for their participation in this process. He emphasized that the FTP and SIS are the two documents that guide everything that FDOT does as an agency. He noted that FDOT prides itself on being a bold, innovative problem solver and encouraged the Steering Committee members to think outside of the box during this process.

Introductions of Steering Committee Members

The members and designees present introduced themselves and shared their expectations for the process:

- Further explore how technology will transform mobility in the state of Florida.
- Learn how we can take advantage of the Panama Canal and recent investments in the freight rail infrastructure.
- Learn how the cities can work with other agencies.
- Discuss how to maintain current infrastructure and plan new infrastructure.
- Develop a coordinated and synchronized plan that works for all residents, businesses, and visitors.
- Keep in mind that education is a very important portion of this plan. The local officials and the public needs to know what is in this plan to ensure local decisions are consistent.
- Continue to develop the assets overall in the state. Specifically look at how rural Florida assets can contribute to the overall system, including how they are critical to evacuation and commerce.
- As we move toward ending this process, we need to deal with the funding issue. Keep the cost of the system in mind so that the product is feasible.
- Continue to integrate space into the transportation planning process.
- Ensure that local priorities are well integrated into the statewide transportation plan.
- Apply recent experience and lessons learned from prior processes including the East Central Florida Corridor Task Force.
- Increase investments in infrastructure assets to expand trade globally. Build on momentum during the past few years.
- Create a plan that is flexible enough to address various potential scenarios for Florida's future, especially related to changes in technology and demographics.
- Build on the Freight Mobility and Trade Plan and include trucking as part of this process.
- Look at the skilled workforce associated with transportation, especially for trade, distribution, and logistics. Ensure we have the talent needed and do a better job mapping that talent.
- Ensure the perspective of walking and biking is well represented in the final document.
- Address the need for connectivity between regions, including the connection to economic development, trade, and logistics.

- Encourage multimodal transportation investments that promote quality of life and community livability, including changes in technology.
- Build on public's commitment in environmental stewardship as reflected in Amendment 1. Continue the strong role of environmental stewardship in the transportation planning process, including more up front coordination.
- Understand how user-financed projects and toll agencies can play a role in shaping the future and be incorporated in this plan.
- Ensure we are consistent with federal legislation regarding performance-based planning, planning consistency, and related topics.
- Support a good policy framework to guide future investments.
- Address the role of new technologies.
- Address the need for new funding approaches that are more sustainable than the fuel tax.
- Continue to encourage strong regional planning.
- Recognize there are more people visiting Florida today than live in 13 states. Be sure we continue to promote the importance of tourism to Florida's future, and consider how to meet the transportation needs for visitors.
- Ensure a competitive edge for Florida through efficient and effective transportation. Move products, services, and people around easily and quickly. Focus on a broad global perspective.
- Explore how can we enhance or support better intrastate air service here in Florida. See how we can support better international travel.
- Advance Florida's competitive position in creating jobs and growing jobs.
- Better align transportation and conservation planning, building on momentum from the 2060 FTP.
- Integrate risk resilience into transportation planning -- plan for natural hazards and sea level rise.
- Focus on the trade and logistics network so we can move people and goods cost efficiently and effectively. Look at funding as investment and don't forget to consider the return on that investment.
- Plan for the projected increase in residents, visitors, and freight through a multimodal approach for moving people and goods more efficiently.
- Leverage private funding and emphasize connectivity between modes.
- Support how our transportation system matures as our demographics change.
- Make sure the aging population's mobility needs are kept in mind.
- Address a sustainable funding source to make these great ideas come to completion.
- Rethink and re-evaluate mobility through technology.
- Plan for 21st century corridors.
- Discuss the effect of transportation efficiencies including technology to prevent crashes and on how we enforce state and local laws.

Rich Biter recognized the FDOT support staff in attendance, including: Jim Wood (State Transportation Development Administrator), Dana Reiding (FTP Update Project Manager), Brian Watts (SIS Policy Plan Update Project Manager), Keith Brown, Maria Cahill, Melanie Weaver Carr, Regina Colson, Chris Edmonston, and Huiwei Shen.

Rich also recognized the consultant staff from Cambridge Systematics, Inc. in attendance, including John Kaliski, Danny Shopf, and Matthew Wilson.

Review of Government in the Sunshine – Richard Shine, FDOT

Richard Shine, FDOT Office of General Counsel, gave a presentation on the [Government in the Sunshine Law](#). In response to member questions, Richard offered the following comments:

- It is recommended that members not use “reply to all” on emails. If you have questions or comments, be sure to email to staff (Dana Reiding) directly.
- The Sunshine Law applies to designees in the same way it would for the primary Steering Committee member.
- Member are advised to create a Steering Committee folder in their email inbox to keep track of emails in the event of public records requests.
- Public records requests under the Sunshine Law would apply to personal phones, email accounts and computers, as well as work phones, email accounts, and computers.

Break

Overview of Statewide Planning Activities

FDOT staff provided an [Overview of Statewide Transportation Planning Activities](#). Jim Wood, State Transportation Development Administrator, provided an overview of the desired outcomes of the Steering Committee process. Brian Watts, SIS Policy Plan Update Project Manager, reviewed state and federal requirements and the contents of the 2060 FTP and the 2010 SIS Strategic Plan. Dana Reiding, FTP Update Project Manager, reviewed the proposed work plan for the year.

Steering Committee members offered the following questions and comments (*responses to questions provided in italics*):

- The notebook includes comments provided from various public events. How did we advertise for these events?
 - *FDOT has developed statewide and regional partners lists for advertising these events. We also hope that Steering Committee members will share upcoming events with their constituencies. It should be noted that because we are still early in the process, only a small number of events have occurred. For example, many of the public comments provided in the notebook are from the January 22 Miami-Dade County Transportation Summit.*
- There are 27 metropolitan planning organizations (MPOs) and we need to be careful to encourage big picture visioning.
- Are all of Florida’s military installations included on the SIS?

- *The 2010 SIS Leadership Committee recommended criteria for designating military access facilities that connect the state’s largest and most strategic facilities to the SIS highway and rail corridors. As currently adopted, these criteria do not include every military installation in the state. These criteria can be addressed in detail at a future meeting.*
- Funding will be an overarching issue for the plan updates, for the SIS in particular.
- State and local investments in areas other than transportation should be consistent with the FTP and the SIS Plan to ensure investments happen consistently. When writing these plans we need to consider statewide and local investments as a part of this process. Florida Gulf Coast University is an example of the state investing in an area where there was no infrastructure to support the investment.
- What does FDOT do to communicate the SIS Multimodal Unfunded Needs plan to the public and stakeholders?
 - *FDOT Central Office works with the District offices to develop the Unfunded Needs Plan. The Districts reach out to MPOs and other stakeholders. Once completed, the Unfunded Needs Plan is posted on the FDOT website and used as an input to the Cost-Feasible Plan. The total value of the unfunded needs is shared in various reports and presentations.*
- Can you clarify that Emerging SIS is the same as SIS as far as funding goes?
 - *Yes, under current processes the Emerging SIS facilities are fully eligible for SIS funding.*
- How much are the SIS Plan and FTP considered in legislative decision making? Maybe we should include more serious legislative outreach in this update.
- How are different multimodal projects prioritized?
 - *There is not a single process that is used to prioritize multimodal projects. FDOT’s Systems Planning Office works closely with the modal offices to listen to their greatest needs and try to prioritize accordingly. We are making greater use of return on investment analyses to help set priorities.*
- Is there something that shows how much money has been spent on the SIS? Is there a breakdown by District and by year?
 - *Yes, we will be briefing you on that in a future Steering Committee meeting.*
- Can we ask the Florida Chamber of Commerce and the Florida Economic Development Council to distribute the list of the Regional Forums to their members?
 - *We already have made this request and will follow up.*
- Will we be getting into the use of drones?
 - *There is an important trend that we can discuss at future meetings. Space Florida is willing to make a presentation if desired.*

Overview of Consensus Building Process

Shelley Lauten reviewed the draft [Consensus Building Guidelines](#) with the Steering Committee. The Steering Committee unanimously agreed to the guidelines.

Envisioning Florida's Transportation Future

Shelly Lauten reviewed the results from the Steering Committee's [pre-meeting survey](#). The pre-meeting survey responses included the following key themes:

- The pre-meeting survey indicates that everyone knows at least a little about the FTP and the SIS Plan. The survey also indicated that the Steering Committee has a slightly better understanding of the SIS Plan than the FTP.
- The Steering Committee noted in the survey that changing demographics, population growth, and economic competitiveness are some of the trends that will have the greatest effect on Florida's transportation future.
- The Steering Committee noted in the survey lack of funding, safety issues, and capacity issues will likely be the biggest challenges facing Florida's transportation future.

A member noted a typographical error in the document- "complete stress" should be changed to "complete streets." Staff will make the change.

Jim Wood, FDOT, and John Kaliski, Cambridge Systematics, gave a presentation on [Long-Range Trends and Alternative Futures](#).

Steering Committee members offered the following questions and comments (*responses to questions provided in italics*):

- 1000 Friends of Florida and the University of Central Florida did a study of alternative 2060 development scenarios. We should consider this information in our process.
- Altamonte Springs is one example of a community that has approached stormwater runoff in a new manner. We should consider alternative concepts for environmental mitigation.
- How are megaregions defined?
 - *Generally megaregions are broad geographic areas that go beyond traditional metropolitan area and state boundaries to highlight areas with increasing economic and cultural ties. There are multiple definitions of megaregions. The map shown in the presentation is developed by America 2050.*
- As we think about regional planning, we should keep in mind that FDOT has districts that are larger than many states.
- We should consider what different demographic groups need from the transportation system.
- Have we selected a planning horizon for this FTP?
 - *Our current thinking is that the visioning element will be at a 50 year horizon. The policy element would meet the state and federal requirement for a minimum of 20 years, perhaps using a 2040 horizon to match the MPO long-range transportation plans.*
- It is important to consider some of the unintended consequences that come along with these scenarios and projects.
- There should be an economic competitiveness analysis of other states and other countries.
- Sea level rise has major implications that we should be considering in this process.

- Is there an analysis of how accurate our trend projection has been over the last few decades?
- We need to make sure we look at the targeted industries that were identified by the state and make moves towards maximizing them.
- Land use needs to be tied to transportation to ensure the right development (and traffic) occurs in the right places.

Lunch

Following the presentation on Long-Range Trends and Alternative Futures, Shelley Lauten asked Steering Committee members a series of questions about what they thought Florida's transportation future would look like based on these trends and potential alternative futures.

What major trends are likely to have the greatest effect on Florida's transportation future?

For discussion purposes, staff organized the Steering Committee's ideas into the five categories that were mentioned in the Long-Range Trends and Alternative Futures presentation: demographics, economy, land use and environment, technology, and transportation system. Staff also included an "other" category to capture additional trends.

Demographics

- Impact of the greater diversity in residents and visitors on travel expectations.
- Renaissance of the cities from two big demographics - boomers and millennials - moving into urban areas. How do we provide transit options and walkability for these groups?
- Aging of the population and accommodating more retirees with safety and mobility challenges.
- Increased growth in the pure volume of people (residents and visitors) using the transportation system.

Economy

- Impact of increase in international travel.
- Positioning Florida to acknowledge and embrace its economic competitiveness—for example, the imbalance of inbound and outbound freight.
- Protection of military training and operations currently in Florida.
- Role of tourism including eco-tourism supporting economic vitality.
- Air cargo growth and the possibility of a direct flight from Asia, which would significantly increase growth. Speed to market requirements.
- Competition between megaregions for global trade.
- Empty backhaul out of the state.
- Global sourcing and near-sourcing of the supply chain -final product assembly as close to the consumer as possible, large volumes of small shipments.
- How would the Keystone pipeline affect the economy of Florida?
- Focus on quality of life to attract talent.

Land Use/Environment

- Continue to advance and support regional visioning and planning efforts, including transportation and land use relationships—for example, the 4Cs of conservation, countryside, centers, and corridors that were emphasis areas of Central Florida’s *How Shall We Grow?* vision and the East Central Florida Corridor Task Force.
- Increasing use of sector planning, which is similar to a sub-regional vision.
- Environmental impacts.
- Increasing community pushback or “not in my back yard” (NIMBY).

Technology

- Impact of technology across the board, including unmanned systems for air, land, and sea.
- We are not too far away from a mobility “App” – a seamless, automated system based on technology that captures your movement and allows you to pay for the use of that movement.
- Use of technology for healthcare (telemedicine) and for how people access work. How does technology change our behavior?

Transportation System

- Increase in both freight and people using the same roadways.
- Market driven and choice based transportation. Give a variety of options for transportation modes (on demand, etc.).
- Lack of certain and consistent funding. Finding resources.
- Shift in state and federal roles for funding transportation.
- Rise in transit demand. Reduction of vehicle-miles traveled (VMT) and focus on renewable energy.
- Reduced reliance on federal funding.
- Improving bicycle and pedestrian safety.
- How to pay for everything given growth in demand for moving people and freight and concerns over sustainability of the fuel tax. There are various ways to fund the system.
- Level of service and travel time.
- Maximizing capacity in the existing system using strategies such as Intelligent Transportation Systems and other technologies, such as reversible lanes.
- Repurposing corridors with complete streets accommodations.
- Florida’s status as a donor state at the federal level.
- Increasing cost of doing business; aging infrastructure.
- Maximize rural assets to offload the stress on the major network.

Other

- Political process and the impacts on transportation planning decisions.
- Privacy issues and concerns.

What are the implications of these trends for Florida's transportation system?

For discussion purposes, staff organized the Steering Committee's ideas into six categories: commuting, visitors, freight, technology, quality of life, and other.

Commuting

- More people will work from home in the future.
- Demand for more transportation choices to get to work -- walk, bike, mass transit, fly, etc.
- Flexible work hours.
- Jobs are focused on service.

Visitors

- More visitors will not want to rent a car (use rail, transit, etc.).
- Space tourism and space vacations.
- More vacation and focus on quality of life.
- Importance of recreation.
- Interest from residents and visitors to experience the state as a whole (natural resources, theme parks, shopping, etc.)
- Don't want to ask "What did the beach used to be like?"

Freight

- Accessibility to global markets.
- Drone delivery.
- Megaregions will be trading between one another in very large volumes. We may need heavier trucks and trains to support this increase.
- Reconstruction of bridges to accommodate weight and clearance.
- Safer vehicles and dedicated freight corridors.
- Trend of miniaturization and more expansive use of broadband and 3D printing.
- What workforce supports megaregion-to-megaregion freight and logistics? More skilled, mobile, certified, flexible, and drug free.
- Need for staging areas in developed areas for same day delivery.

Technology

- Use of unmanned vehicles/automated vehicles.
- More use of self parking cars and shared vehicles.
- A technological innovation/new practice may change the transportation future (electric vehicle, automated vehicle, container).

Quality of Life

- Longer life expectancy.
- Accessibility to healthcare.
- Could see younger generation rebel and seek more independence by focusing on the automobile.
- Age appropriate cities (e.g., cities for older residents) focused on autonomous vehicles, etc.
- How to keep “Old Florida” while we continue to advance.
- Retail below and residential above. People moving to the downtown. Mixed use residential.

Other

- Interstate highway systems may change to integrate rail as well as automobile.
- Revenue generating projects in the future. Working toward a self-funding/self-sufficient state.

What are some of your “bold ideas” for the future of transportation in Florida?

- Unmanned aerospace vehicle corridors (promote safety).
- Maglev (pods and vacuum tubes concept).
- Elevated road for trucks, rail below, automobiles on either side, and utilities incorporated (super corridors).
- Lighter than air vehicles (blimps) that doesn’t require infrastructure that follow an organized trajectory.
- Personal vehicles (Segways) that can be gathered together on a track and used for long distance travel, almost like a moving sidewalk.
- No-vehicle zones in major cities could help create walkable centers, but would conflict with our principle of choice.
- Networks of sidewalks and bike paths so that kids can get to school without parent drop off or bus. Also useful for the elderly who want to age in place but cannot drive.
- Some people don’t want sidewalks because of code enforcement and increased activity and won’t use it even if it is there.
- On demand air service.
- Congestion could be alleviated through telepresence and the reduced need to be at work/school every single day.
- How to use technology to manage the unusual travel and commuting patterns in Florida.
- Pavements that create energy rather than use it.
- Invest in moving people efficiently – that frees up the transportation infrastructure to move freight (or the opposite – drones to move freight to open up capacity for the movement of people).
- Maximize the value of the state owned assets (consider selling Turnpike system to a private entity for example).

- Alternative funding measures that take advantage of all of Florida's visitors.
- Coordinate land use (schools for example) near the right transportation infrastructure not just the cheapest land. Careful community planning.
- Pay attention to land use as a driver of trips.
- Virtual and different choice schools will change this travel pattern.
- Driving is no longer an art but it is a means to a destination (the mindset of the driver has changed and will continue to change).

If we do enter a "Stormy Weather" period of prolonged downturn, what do we do differently?

- Repurposing of existing infrastructure.
- Compact development and redevelopment.
- There could be a cyclical aspect to development patterns (urban flight, urban renaissance, possibly leading to suburbanization again).
- More modular type of building. This can give people more options on how to construct their buildings. 3D printing will supplement this as well.
- Economic conditions will have a major effect on the development patterns - low gas prices lead to suburbanization.
- If there is a shock such as a natural disaster, technology would alert the population that something happened and perhaps hinder growth more quickly and abruptly than in the past.

What are the major common themes?

Shelley Lauten asked Steering Committee members to review their responses to her previous questions and identify the common themes of their discussion.

- Technology
- Invest in moving people efficiently.
- Multi-lane corridors that accommodate multiple modes and maximization of investments.
- Stronger relationship between number of trips and mix of uses.
- Forget existing planning assumptions and make policy decisions based on the most relevant factors (not just highway trips). Use context sensitive approach.
- Micro and macro people and freight movements (local, statewide, and global).
- Value of one's time (time with family, recreation, entertainment) and relationship to quality of life. Specific quality of life issues for demographic groups, especially the 65 and up generation.
- User-based funding and financing (on demand, only pay for what you use, applies to all modes).
- More transportation choices.
- Projects are more revenue neutral and revenue generating. More cost effective infrastructure.
- Public-private partnerships.

- Resolve Florida’s fractured governance.
- Economic competitiveness.
- Linking transportation and land use.
- There isn’t one solution that is equally adaptable throughout the state. Importance of the regional visions (every local government is terminally unique).
- Continue to focus on redevelopment.

Review Statewide Summit Input

John Kaliski (Cambridge Systematics) presented a summary of the input received at [Florida’s Transportation Visioning Summit](#).

Potential Themes of the New FTP/SIS

The seven themes identified at the statewide summit are as follows:

- Prepare for changing technologies.
- Improve efficiency/optimize use of existing infrastructure.
- Provide more choices for moving people.
- Improve connectivity (intrastate, interstate, global) for commerce.
- Contribute to a high quality of life/experience for residents and visitors.
- Continue to improve transportation safety.
- Address transportation funding challenges.

Steering Committee members offered the following questions and comments (*responses to questions provided in italics*):

- Based on this afternoon’s conversation, we could add “Community Development” and “Economic Development” as two additional themes.
- Revise the theme about transportation choices or quality of life to also recognize protecting the environment.
- How are these common themes going to be used?
 - *These themes could become the focus for advisory groups at the next meeting, and eventually could become emphasis areas of the plan. We will revisit at the next meeting.*
- We need to make sure rural areas are considered in one or more of these themes.
- Does transportation safety involve extreme weather conditions and sea level rise or only crashes?
 - *During the statewide summit the safety theme focused on traffic safety. The committee could consider creating a emergency preparedness/resiliency theme as well.*
- Connectivity can be its own theme as well. It can be separate from commerce.

- *During the statewide summit, participants tended to use the “connectivity” theme to talk about moving freight and the “choices” theme to talk about moving people.*
- Transportation systems are a driver for economic development.
- Freight is not about choices - typically shippers use all modes as needed - but rather the connectivity between all of those modes so that there is fluid and efficient movement without hindering the movement of people.
- Inland ports would help increase connectivity. We need to focus on what is already there and available.
- There should be a state strategy to deal with the ports of the state to optimize investments. The ports are competing against each other and there should be a strategy to compete with other states rather than within the state.
- There is a pretty good system in place and there is more of a market system in place that hinders this idea. Naturally the ports have organized themselves into different categories and all of this is market driven.

A revised list of 10 potential themes incorporating the committee discussion is as follows:

- Prepare for changing technologies.
- Improve efficiency/optimize use of existing infrastructure.
- Provide more choices for moving people and freight.
- Improve connectivity between modes and between economic assets.
- Contribute to a high quality of life and environment.
- Continue to improve transportation safety.
- Address transportation funding challenges.
- Prepare for emergencies and enhance the resiliency of the transportation system.
- Support community development.
- Support economic development.

Break

Public Comment

There were no comments from the public.

Review of Work Plan and Schedule

Dana Reiding (FDOT) presented the [draft work plan](#) including the tentative schedule.

Comments

- Rich Biter requested that the Steering Committee let the staff know if there are any areas/groups that have not been identified/targeted in the work plan.
- Dana Reiding requested the Steering Committee members send opportunities for outreach that they are aware of.

Potential Steering Committee Meetings

Locations were discussed for future Steering Committee Meetings that included Cape Canaveral, St. Augustine, and Tampa. Staff will poll Steering Committee Members to finalize the dates of upcoming meetings.

Additional Background Information Needed

Dana Reiding asked the members for additional information they would like to have as background for their discussion. The following suggestions were provided:

- Best practices from other states and countries
- List of statewide targeted industries
- Summary from the East Central Florida Corridor Task Force Report
- Graphics and brief presentation on SIS Military Access Facilities

Closing Remarks

Rich Biter closed the meeting and thanked members for their participation.

Adjourn

Meeting Concluded at 3:40 PM