



FTP/SIS Steering Committee Meeting

Summary of Meeting #3

May 29, 2015

Hilton Cocoa Beach Oceanfront Hotel – Cocoa Beach, FL

Committee Members or designees present (in alphabetical order by last name)	
<i>Steering Committee Member, Organization</i>	<i>Designee (if applicable)</i>
☒ Richard Biter, Florida Department of Transportation (Chair)	☐
☒ The Honorable Susan Haynie, Metropolitan Planning Organization Advisory Council (Vice Chair)	☐
☐ Alice Ancona, Florida Chamber of Commerce	☐ Katie Kelly
☒ Karl Blischke, Florida Department of Economic Opportunity	☐
☒ Mark Bontrager, Space Florida	☐
☐ Janet Bowman, The Nature Conservancy – Florida Chapter	☐
☒ Ken Bryan, Rails to Trails Conservancy - Florida	☐
☐ Bob Burleson, Florida Transportation Builders Association	☐
☒ Laura Cantwell, AARP - Florida Chapter	☐
☒ James Christian, Federal Highway Administration	☐
☐ Andra Cornelius, CareerSource Florida	☒ Debbie McMullian
☒ Karen Diegl, Florida Public Transportation Association	☐ Lisa Bacot
☒ Jim Ely, Transportation and Expressway Authority Membership Florida	☐
☐ Cori Henderson, Enterprise Florida	☒ Megan McDonald
☐ Steven Holmes, Florida Commission for the Transportation Disadvantaged	☐
☒ Tisha Keller, Florida Trucking Association	☐ Ken Armstrong
☒ Bill Killingsworth, Florida Department of Economic Opportunity	☐ Ana Richmond
☐ Rocky McPherson, Florida Defense Alliance	☐
☒ Bob O'Malley, Florida Railroad Association	☐
☒ Susan Pareigis, Florida Council of 100	☐
☐ Charles Pattison, 1000 Friends of Florida	☐ Ryan Smart
☒ Samuel Poole, Urban Land Institute - Florida Chapter	☐
☐ William Seccombe, Visit Florida	☒ Richard Goldman
☐ The Honorable Doug Smith, Florida Association of Counties	☐ Eric Poole
☒ Chris Stahl, Florida Department of Environmental Protection	☐
☒ Pat Steed, Florida Regional Councils Association	☐
☒ Paul Steinman, Florida Department of Transportation - District 7	☐

☒ Michael Stewart, Florida Airports Council	☐ Allan Penska		
☒ The Honorable Matthew Surrency, Florida League of Cities	☐ Megan Sirjane-Samples	☒	Kathy Till
☒ Lt. Col. Troy Thompson, Florida Department of Highway Safety and Motor Vehicles	☐		
☒ The Honorable Karson Turner, Small County Coalition of Florida	☐ Chris Doolin		
☒ Matt Ubben, Floridians for Better Transportation	☐		
☒ John Walsh, Florida Ports Council	☐ Doug Wheeler	☒	Toy Keller
☒ The Honorable Jim Wood, Metropolitan Planning Organization Advisory Council	☐		
☒ Ken Wright, Florida Transportation Commission	☒ Bob Romig		

FTP/SIS Staff

☒ Jim Wood, FDOT	☒ John Kaliski, Cambridge Systematics
☒ Carmen Monroy, FDOT	☒ Karen Kiselewski, Cambridge Systematics
☒ Keith Brown, FDOT	☒ Shelly Lauten, triSect
☒ Maria Cahill, FDOT	☒ Danny Shopf, Cambridge Systematics
☒ Regina Colson, FDOT	☒ Sarah Walker, Cambridge Systematics
☒ Chris Edmonston, FDOT	☒ Matt Wilson, Cambridge Systematics
☒ Dana Reiding, FDOT	☐
☒ Huiwei Shen, FDOT	☐
☒ Brian Watts, FDOT	☐
☒ Melanie Weaver Carr, FDOT	☐

Others in Attendance

Hal Beardall, Consensus Center

Dan Cashin, FDOT Office of Work Program & Budget

Donna Lockhart, FDOT Office of Finance

Rafael Montalvo, Consensus Center

Santanu Roy, HDR

John Zielinski, FDOT District 5

Meeting Highlights

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

Rich Biter, Chair of the FTP/SIS Steering Committee, welcomed the Steering Committee members and thanked Mark Bontrager and Space Florida for hosting the tour on the previous afternoon. He then requested that members (and designees) introduce themselves and mention which organization they are representing.

Following introductions, Rich asked Mark to share some of the highlights of the tour with those who were not able to attend.

Rich then reminded members that the Steering Committee's charge is to provide recommendations to the Secretary of FDOT on the updates of the Florida Transportation Plan and Strategic Intermodal System (SIS) Policy Plan. He noted that today is an important point in the Steering Committee process, as we will be hearing from three of the Advisory Groups with their suggestions related to the key issues and opportunities to consider as we continue to update the FTP. He also noted that the SIS Advisory Group will be presenting an interim report with their progress to date.

Rich then asked Shelley Lauten to review what was covered in the previous Steering Committee meeting and what is in the agenda for today's meeting. Shelley noted that the goal of today's meeting is to ensure staff has sufficient direction to continue to draft the FTP policy framework, including information necessary for preparing for regional workshops next month.

Approval of Meeting #1 Summary

Rich directed Steering Committee members to review the summary of the previous meeting and asked for consensus to approve the summary.

There were no comments about the Meeting #2 Summary. The Meeting Summary was approved unanimously.

Work Plan Update

Rich introduced Dana Reiding, with the FDOT Office of Policy Planning, who gave an update on the Work Plan. Dana noted dates of upcoming events including:

- Regional Workshops
 - Lake City – June 22, 2015
 - Ft. Myers – June 23, 2015
 - Ft. Lauderdale – June 24, 2015
 - The Villages – June 25, 2015
- Steering Committee Meeting #4 – July 21, 2015 - July 22, 2015, St. Augustine
- Regional Workshops
 - Panama City – August 11, 2015

- August 26, 2015 – Vero Beach
- September 1, 2015 – Miami
- September 2, 2015 – Tampa Bay
- Statewide Transportation Policy Open House August 25, 2015, Orlando
- Transplex August 24, 2015 – August 25, 2015, Orlando
- Steering Committee Meeting #5 – September 17, 2015, Tampa
- Steering Committee Meeting #6 – October 23, 2015, Tallahassee

Dana asked Matt Ubben to discuss the Floridians for Better Transportation summit that will be following the Steering Committee meeting in July.

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

- Just to clarify, there are no regional workshops in the Northwest Florida area during the month of June, correct? *That is correct. However, there is a regional workshop in Panama City on August 11th.*

Advisory Group Reports

Rich then asked the Chairs of the Advisory Groups to give a brief presentation on key issues, ideas, and approaches discussed during the Advisory Group process.

Mayor Matthew Surrency, Chair, gave a presentation on the key issues, ideas, and approaches discussed by the Infrastructure and Growth Leadership Advisory Group. Steering Committee members offered the following questions and comments (*responses to questions provided in italics*):

- In reference to the sea, lake, and overland surges from hurricanes (SLOSH) maps, do they represent storms coming from a specific direction? *Response from Maria Cahill, FDOT staff: These maps indicate the anticipated storm surge inundation based on hurricanes in general, not based on a specific storm or trajectory. The maps are meant to be illustrative as to which areas of the state are most vulnerable to coastal storm events.*
- Did the group consider intersection management in their discussion? This has been a source of resistance to investments in rail and transit. *We noted this in our discussions about coordination with regional and local agencies and implementation of technology, such as intelligent transportation systems (ITS).*

Ken Bryan, Chair, gave a presentation on the key trends and issues discussed by the Quality of Life and Quality Places Advisory Group. Steering Committee members offered the following questions and comments (*responses to questions provided in italics*):

- Tourist related communities often experience newer types of transportation, such as pocket bikes. It is difficult to get good data on crashes on these types of vehicles. Is there a way to look

at what types of vehicles are involved in crashes to note the difference between these? Is there a way the data can be made more available?

- Data collection is important but it is not an easy fix. When the officer is on the scene, their primary focus is to clear the scene safely without allowing any secondary crashes. *Response from Dana Reiding, FDOT staff: There also are issues regarding the statutory definitions of motor vehicles, bicycles, etc. that may need to be expanded over time. We all want better data, but changing forms and training people is not an easy issue.*

John Walsh, Vice Chair, gave a presentation on the key trends and issues discussed by the Innovation and Economic Development Advisory Group. Steering Committee members offered the following questions and comments (*responses to questions provided in italics*):

- There were no questions or comments for John Walsh.

Shelley then asked the group for overall questions and comments related to the three Advisory Group presentations. Steering Committee members offered the following questions and comments (*responses to questions provided in italics*):

- Be sure to develop specific and direct goals and metrics.

Break

Proposed FTP Vision and Policy Framework

John Kaliski gave a presentation on the FTP Vision and Goals Framework. He asked Steering Committee members to refer to the Policy Framework Matrix in their meeting materials.

Shelley then asked the Steering Committee a few questions (**in bold**) related to John's presentation. Steering Committee members offered the following questions and comments (*responses to questions provided in italics*):

Does this approach make sense to begin to frame the policies we need? What questions do you have about the framework?

- In reference to the term "agile." what exactly does agile mean in the context of the second bullet? This is a term that should be included in the glossary that we suggested you include as a part of the FTP. *We heard a lot about adapting infrastructure over time so that is it flexible to market trends, new technologies, etc. That is what this term is illustrating.*
 - From a local prospective, there is a planning process in place that often is not very agile. The process takes quite some time in some cases and the term agile may be confusing or overpromise how quickly we can respond.
 - Agile should be defined as flexible infrastructure.
 - Infrastructure should be able to adapt to changes in technology and preference over time without having to be reconstructed/redesigned.
- Ensure rural Florida is well represented in this framework.
- Context sensitive design should be woven throughout all of the suggested goal areas. This may be a guiding principle.
- We haven't noted customers in any of the proposed language. Consider including a theme or supporting language related to customer orientation or customer service.

- Education of the public should be considered as a cross cutting issue/implementation strategy. Identify advocates to educate taxpayers on the benefits of transportation investment.
- As we see vehicle technology develop, there will be a planning element that needs to be considered. Drones are a good example. Florida could be the leader in planning for unmanned aerial vehicle technology and other emerging technologies.

What are your major concerns about the framework or the ideas the Advisory Groups have suggested?

- All of the proposed supporting ideas have a price tag. Are we considering the cost of each of these? *There will be a high level presentation and discussion about funding policy later in this meeting. We are looking for guidance on future investment priorities.*
- MAP-21, federal highway legislation, is expiring soon. Is that a concern here? *Congress recently extended MAP-21 for two months. We are still hopeful for a long-term resolution. Federal funding accounts for about 25 percent of FDOT's current work program, so we have the ability to carry on for a few months if the federal program is on hold. We will discuss this later in the meeting as well.*
- Should we change the reference to "Historic Florida" rather than "Old Florida"?
- When developing goals, objectives, measures and supporting policies, will timeframes be included as well? *Yes, in the FTP Implementation Element.*

What are the gaps?

- "Allow on-street parking when feasible to encourage economic development to support business district revitalization and provide efficient use of right-of-way" is a point that may need to be considered in multiple goal areas.
- Is there a way we can include a point about priority freight corridors/lanes? This would be related to multiple proposed goal areas.
- Equal amount of effort should be spent on accommodating the people moving back into urban places as well as people moving to undeveloped areas. This could be included in the environmental goal area. Encouraging redevelopment rather than new development can reduce the negative impacts on the environment since facilities aren't being constructed in environmentally sensitive areas.

Outcomes of Discussion

The Steering Committee agreed with staff recommendations to use the following goal areas to draft goals, objectives, and strategies for review at the July meeting.

- Safety and security for residents, visitors, businesses
- Agile, resilient, and quality transportation infrastructure
- Efficient and reliable mobility for people and freight
- More transportation choices for people and freight
- Transportation solutions that strengthen Florida's global economic competitiveness

- Transportation solutions that support quality places to live, learn, work, and play
- Transportation solutions that enhance Florida’s environment and conserve energy

Lunch

Transportation Funding Overview

Jim Wood and Dan Cashin gave a Transportation Funding Overview presentation. Shelley asked the Steering Committee the following questions (**in bold**) related to Jim and Dan’s presentation. Steering Committee members offered the following questions and comments (*responses to questions provided in italics*):

What are the implications of the FTP vision and policy framework for transportation resources and investment needs? What principles should guide transportation partners in establishing future investment strategies and priorities?

- The fact that there is a depleting trust fund. We need to figure out a different way to put money into the trust fund. We would be doing the whole plan a disservice if there wasn’t some mention of the need to address the uncertainty of the future of the trust fund and the need to consider alternate sources.
- What is the breakdown of contribution to the trust fund by mode? We all need to pay fare share. Trucking currently pays for 37% of the trust fund. With recommendations about getting trucks off the road and shifting freight to other modes, what does that do to funding? Everyone needs to pay their fare share. That includes trucks that operate on LNG or CNG and electric vehicles. *We don’t have this information readily available, but we will look into it and get back to you.*
- Where do public private partnerships come into the equation? Are there areas where FDOT can start to explore the potential for new public private partnerships? When we talk about public private partnerships, is this for financial investors or for commercial investors like rail and trucking companies? *Each public private partnership that has been implemented to date has a different structure.*
 - This suggests there may be opportunities, for example to blend public sector funding with private funding from businesses who are positively impacted.
- A majority of the projects developed by the seaports, for example, are funded primarily through private investment. State funding typically provides a match to a portion of these projects. We need to look at how to maximize all sources. For example, there are no Florida projects currently in the federal Water Resources Reform and Development Act. We need more focus on federal funding opportunities for the state’s transportation.
- The Transportation Regional Incentive Program (TRIP) has value as a concept but there is not much funding available. Is there a way to ensure that there is funding to support regional transportation projects that are not considered SIS projects? Can we change the allocation of documentary stamp revenues between SIS and TRIP, or add a secondary funding source? *The concept is to ensure we have funding for regional projects.*

- There needs to be more sources of funding, other than the gas tax. It is not sustainable. We should encourage FDOT to explore innovative ways to fund transportation. We need to consider the transition to a user based funding system. We need leadership here. Other states are ahead.
- There needs to be more consistency in the Work Program. Many local governments plan according to the Work Program and when projects come out of the Work Program, it can have a negative effect on that community.
- Need to look at the implications of Amendment 1. This may reallocate funding currently used for transportation purposes.
- Agree with the importance of innovation. We need to make sure we are looking at all options and that Florida is seen as a place for capital.
- When there are extensions to federal funding bills, such as MAP-21, states are only able to use a portion of the federal funding available. It would be good for FDOT to continue to carry a reserve so that projects can continue to be funded if federal funding legislation is not agreed upon. *FDOT has enough reserve funding to continue to support projects for a few months in this situation, putting Florida in a better position than most states that rely more heavily on federal funding.*
- Fair share funding is a good concept but we need to remember that some users and modes such as transportation disadvantaged and transit cannot pay their fair share. Remember that all modes are interconnected and benefit from one another. When transit is performing well, for example, it gets automobiles off of the road allowing for more efficient trips for trucks.
- Understand that transportation is a core responsibility of government. It is uniquely a government function. It is a fallacy to think that transportation will ever pay for itself.
- Adopt a means of communicating best practices, ideas, and new approaches to funding projects including public private partnerships.
- Design-Build model lowers the cost and creates a team atmosphere for delivering projects.
 - Design-Build isn't necessarily cheaper. It is typically faster. Design-Build is a great approach for some projects but not for all.
- Which states have better funding practices for intermodal systems than Florida? Can we take cues from these states? Consider a principle of "Continue to be a leader..." to support the goal areas.
- Suggest a principle regarding technology and how it could impact how we fund transportation. The integration of automated vehicles could encourage a shift to users paying for the system through a "data plan" similar to what we pay for on our cell phones. This could drive transportation funding in the future.
- Importance of partnerships and of all of the modes. Funding for each modes should compliment one another rather than compete.

- Importance of a systems perspective.

Discussion: FTP Policy Framework and Implementation Issues

Shelley then proposed several questions (**in bold**) for the Steering Committee to discuss. Steering Committee members offered the following comments (*responses to questions provided in italics*):

The Advisory Group ideas talk about the importance of innovation and agility. How do we prepare to be a leader in and best take advantage of new technologies and other opportunities?

- Remember we are a leader in innovation already. How do we continue that. Can we encourage FDOT to continue to be bold and do other things?.
- Figure out how best to fund a project. Should it be a public private partnership, design-build, etc.?
- Continue to develop and implement benchmarks. Continue to assess against the defined benchmarks. We've shown success in pavement and bridges but what about the other modes? For example, solutions to improving the Herbert Hoover Dike.
- Importance of sharing best practices.
- Focus on the customer, on the business perspective. When it comes to innovation there needs to be a sandbox to play in, or somewhere to test new ideas. Industry does that better than government. Create environments for experimentation.
- We innovate well but are not necessarily entrepreneurial. How do we put things to use—for example, tax credits for investment. How do we use the infrastructure we have more efficiently?
- Importance of education of the policy makers and the general public on the value of the innovation we are trying to invest in.
- We can set out a plan but in the end the legislative process can trump it. We need to educate the legislature as well. There needs to be buy on this plan in by the legislature.
- Agree with comment about benchmarks. But we need to do more than develop benchmarks—we also need to implement them and continue to assess against them.
- Should we be creating an “Opportunity Element” to compliment the FTP? This could define some specific opportunities for Florida’s transportation system. Where are places where we can make Florida #1.

The Advisory Group ideas talk about the need to adapt to larger and faster vehicles in each mode but also talk about the implications of larger vehicles on infrastructure maintenance and on communities. How do we balance these concerns?

- Even within the trucking industry, this is an issue. The regulatory and statutory balance we currently have is good.
- If Florida wants to compete from a freight perspective, we need to accommodate larger vehicles. The larger ships are already here and getting bigger and the rail and truck system will need to evolve to keep up with this increasing size. You don’t have a choice if you want to stay in the game. We need to decide where to strategically invest.

- We will need to start considering dedicated truck facilities. We need to be mindful about planning and visioning regionally so we plan for increases in freight. We also need to ensure these facilities work well with the facilities in other regions and states.
 - Dedicated truck facilities can help support safety for all users.
- This is tied to the question about how to be more efficient—ties to e-credentialing, separation of vehicles. To the degree the system works well but sometimes the legislature steps in.
- There needs to be better education across the board and across all states.
- We need to decide what facilities we want in which areas and define which uses are compatible in those areas. For example, focused roles for ports.
- Consider the growing number of vehicles using the transportation system not only the growing size of vehicles. Smaller stores and e-commerce are creating a demand for more deliveries.
- Diversify our economy. Transportation and education are key to making that happen.
- Importance of balance geographically. Rely on intermodal logistics centers to support connectivity and reduce congestion and conflicts around Florida's ports.
- One issue is the increase in the total number of vehicles, not just freight. What is the plan to deal with Florida's rapidly growing population/visitors.
- Explore incentives for trucks to use the transportation system during off-peak hours, for example.
 - Consider incentives for keeping ports running through the night.
 - Trucks used to run during the night but federal hours of service legislation requires overnight rest periods and breaks that make this more difficult. We need to consider the larger regulatory scheme.

Many of the Advisory Group ideas involve stronger coordination between land use and transportation. Recognizing that land use is a local decision and that many transportation needs are regional or statewide in nature, when and how should this coordination occur?

- Make sure the regional structures that are currently in place (e.g., metropolitan planning organizations and regional planning councils) are working together.
- Institutionalize the partnerships so that they last and are not personality driven.

Many of the ideas and approaches developed by the Advisory Groups would require private sector leadership: for example, developing new technologies, promoting logistics clusters, or creating more direct flights to Florida's airports. How do we encourage private actions to support these types of ideas with statewide or regional benefits?

- Money goes where it is treated well.
- There is an opportunity for the public sector to work with the private sector in the field of automated vehicles, data, and other opportunities for revenue generation.
- NASA has provided some of their facilities for private companies to provide an opportunity for the US to travel to the International Space Station at a portion of the cost.
- Identify opportunities that would inspire market solutions.

- Florida needs to work on its marketing. We need to tell people what we have to offer.
 - Support direct international flights.
- The transportation system needs to be in place to keep the business here once companies have located in Florida.
- Make sure transportation funding pays for transportation and not for economic development. Pay for what's here permanently.
- Figure out what companies are looking for and be sure we offer those accommodations. Streamlining the regulatory processes, for example, could encourage businesses to choose Florida.
- Use what we have to create value for the private sector. Streamlining regulatory processes, density bonuses, etc.
- Institutionalize the collaboration between FDOT, Enterprise Florida, and the Florida Chamber.
- Rather than waiting for the private sector to show interest in a project, we need to actively seek out and encourage public private partnerships to support projects. Support more outreach.

What cross-cutting issues should be considered as we think about implementing these ideas and approaches?

- Innovation
- Collaboration
- Strategic investments
- Performance measurement
- Research and evaluation
- Barriers to implementation
- Others
- In the interest of time, the Steering Committee did not discuss this question.

Which ideas and approaches are particularly important to planning for the Strategic Intermodal System, our statewide network of high-priority transportation hubs, corridors, and connectors?

- In the interest of time, the Steering Committee did not discuss this question.

Break

Strategic Intermodal System Overview

Rich reminded the Steering Committee that there was a request for a presentation on SIS at the previous meetings. He asked Brian Watts to demonstrate the new interactive course on SIS that FDOT developed. Steering Committee members offered the following questions and comments (*responses to questions provided in italics*):

- Is there a list of SIS projects and Emerging SIS projects that can be made available? *This would be found in the SIS First 5-Year Plan, SIS Second 5-Year Plan, and SIS Coast Feasible Plan that are each available online.*

SIS Advisory Group Interim Report

Ken Wright gave an overview presentation on the SIS objectives that were defined in the first two meetings of the Strategic Intermodal System Advisory Group. Ken made a point to highlight the linkages between the FTP and SIS noting how the work of the SIS Advisory Group compliments the work of the FTP Advisory Groups. He highlighted the three key SIS Objectives (**in bold**) for discussion by the Steering Committee. Steering Committee members offered the following questions and comments (*responses to questions provided in italics*):

Interregional Connectivity

- **How do we best support connectivity:**
 - **Between regions within Florida?**
 - **Between Florida and other states and nations?**
- **How do we encourage more modal choices for interregional travel?**
- **How do we best address intraregional and local travel needs, particularly in urban areas?**
- **How do we address connectivity to regional and local facilities to support complete end-to-end trips?**
- There are many ways to define connectivity. Is it physical? Back office/soft infrastructure? Policy?
 - There should be a glossary that defines connectivity as well as other important concepts.
- How do we get more visitors to use modes other than autos for interregional travel?
- How do we catalog what resources are available? There are resources available in some areas that are unknown to other regions of Florida or to the private sector.
 - We need to let both the governments and private entities know that these resources are available.
- How do we understand what goods are moving. We need to engage the beneficial cargo owners to understand where they are going, what distribution centers they are using, etc. so we don't put infrastructure in the wrong place.
- How do we prioritize connectivity? Who determines which connections are more important than others?
- How do we prioritize the impact of economic development?
- How do we determine the return on investment?
- How do we fund gaps in existing SIS facilities?
- How do you encourage innovation within SIS facilities?
- How to reduce/streamline regulation? How to incorporate technology into regulation to support that streamlining process?

Intermodal Connectivity

- **How do we most effectively integrate the various modes on the SIS?**
- **How do we encourage co-located and multimodal facilities?**
- **How should SIS designation address new forms of travel (e.g., commercial space travel)?**
- Consider the return on investment on a project and where clusters could potentially develop because of that project. For example, how is truck traffic impacting other users and how can it be redirected to reduce the negative impacts and increase truck efficiency.
- Refer back to some of the “How to” references in the interregional connectivity. Prioritization, innovation, and return on investment.

Economic Development

- **How can the SIS best support the state’s economic development goals, including**
 - **Global hub for trade and logistics**
 - **Growth in visitors**
 - **Regional innovation clusters**
- **How can the SIS support regional economic development strategies?**
- **How do we effectively plan for future additions to the SIS?**
- Everyone’s perception of economic development is different. There needs to be a criteria of what is considered to be economic development. How to establish this criteria.
- How to diversify the economic base in Florida.
- Growth in visitors doesn’t just account for growing number of people but also how much they spend. How do ensure we are getting visitors that will continue to spur economic growth.
- Look at the available resources and adjust them so that rural areas are able to make the best use of those resources as well as the urban areas.
- Cost benefit analysis.

Public Comment

There were no comments from the public.

Review of Work Plan, Next Steps, and Action Items

Dana reviewed the work plan, next steps, and action items for the Steering Committee. She noted that FDOT is considering ways to continue meeting with the Steering Committee periodically during the next five years to support implementation of the FTP. Steering Committee members offered the following questions and comments (*responses to questions provided in italics*):

- Will you explain what the June Regional Workshops will consist of? *We will be discussing the ideas we presented to you this morning. The Advisory Group Ideas will be further refined for the public to review and comment.*
- Can we look at what is new about this plan when compared to the previous versions of the FTP? *Specifically, the innovation piece is new in this iteration of the FTP. Also the emphasis on talent*

and business climate. We will start to compile some of this information and try to have something to you at our next meeting.

Closing Remarks

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

Adjourn

Meeting concluded at 3:54 PM.