



**FTP/SIS Steering Committee Meeting**  
**Summary of Meeting #5**  
**September 30-October 1, 2015**  
**Hyatt Regency Grand Cypress – Orlando, FL**

<b>Committee Members or designees present (in alphabetical order by last name)</b>	
<i>Steering Committee Member, Organization</i>	<i>Designee (if applicable)</i>
<input checked="" type="checkbox"/> Richard Biter, Florida Department of Transportation (Chair)	<input checked="" type="checkbox"/> Jim Wood
<input checked="" type="checkbox"/> The Honorable 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"/> Katie Kelly
<input checked="" type="checkbox"/> Karl Blischke, Florida Department of Economic Opportunity	<input type="checkbox"/>
<input checked="" type="checkbox"/> Mark Bontrager, Space Florida	<input type="checkbox"/> Stephen Szabo
<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	<input type="checkbox"/>
<input checked="" type="checkbox"/> James Christian, Federal Highway Administration	<input type="checkbox"/>
<input type="checkbox"/> Andra Cornelius, CareerSource Florida	<input checked="" type="checkbox"/> Debbie McMullian
<input checked="" type="checkbox"/> Karen Deigl, Florida Public Transportation Association	<input type="checkbox"/> Lisa Bacot
<input checked="" type="checkbox"/> Jim Ely, Transportation and Expressway Authority Membership Florida	<input type="checkbox"/>
<input type="checkbox"/> Cori Henderson, Enterprise Florida	<input type="checkbox"/> Megan McDonald
<input type="checkbox"/> Steven Holmes, Florida Commission for the Transportation Disadvantaged	<input type="checkbox"/>
<input type="checkbox"/> Tisha Keller, Florida Trucking Association	<input type="checkbox"/> Ken Armstrong
<input checked="" type="checkbox"/> Bill Killingsworth, Florida Department of Economic Opportunity	<input type="checkbox"/> Ana Richmond
<input type="checkbox"/> Rocky McPherson, Florida Defense Alliance	<input type="checkbox"/>
<input checked="" type="checkbox"/> Bob O'Malley, Florida Railroad Association	<input type="checkbox"/>
<input type="checkbox"/> Susan Pareigis, Florida Council of 100	<input type="checkbox"/>
<input checked="" type="checkbox"/> Charles Pattison, 1000 Friends of Florida	<input type="checkbox"/> Ryan Smart
<input checked="" type="checkbox"/> Samuel Poole, Urban Land Institute - Florida Chapter	<input type="checkbox"/>
<input checked="" type="checkbox"/> William Secombe, Visit Florida	<input type="checkbox"/> Richard Goldman
<input checked="" type="checkbox"/> The Honorable Doug Smith, Florida Association of Counties	<input 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 type="checkbox"/> Michael Stewart, Florida Airports Council	<input type="checkbox"/> Allan Penska		
<input checked="" type="checkbox"/> The Honorable Matthew Surrency, Florida League of Cities*	<input checked="" type="checkbox"/> Megan Sirjane-Samples**	<input type="checkbox"/>	Kathy Till
<input checked="" type="checkbox"/> Lt. Col. Troy Thompson, Florida Department of Highway Safety and Motor Vehicles	<input type="checkbox"/>		
<input type="checkbox"/> The Honorable 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 type="checkbox"/>	Toy Keller
<input checked="" type="checkbox"/> The Honorable Jim Wood, Metropolitan Planning Organization Advisory Council	<input type="checkbox"/>		
<input checked="" type="checkbox"/> Ken Wright, Florida Transportation Commission	<input type="checkbox"/>	Bob Romig	<input checked="" type="checkbox"/> Mark Reichert

\* - Day one only

\*\* - Day two only

### FTP/SIS Staff

<input checked="" type="checkbox"/> Jim Wood, FDOT	<input checked="" type="checkbox"/> John Kaliski, Cambridge Systematics
<input checked="" type="checkbox"/> Carmen Monroy, FDOT	<input checked="" type="checkbox"/> Karen Kiselewski, Cambridge Systematics
<input checked="" type="checkbox"/> Brian Watts, FDOT	<input checked="" type="checkbox"/> Shelly Lauten, triSect
<input checked="" type="checkbox"/> Dana Reiding, FDOT	<input type="checkbox"/> Danny Shopf, Cambridge Systematics
<input type="checkbox"/> Regina Colson, FDOT	<input checked="" type="checkbox"/> Sarah Walker, Cambridge Systematics
<input type="checkbox"/> Melanie Weaver Carr, FDOT	<input checked="" type="checkbox"/> Matt Wilson, Cambridge Systematics
<input type="checkbox"/> Maria Cahill, FDOT	<input type="checkbox"/>

### Others in Attendance

Brad Swanson, FDOT

Mike Snyder, CH2M Hill

## Meeting Highlights

### Welcome and Review of Today's Agenda, Richard Biter (Chair)

Richard Biter, Chair of the FTP/SIS Steering Committee, welcomed the Steering Committee members and requested that members (and designees) introduce themselves and mention which organization they are representing.

Rich 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 asked Shelley Lauten, facilitator, to review what was covered in the previous Steering Committee meeting and what is in the agenda for this meeting.

Shelley noted that the Steering Committee meeting will take place over the course of two days and the goal of the meeting is to hear the final update from the SIS Advisory Group; to receive presentations on committee charge and work plan, performance measures, and the future corridors planning process; and to review and comment on the FTP Policy Element draft.

Rich stated the committee would monitor the flow of the meeting and plan to take public comment between 4:30 and 5 on Day 1.

#### **Approval of Meeting #4 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 #4 Summary. The Meeting Summary was approved unanimously.

#### **2015 Work Plan and Partner and Public Involvement Update**

Rich introduced Dana Reiding, FDOT Office of Policy Planning, who gave an update on the work plan and partner and public involvement. Dana briefly reminded members of the overall work plan. She reviewed the partner and public involvement activities since the last meeting, including input from the Regional Workshops and Statewide Open House held in August and September. She also mentioned upcoming briefings already scheduled. There were no questions or comments for Dana.

Shelley asked for input on the Open House from those who attended. Members provided the following comments:

- The different exercises and stations to engage the public were a great approach.
- The interaction among participants was great. Being able to move around in small groups was helpful.

Shelley told members that the FTP Vision Element document was released to the public at the Transplex Conference on August 24. She asked for comments on the distribution of the Vision Element. There were no comments from members.

#### **Committee Charge and Work Plan for 2016**

Rich asked Jim Wood, FDOT, to review the committee charge and work plan for 2016. Steering Committee members offered the following questions and comments (*responses to questions provided in italics*):

- What are the internal workshops? *FDOT will have internal discussion to develop the initial approaches for the targeted outreach.*
- How often will the Steering Committee meet after 2016? *We anticipate convening the group once or twice a year in 2017 – 2019.*

Rich asked the committee members to reflect on the proposed charge and work plan and share any comments the next day. He said the plan is to leave the meeting with a work plan in place for next year and some direction to staff to start working on details of meeting locations and other logistics.

### **SIS Advisory Group Report**

Rich asked Ken Wright, SIS Advisory Group Chair, to provide an overview of the SIS Advisory Group. There were no specific comments from Steering Committee members on the advisory group report.

### **Discussion of SIS Policy Plan Contents**

Dana presented on the relationship of the SIS Policy Plan to the updated FTP goals and objectives. Brian Watts, FDOT Office of Policy Planning, discussed the revised SIS objectives and strategies developed by the Advisory Group. Steering Committee members offered the following questions and comments (*responses to questions provided in italics*):

- Is the SIS long range time frame the same as the FTP? *The SIS plan guides FDOT and partners in identifying and setting priorities for investment needs over a 25 year period. Both plans are updated on a five year schedule.*
- On slide 9 (see text below), why are we distinguishing with the words ‘also’ and ‘other’ in the first subbullet? We need to be making sure the Policy Plan addresses how to use Transportation Regional Incentive Program (TRIP) and smaller funding sources. I would like to see this slide presentation, if used for other purposes, to be edited to adjust the first sub bullets on slide 9. *We can make a reference to the programs for the regional and local needs in the supporting text but in general the SIS Policy Plan would not be the ideal place to address these needs. The FTP Policy Element draft does include this language.*

#### **Text from Slide 9**

- **Reaffirm statutory intent for interregional, interstate, and international travel**
    - **Also strengthen other programs such as TRIP and small county programs to support regional and local travel needs**
  - **Continue emphasis on largest and most strategic facilities**
    - **Also continue support for Emerging SIS facilities as key element of statewide**
- Concerning the last bullet on slide 21 (see text below), would like to see a strategy on outreach to showcase the investments.

Text from Slide 21

**Objective: Provide transportation systems to support Florida as a global hub for trade, tourism, talent, innovation, business, and investment**

**Strategies:**

- **Make SIS hubs more attractive for investment**
- **Develop future plans for Emerging SIS facilities**
- **Support statewide/regional economic development opportunities**
- **Improve connectivity from Rural Areas of Opportunity to SIS**
- **Ensure connectivity from major military facilities to SIS**
- **Showcase Florida's strategic investments and efficiency improvements**

Regarding same bullet on slide 21, we need a stronger word than 'showcase.' When we are trying to leverage with our partners we need to use stronger words.

- We need to be cognizant of both internal and external messaging. We don't do a great job of getting the word out about what Florida is doing. We have a great system of high priority facilities with the SIS but many facilities are not operating at their fullest potential capacity. For example, many SIS airports are not being used to their fullest capacity. We understand there is a market that dictates prices but many times affordable rates with reasonable schedules are not available. Having facilities designated to the SIS that can't be used to their fullest capacity defeats the purpose of the SIS.
- Are we capturing the census tracts that identify the poor and distressed in urban areas, not just the rural areas. Are we able to cross check our future plans to connect these areas? *The regional and local plans often consider this issue. For rural areas there is a primary on the Rural Areas of Opportunity. In urban areas, there are numerous definitions of areas of chronic poverty or high unemployment from both state and federal agencies. We will ensure the economic development language is clear about the need for this issue.*
- Keep in mind that how the population data is analyzed can skew how the area is viewed. For example, City of Hawthorne is in a rural portion of an urban county.
- The U.S. Department of Agriculture has information on poverty areas through school food programs.

Shelley asked the members to refer to the list of SIS Objectives and Strategies located in their notebooks. She asked the members to provide comment on each objective and strategy. Steering Committee members offered the following questions and comments (*responses to questions provided in italics*):

**Interregional Connectivity Objective: Ensure the efficiency and reliability of transportation connectivity between Florida's economic regions and between Florida and other states and nations**

- No comments

## Interregional Connectivity Strategies

- **Continue to maximize the use of existing SIS highway, rail, and water corridors statewide through improved management and operations and emerging technologies.**
- **Maintain a high priority on expanding the capacity and improving the efficiency of SIS facilities that play a critical role providing connectivity between Florida and global and national markets.**
- **Create or expand high-quality options for interregional passenger and freight transportation, including rail, water, and air services, to meet market demand and to better support underserved regions of Florida.**
- **Close connectivity gaps between Florida's economic regions and between Florida and neighboring states and nations.**
- **Coordinate SIS planning with regional and local transportation and land use decisions to maintain the focus of the SIS on interregional travel.**
- **Integrate regional and local systems with the SIS to support complete end-to-end interregional trips.**
- **Improve public and private facilities along SIS corridors that provide for safe, secure, and reliable long distance travel.**
- **Adapt SIS facilities to changing customer needs and market trends.**
- **Improve customer service at SIS facilities, including working with regulatory agencies to increase the efficiency of customs, immigration, permitting and other business processes.**

## Comments:

- Do we have any regional transit on the SIS? *Yes, Sunrail and Tri-rail.*
- Can we add something to be clear rail is included in passenger movement in bullet #1? *Yes, we can add in 'urban fixed guideway' to be clear.*
- In regards to the last bullet: are tolled facilities SIS facilities? Want to make sure tolls are recognized in this bullet. Is there interoperability for these systems? *Yes, tolled expressways that meet the SIS designation criteria are included in the system. We will make sure the language is clear.*
- Florida is working with other states on interoperability of electronic tolling systems. In next two or three years, we should see national interoperability.
- Can we add the word 'competitive' to bullet #3? *Yes.*
- Can we also add 'urban fixed guideway' in bullet #3? *Yes.*
- Regarding first bullet, don't want to have exclusionary statements. Can we just say 'corridors' without list all the different types? *Yes.*
- Switch 'national' and 'global' on bullet 2.
- Should add 'tolling and other payments' in last bullet.
- Suggest inserting the two sub bullets from the earlier slide 9 (as shown above on page 4) as strategies. *We want to keep references to TRIP in FTP so we'll defer the first bullet to that plan,*

*although we can make the statement in the text We can add the second bullet referencing Emerging SIS facilities.*

- We should mention the changes in technology so we know where we are going. *We can strengthen the language in the eighth bullet to include more about emerging technology.*

**Intermodal Connectivity Objective: Expand, integrate, and connect transportation choices for interregional trips**

- How big is a region? *FDOT uses the economic regions identified by Enterprise Florida for SIS designation purpose.*

**Intermodal Connectivity Strategies**

- Continue to improve SIS intermodal connectors to provide safe and efficient transfers between modes and systems.
- Improve “first mile” and “last mile” connections to SIS hubs for pedestrians, bicyclists, and transit vehicles.
- Increase emphasis on co-location of modes and services at SIS hubs.
- Accommodate multiple modes and purposes in existing SIS corridors.
- Improve synchronization and connectivity between SIS modes.

**Comments:**

- On the 2<sup>nd</sup> bullet, does this strategy include freight? *The modes listed don’t imply freight. It is meant to include all modes including freight. We will make this more clear.*
- Its important to specifically mention bike/ped in these strategies so the intent to address these needs is clear in the future.
- Do we need a separate strategy on safety for SIS? *Safety is covered broadly in the FTP and is meant to include the entire transportation system, including the SIS.*

**Economic Development Objective: Provide transportation systems to support Florida as a global hub for trade, tourism, talent, innovation, business and investment**

- Does talent include education? Yes.

**Economic Development Strategies**

- Enhance infrastructure and connectivity to make SIS facilities and surrounding regions more attractive for both private and public investment.
- Develop future plans for Emerging SIS facilities to accommodate growth and support regional economic and trade development opportunities.
- Coordinate SIS investments to support development of strategic statewide and regional economic development opportunities, consistent with the Florida Strategic Plan for Economic Development, regional visions, and economic and trade development strategies.
- Improve connectivity from Rural Areas of Opportunity to the SIS.
- Ensure connectivity from Florida’s major military facilities to the SIS.

➤ **Showcase the strategic investments and efficiency improvements Florida is making in all modes of transportation.**

Comments:

- Many outside of our state speak of the aesthetic pleasing look of our transportation system. We should speak to that in the strategies, perhaps make reference to this in the first strategy.
- This idea ties to themes in the FTP like being context sensitive. We need to be consistent.
- Suggest strengthening the word ‘showcase.’
- We haven’t addressed ‘talent’ in the strategies even though it’s mentioned in the objective. We need a strategy to understand how workers at SIS facilities get to work on the SIS.
- Similarly we need a strategy for tourism. *We can add references to visitors and workforce to the 2<sup>nd</sup> and 3<sup>rd</sup> strategies. We can also add in a reference to economically distressed areas to address the earlier comment on identifying poverty stricken areas in both urban and rural areas.*
- What does it mean to connect workforce to SIS? *To encourage new businesses to come to Florida, we want to assure them that access to major facilities will be available via the SIS.*
- Rural areas don’t have a central hub for transportation. All roads are important to get talent to work, not just the SIS.
- As it relates to SIS facilities we need to focus on providing mobility.
- Do we have a strategy to address the expected growth in our state in order to stay competitive as it relates to SIS? *We plan to have introductory text on these trends to provide perspective for the objectives and strategies.*

**Break**

**Discussion of SIS Implementation Guidance**

Brian reviewed information on draft implementation guidance topics including SIS designation criteria and policies; SIS projects; and planning and collaboration. Shelley asked the members to consider the proposed approach to SIS implementation steps. She asked the members to provide comment on each area. Steering Committee members offered the following questions and comments (*responses to questions provided in italics*):

**SIS Designation Criteria and Policies**

- **Refine SIS designation criteria to:**
  - » **Strengthen focus on global gateways and commerce corridors**
  - » **Identify strategic opportunities**
    - alternatives to existing, constrained SIS facilities
    - strategic economic development opportunities
  - » **Provide flexibility in designation criteria for connectors**



Comments:

- When a facility is designated, is there flexibility built in so the facility can be updated with changes that have occurred over time? *Yes, this is done through the designation change request process or during a statewide review of the data for all facilities.*
- Do we know what our global gateways are? *Yes, we track the data for this.* Can we get a presentation on global gateways next year? *Yes. We will also make sure everyone has a copy of the SIS brochure which highlights the system's major facilities.*
- Multimodal payment systems are important. We need to push forward on this because this would support and push forward the branding of our system.
- How does the bullet on global gateways change the utilization and the dollars for SIS? *At this point we have not work out what may change, if anything. We need to balance the overall system in terms of utilization. We need to work this out across all modal plans so they are consistent.*

**SIS Projects**

- **Refine needs and prioritization policies to encourage:**
  - » **Technology and innovation to improve SIS efficiency and reliability**
  - » **Enhanced support facilities such truck parking and park-and-ride**
  - » **Economic benefits of SIS investments**
  - » **Multi-modal/multi-purpose facilities**
  - » **Improved freight access to SIS corridors**
  - » **Pedestrian, bicycle, and local transit access at SIS hubs**
  - » **Consideration of unique needs of mega urban projects**
  - » **Recognition of challenges for rural/smaller communities**
  - » **Flexibility in design standards for SIS connectors**

Comments:

- We need to capitalize on emerging innovation and technology in order to take advantage of opportunities that we might otherwise not have without the emerging innovation and technology. In addition, we should be efficient and reliable so we can capitalize on opportunities to bring business to Florida.
- We need to give priority to groups that come together for funding. Strongly encourage regional collaboration. *We will add this to the list of items for consideration.*
- We need consistency in terminology for return on investment (ROI) and economic benefits. Would support economic benefits over ROI.
- The timeframe is critical to determine ROI.

- Feel like safety is missing in this discussion. *We will make the connection that every project addresses all the FTP goals including safety.*
- We need to address congestion and how to talk about it in terms of priorities. *We will add this to the list.*
- Agree we need to prioritize regional projects.

### Planning and Coordination

- **Refine planning and coordination processes to encourage:**
  - » **Proactive planning for all types of SIS facilities**
  - » **Stronger multi-modal and public/private partnerships**
  - » **Development of multi-modal corridor plans**
  - » **Stronger linkage of SIS planning with economic development, workforce, and land use planning**
  - » **Enhanced performance measures for efficiency, reliability, connectivity and customer service**

### Comments:

- Want to reiterate the need for regional collaboration.
- We may need to talk through regionalism more. My experience is the regionalism does not always help the problem, many times there are competing priorities.
- Don't see safety mentioned in this list. We need to be more specific about this. *We will add safety in the fifth bullet above.*
- Mitigating congestion is leading to something that we want. Ultimately we want a system that improves the system in Florida with reduced congestion.
- Users don't know who is responsible for the road and most don't care so we need to work as a region keep the system running smoothly.
- Is this list replacing what is already in place? *It was assumed this list is for new factors and that everything that is already considered will continue to be part of the process.*
- All the different regions, do they collaborate on their plans?
- In the edit of fifth bullet, can we change reduce congestion to increased mobility?
- Members were asked to send pictures to include in the report that demonstrate SIS projects.

### **Review Current FDOT Performance Measures**

Rich asked Jim Wood, FDOT, to discuss FDOT's current FDOT Performance Measures. Steering Committee members offered the following questions and comments related to the performance measures (*responses to questions provided in italics*):

- Concerning capacity improvements, excessive congestion is not good but no congestion is not good either. We need to measure this in the context of the relationship of congestion and reliability.
- Understanding that much concerning performance measures and the environment is out of FDOT control, we need to find another factor that could be highlighted other than air quality, maybe idling time. Some other suggestions include recycled pavement, miles of noise walls, wildlife crossing, and number of project screenings.
- The downside to being the example at the national level is that Florida is sometimes seen as not needing federal money because we already exceed the standard. Others states get the money so they can get up to standard, which can take away from Florida.
- Does Florida have higher or lower standards than the nation? Most standards that Florida measures against are national standards. However, some are state specific.
- Florida Transportation Commission (FTC) performance measures are used to measure performance of the FDOT district secretaries.
- Our performance measures are what sets FDOT apart from other DOTs.
- Florida uses state funds for projects that other states might have to wait for federal funds to do the same type of project.

### **Recap and Review of Day 2 Agenda**

Shelley asked the Steering Committee members to review the draft Policy Element and the 2016 Charge and Work Plan and be prepared to discuss both documents on day 2. Meeting adjourned at 4:42 PM.

## **DAY 2**

### **Welcome and Review of Agenda**

Rich welcomed the group back and reminded everyone of the importance of the discussion. Shelley reviewed the agenda noting that the Steering Committee will review and provide comment on the draft Policy Element, review information on the future corridor planning process, and provide comment on the draft charge and work plan for 2016.

### **Overview of Draft Policy Element**

Dana briefly summarized the layout of the draft Policy Element. She mention there were a few sections still being worked on such as the glossary and an enhanced introduction. She first asked the members

their overall impression of the document. Steering Committee members offered the following questions and comments (*responses to questions provided in italics*):

- Has the policy document always been a 25 year timeframe vs. 50 year? Can you explain why the two elements have different time frames? *FDOT is required to cover at least a 20 year time frame per federal and state law. The FTP has always been at least 20 years. The 2060 FTP covered a 50 year time frame. This time we have different elements. The Vision Element will cover a 50 year time frame and the Policy Element will cover a 25 year time frame. This enables us to cover multiple planning horizons. The 25 year time frame for the Policy Element is consistent with the MPO long range plans.*
- Some of the colors throughout the document are distracting.
- Like the use of the colors to differentiate between sections, where each goal has own color and categorization.
- Make sure the format translates to Facebook and other social media, etc. Recommend considering the format and how the plan will be marketed.
- What is the reason for the order and color of goal areas? Seems Environment section should be green. The order doesn't match the text on page 3. *This order matches what was used in the Vision Element, starting with the areas that are specifically transportation related -- safety/security, infrastructure, mobility, and choices - then broadening to areas that transportation has an impact on - economy, communities, and environment. The colors are the same as in the Vision Element.*
- Suggest an interactive on-line version with embedded links that allows for a reader to get more detailed information if desired. However, also need a Word version for readers who would like the text only. An audio recording in multi language would be good as well.
- Are we using plain language? Concerned whether the general public will understand all the text.
- The photo credits are a little distracting and take away from the message of the photo. Can we find a different approach for photo credits?
- Like the information on public input up front. Suggest including more of the public feedback in the document. We could list topics frequently cited at the meetings. Could also include testimonials or photos from the meetings.
- Like how the Goals and Objectives are listed as a plan at a glance but this seems boring for page 2. The first two pages are the most important. We have a great cover but inside cover is not enticing. Can we make the inside cover more impactful for the reader when they open the document?
- Can we include testimonials from the partners or comments from the public meetings?
- The 'Why Does it Matter?' section has too much text. People won't read it.
- Consider adding "What will the Florida transportation system do for us?"

- Suggest providing the information at different levels of depth similar to how a museum gives a brief synopsis of an exhibit as well as a more detailed version for those who want more.
- For a printed version, the 'Why does it matter' section should be bullet points.
- Be careful on how you edit the text from our earlier conversations. Some of the nuance has been lost with the current version.
- This document has two audiences at same time. One audience will just glance at the document and will only spend 10 seconds per page. The second audience are those who will use this document in their work and refer to it often. For the second audience, the color and words are distracting.
- If we do two versions, the first should be short, about one page per goal. The second would be more comprehensive.

After general comments, Dana asked members for specific comments on the text and content. Dana asked about each section and page.

#### Safety and security for residents, visitors, and businesses

- Revisit the hurricane map. Consider showing a 25 year history instead of 15 years to better match the time period in which we are looking forward.
- As a marketing piece, highlighting hurricanes is not ideal to attract business.
- Inset re the five-year bike/ped plan: can you show how this relates to the FTP?
- Page 4 - consider rephrasing the last sentence in first paragraph. The text makes it sound like visitors and older adults are the reason for the high number of deaths.
- Page 6 – can you be more clear about you mean by “younger adults.”
- Include public transportation in safety and security section where freight is referenced.
- Need to better communicate the time frame on the 'Number to Watch.' Explain the time frames (5 years vs 25 years).
- Need to make traffic safer by design. Separating bike/ped from vehicles is not the only solution. Can we add design to first strategy bullet?
- Have good discussion on the quality places goal on context-sensitive solutions. We need to connect that conversation here.

#### Agile, resilient, and quality infrastructure

- Resiliency objective was changed to address a broader range of risks. Suggest using full language from last time or highlight the areas that are new (such as sea level rise today).

- Florida Statutes dictate the high priority for safety and preservation. We may want to mention this in the text.
- The strategies don't address "how big" our capacity needs are. It is not just overbuilding, there is also right-sizing (road diets, etc.) or changing the functionality of corridors to meet the needs. Do we need to adjust standards- for example, if we are replacing a bridge, does it need to be three lanes or would two lanes be sufficient? Add a reference to context sensitive to infrastructure goal.

#### Efficient and reliable mobility for people and freight

- Using the metric 'person hours of delay' may not mean much to the public. There are other metrics we should consider using.
- Does person hours of delay refer to highways only? Will it get to all modes eventually?
- For the on-time departure metric, be clear that rail and air are reporting separately.
- Suggest adding a reference to intermodal logistics centers as an efficiency improvement/
- For the on-time departure metric, we may want to specify that we are measuring what's under our control, and now weather related delays.
- Need to include interoperability of tolling and other payment processes across state lines as a strategy. Also maybe include a photo of transponder or SunPass gantry.
- The Texas Transportation Institute (TTI) data cited on page 12, first paragraph is out of date.

#### More transportation choices for people and freight

- The text box for SunRail on page 17 references a 32-mile system. That is the current system, but the entire system will be 61 miles. The future is coming quickly and want to be careful that the plan isn't outdated instantly with more recent data.

#### Transportation solutions that support Florida's global economic competitiveness

- Consider adding population growth for Florida and the United States and what it means for transportation (use the BEBR numbers). Could also use data from Vision Element.
- Page 20, graphic box. Superregions is misspelled with an extra 'p'. Also, the megaregion of Florida is usually shown as one area in the graphic.
- Also on page 20, Northwest Florida is not shown as part of the mega region that is connected to Alabama, Mississippi, and Texas (Gulf Coast megaregion).
- In regards to ecotourism, consider an inset on the new Shared Use, Non-motorized Trail (SUN Trail). *This is good idea, but the program may not be ready in time for the plan.*

- Seaport should be plural under What's New, page 22.

#### Transportation solutions that support quality places to live, learn, work, and play

- Page 25, consider changing the photo. The urban setting does not demonstrate Complete Streets.
- Page 24, consider changing the infographic showing obesity. A more positive connection to health and transportation would be photos of bike trails, canoeing, walking, etc.
- Better pictures on page 24 will help the general audience understand why we need walkability, etc. The current graphic just speaks to the policy makers.
- Can we get a more descriptive picture of Tri-Rail on page 27, maybe one that shows bike on bus.

#### Transportation solutions that support Florida's environment and conserve energy

- Page 31, would like to edit the first line under Customers. We want to do more that maximize the awareness. Can we change to maximize use of public transportation?
- Agree, would like to show more on the advantages of public transportation from an environmental perspective.
- Don't like the arrows on the air quality infographic page 28. The down arrows gives the impression it's a negative thing.
- The focus on air quality should not be the "core" of FDOT's performance measurement on environment. Not suggesting we drop air quality right now but consider comparing to VMT or population growth to give it context. *It is the "core" now, but we are looking for more diversity. Might be appropriate to develop a fuller range of measures and strategies over time.*
- Instead of the wild flower photo on page 30, consider showing the Tamiami Trail Bridge, wildlife crossings, key deer crossing...something uniquely Florida that is a positive achievement.
- Page 29, safest fuel is LNG. It evaporates when breached. Need an education piece about it being safer.
- Page 28, Why does it matter? Is there a statistic to show the percentages of other fuels? *This is an item in the Vision Element that we could pull in here.*
- Page 31, consider changing the photo. The bridge in the photo has been shut down.

#### Transition to Implementation & What's Next

- The FTP should be an overarching policy document, one that partners use to check against their decisions.
- A better place for reporting this information might be at the regional planning council level to have a broader discussion at a broader level.

- This section needs to be bolder or expanded.
- This section is the call to action. It should be emphasized. It is very important.
- Need to find a way in Florida to support regionalism. What is the regional platform in Florida? Economic regions are the way.
- Like the ability to point to parts of this document and lay out for legislators how they can support public transit.
- Suggest drafting a timeframe roadmap on partners working together.
- We often measure success by vehicles per hour (first requirement of development) instead of persons per hour. Are we transitioning to this difference? Moving the number of people/goods (not vehicles) is a better measure. *Partners are going to have to look at design manuals and procedures. This is an issue to be included in the workshops as part of implementation.*
- Measuring performance is a perfect issue for the implementation group to address.
- Page 33, update the number of cities from 410 cities to 411.
- We should be cognizant of all aspects of road design such as fire departments response time and curb radius. Entities such as fire departments are often not concerned about walkability, etc., They just want to be able to maneuver their large vehicles on every street. We need to be aware of other vehicles/groups/silos that keep streets from being safe.
- Organizations are the most important part of last page. May not need individuals name as Individuals come and go.

Dana mentioned the department is getting ready for the public comment period on content. Will make adjustments and may not be able to create a new document before it goes out for review. She asked for final thoughts on overall document. Steering Committee members offered the following questions and comments (*responses to questions provided in italics*):

- What is the best way to use our membership in the process going forward?
- Would like some to present to TEAM Florida meeting in January.
- Don't exclude private operators in transportation realm, such as Uber. They are a growing segment of transportation.

### **Future Corridor Planning Process**

Rich Biter introduces Jim Wood, FDOT, to review the Future Corridor Planning Process, the stages of the various corridors study areas, and the guiding principles from the East Central Florida Corridor Task Force. He mentioned the guiding principles are provided as a preview of more general principles that will be presented in December. Steering Committee members offered the following questions and comments related to future corridors (*responses to questions provided in italics*):



- What are the time frames for the other corridors? *FDOT is currently focused on two: Tampa Bay to Central Florida and Tampa Bay to Northeast Florida. We will monitor any issue that arises that may warrant further study on other corridor study areas.*
- The Suncoast Parkway has the adjacent trail. Is FDOT looking at those options? *Yes, especially for right of way, even if some of the infrastructure is already phased.*

### **Charge and Work Plan for 2016**

Jim Wood, FDOT, revisited the Steering Committee charge and work plan for 2016 presented on Day 1 of the meeting. Steering Committee members offered the following questions and comments related to the charge and work plan for 2016 (*responses to questions provided in italics*):

- Ensure the military as one group is included.
- Be sure all public transportation including bus and light rail are on the list of groups for targeted outreach.
- The best way to get the most number of cities and counties to be engaged is to plan around the Florida League of Cities and Florida Association of Counties conferences.

Shelley asked the members a few questions concerning the logistics of future meetings:

- Do you prefer meetings in conjunction with other events or a stand alone meeting? Consensus: in conjunction with other events.
- Do you prefer one full day or two half days? Consensus: no specific preference, just depends on the date and the event. Members expressed some interest in optional 'transportation tours' before meetings (similar to the Spaceport tour in May).

### **Next Steps**

Dana reminded members of upcoming events and next steps. FDOT plans to present the draft Policy Element to the Executive Committee on October 14. FDOT will host a webinar on October 15 to kick off the public comment period. The public comment period will be open for 30 days, until November 14. The FDOT team will brief the Executive Board in November on the input received through the comment period. The Steering Committee will have its final meeting this year on December 11 to view the final Policy Element and to review the draft SIS Policy Plan. A similar public comment period will follow release of the draft SIS Policy Plan.

### **Public Comment**

There were no comments from the public.

### **Closing Remarks**

Rich asked all members of the committee for any final comments on what they've heard so far or what's coming up. Steering Committee members offered the following questions and comments (*responses to questions provided in italics*):

- As we move forward to implementation., it is important to tie in the multiple players. We should find a way to “charge” players and encourage ownership of the plan.
- Several appreciated the group and how well they worked together. Many comments on how interesting, open and consensus-building the process has been.
- Be mindful of branding and relevance. Need to help people understand why it is important to them and be clear what it is we want people to do as a result of the work in this committee.
- On the implementation side, want to better understand the connection between the plan and work program.
- Its important to carry out the plan at all levels. Education is important also.
- Many of the issues occur at the non-state level – education is not just to the public but also to local agencies.
- Public outreach has been remarkable.

Chair Biter closed the meeting and thanked members for their participation. He asked members to thank their organizations on behalf of the FDOT for their participation in the process.

### **Adjourn**

Meeting concluded at 11:37 am.