

FTP/SIS Implementation Committee Meeting

July 12, 2016

American Red Cross – Tallahassee, FL

Committee Members or designees present (in alphabetical order by last name)

<i>Implementation Committee Member, Organization</i>	<i>Designee (if applicable)</i>
<input type="checkbox"/> Tom Byron, Florida Department of Transportation (Chair)	<input checked="" type="checkbox"/> Jim Wood (Chair Alternate)
<input type="checkbox"/> The Honorable Susan Haynie, Metropolitan Planning Organization (MPO) Advisory Council (Vice Chair)	<input type="checkbox"/>
<input type="checkbox"/> Florida Council of 100	<input type="checkbox"/> Steven Birnholtz
<input checked="" type="checkbox"/> Karl Blischke, Florida Department of Economic Opportunity	<input type="checkbox"/>
<input type="checkbox"/> Mark Bontrager, Space Florida	<input type="checkbox"/>
<input checked="" type="checkbox"/> Janet Bowman, The Nature Conservancy- Florida Chapter	<input type="checkbox"/>
<input type="checkbox"/> Ken Bryan, Rails to Trails Conservancy - Florida	<input checked="" type="checkbox"/> Mercer Fearington
<input checked="" type="checkbox"/> Robert Bureson, Florida Transportation Builders Association	<input type="checkbox"/>
<input type="checkbox"/> Laura Cantwell, AARP Florida	<input type="checkbox"/>
<input type="checkbox"/> CareerSource	
<input checked="" type="checkbox"/> James Christian, Federal Highway Administration	<input type="checkbox"/>
<input type="checkbox"/> Karen Deigl, Florida Public Transportation Association	<input type="checkbox"/> Lisa Bacot
<input type="checkbox"/> Chris Doolin, Small County Coalition of Florida	<input type="checkbox"/>
<input checked="" type="checkbox"/> Jim Ely, Transportation and Expressway Authority Membership (TEAM) Florida	<input type="checkbox"/>
<input type="checkbox"/> Christopher Emmanuel, Florida Chamber of Commerce	<input type="checkbox"/>
<input checked="" type="checkbox"/> Stewart Gibbons, Urban Land Institute – Florida Chapter	<input type="checkbox"/>
<input checked="" type="checkbox"/> Bruce Grant, Florida Defense Alliance	<input type="checkbox"/>
<input checked="" type="checkbox"/> Thomas Hawkins, 1000 Friends of Florida	<input type="checkbox"/>
<input checked="" 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"/> Toy Keller, Florida Ports Council	<input type="checkbox"/>
<input checked="" type="checkbox"/> Tisha Keller, Florida Trucking Association	<input type="checkbox"/> Ken Armstrong
<input type="checkbox"/> Nick Maddox, Metropolitan Planning Organization (MPO) Advisory Council	<input type="checkbox"/>
<input type="checkbox"/> Bob O'Malley, Florida Railroad Association	<input type="checkbox"/>
<input type="checkbox"/> William Seccombe, Visit Florida	<input type="checkbox"/> Meredith DaSilva
<input type="checkbox"/> The Honorable Doug Smith, Florida Association of Counties	<input type="checkbox"/>
<input checked="" type="checkbox"/> Christopher Stahl, Florida Department of Environmental Protection	<input type="checkbox"/>
<input checked="" type="checkbox"/> Patricia Steed, Florida Regional Councils Association	<input type="checkbox"/>

<input type="checkbox"/> Michael Stewart, Florida Airports Council	<input type="checkbox"/>
<input type="checkbox"/> The Honorable Matthew Surrency, Florida League of Cities	<input checked="" type="checkbox"/> Megan Sirjane-Samples
<input type="checkbox"/> Taylor Teepell, Florida Department of Economic Opportunity	<input checked="" type="checkbox"/> James Stansbury
<input checked="" type="checkbox"/> Lt. Col. Troy Thompson, Florida Department of Highway Safety and Motor Vehicles	<input type="checkbox"/>
<input checked="" type="checkbox"/> Matthew Ubben, Floridians for Better Transportation	<input type="checkbox"/>
<input checked="" type="checkbox"/> Kenneth Wright, Florida Transportation Commission	<input type="checkbox"/> Mark Reichert

FTP/SIS Staff

<input checked="" type="checkbox"/> Carmen Monroy, FDOT	<input checked="" type="checkbox"/> John Kaliski, Cambridge Systematics
<input checked="" type="checkbox"/> Dana Reiding, FDOT	<input checked="" type="checkbox"/> Danny Shopf, Cambridge Systematics
<input type="checkbox"/> Brian Watts, FDOT	<input checked="" type="checkbox"/> Sarah Walker, Cambridge Systematics
<input checked="" type="checkbox"/> Dennis Smith, FDOT	<input checked="" type="checkbox"/> Vanessa Christiansen, Cambridge Systematics
<input checked="" type="checkbox"/> Lora Hollingsworth, FDOT	<input type="checkbox"/>
<input checked="" type="checkbox"/> Melanie Weaver Carr, FDOT	<input type="checkbox"/>
<input checked="" type="checkbox"/> Regina Colson, FDOT	

Others in Attendance

- Sheri Coven, Marlin Engineering

Meeting Highlights

Welcome and Introductions, Jim Wood (Chair Alternate)

Jim Wood, Chair Alternate of the FTP/SIS Implementation Committee, welcomed members and gave an overview of the meeting objectives, the meeting agenda, the revised role of the committee, and the committee charge and work plan for 2016. Jim requested that members and alternates introduce themselves and which organization they are representing.

Overview of FTP Vision and Policy Elements and Implementation Status, Dana Reiding

Dana welcomed the committee and provided a brief review of the FTP. She reminded the committee of the seven FTP goal areas and reviewed highlights of each area. She also reviewed the implementation emphasis areas and implementation strategy and timeline in more detail.

In closing, she asked the committee to consider the following: How do we measure success? What are we doing well? How do we keep the discussion going in a dynamic way (i.e., such as a website)? Dana also reviewed the related modal and other systems plans FDOT will update for consistency with the FTP.

Performance Measures Update, Carmen Monroy

Carmen gave an update on the performance measures process for the FTP. She provided an overview on the Framework for Investment Decisions and Performance-Based Planning and Programming, reviewed the 2015 Performance Report, and connected this report with the FTP by discussing performance measures for the FTP goal areas including the current 14 core and 73 supporting measures. In closing she provided a look to the future on these goal areas such as redefining measures, diversifying data sources, and conducting more in-depth analysis of performance measures related to all FTP goals.

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

- Concerning performance measures for level of service and congestion, there wasn't much change over the timeframe presented. What would these performance measures look like on a regional basis? In urbanized areas like Miami or Orlando, would there be a higher variation of level of service or congestion in these areas?
 - *This is something we have looked at regionally. We are also considering these measures at the project level. This is our way to determine how effective our projects are at reducing delay and congestion and improving level of service and reliability.*
- Could you explain the metric that measures transit reliability – miles traveled between failures?
 - *In this case, 'Failure' refers to a vehicle being out of service. This metric tracks how many miles a vehicle travels before it is put out of service. In Florida this can apply to things like a broken air conditioner as well as maintenance issues. This metric addresses reliability.*

Creating the FTP Implementation Element

Dana introduced a breakout activity asking members to review potential implementation actions for the FTP goal areas.

Each table was given worksheets with draft implementation actions identified for the FTP Policy Element. (Refer to the worksheets for more information p. 14-24). Members were asked to review FTP goal areas assigned to their table and address the following questions for each goal:

- What changes or additions would you recommend to the proposed actions?
- How should we measure success related to the goals and objectives?
- Who should be involved in implementing this action?

Overview of the Strategic Highway Safety Plan, Lora Hollingsworth

Lora provided an overview of the Strategic Highway Safety Plan (SHSP) update process including, the "4 E's" (engineering, education, enforcement, and emergency response), the supporting data/data points used, and the process of selecting the Emphasis Areas.

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

- From 2011-2014 fatality numbers are relatively flat, then in 2015 there is a dramatic increase. What are the contributing factors to the 20 percent increase? Are the numbers correlated to Florida's growth in population and visitors?
 - *This slide is showing the number of fatalities in real numbers (not percent or averages). We do measure fatality rate and track changes in vehicle miles traveled, population, and economy. These are incorporated in the SHSP. The increase is related to population growth and an increase in vehicle miles traveled, which we are seeing as a national trend. There may be other issues beyond normal growth in travel leading to increases in fatalities for specific areas. However, even with all of these factors accounted for, there is a human element to this plan and this slide represents the fatalities. The point was to convey that regardless of the reasons, people were killed on Florida's roadways and we are committed to reducing that number to zero.*
- Was the crash report example in the graphic counted in multiple categories?
 - *Yes, the point of the graphic is to illustrate that almost all crashes involve multiple factors.*
- What are the consequences for FDOT if the fatality numbers continue rising?
 - *It is making FDOT reconsider project priorities and funding distribution. We are also reevaluating the project prioritization and submission process to ensure the local governments are getting the correct support for their safety projects. We may need to start focusing state resources on advertising campaigns to ensure that target audiences are hearing those. We have added a Work Zone Safety Coalition to promote safe driving behaviors in work zones to protect both drivers and workers. This is a good example of how we have reacted to the increase in fatalities.*
- How do you differentiate between fatalities and serious injuries caused by driver behavior and those caused by infrastructure?
 - *Since most crashes are related to multiple factors, we are trying to formalize the Road Safety Audit (RSA) process. We should be doing a RSA every time there is a widening or resurfacing. This process gets all of the partners together to review the design of the project to ensure that it is safe for all users from all perspectives. We are also supporting the Arrive Alive initiative with the Department of Highway Safety and Motor Vehicles (DHSMV). We are considering the top 20 regions for fatal and serious injury crashes and considering the top corridors for crashes. We are doing RSAs on these corridors to determine what kinds of crashes are happening and identifying measures to reduce those crashes through targeted high-visibility law enforcement and education campaigns.*
- With an increase in smartphone usage/texting as a national trend, should we provide this as another context for data/infographics?

- *The rise in fatalities is not restricted to Florida but is common throughout the nation. There is a national context for consideration and the increase in cell phone usage is a good data factor to include. Federal partners are asking for performance measures and national trends changing/increasing affect the meeting of those measures and there are consequences to not meeting measures like losing funding.*

Staff will send out a reminder to attendees for the SHSP webinars later this month, as well as other SHSP related timelines and reminded committee members that the Safety Office website should have a platform for public comments in the next few days.

Creating the FTP Implementation Element Session Report-outs

With the conclusion of the breakout activity, tables were asked to provide a brief report to the full group on the FTP goal areas they reviewed. This report consisted of examples of key actions, measures, and key partners pertaining to the table's assigned FTP goal area.

Goal: Safety and Security for Residents, Visitors, and Business

Report included the following comments:

- Focus on identifying and tracking all trends, not just emerging trends, and using a multi-disciplinary approach to address those trends.
- Identify high-risk behaviors.
- Identify problems then identify intermediate solutions and long-term solutions (4Es).
 - Intermediate solutions – continue to work with our partners to identify problems.
 - Long-term solutions – develop data-driven multi-disciplinary responses to address these problems.
- Update state-wide Florida Emergency Evacuation Plan.
- Evaluate the evacuation times from evacuation zones. Identify bottlenecks in our evacuation system. Ensure we are tracking data on how we are recovering from disasters and the time it takes to return to normal following a disaster.
- Key partners include:
 - State and local law enforcement.
 - State and local emergency managers.
 - First responders.
 - Regional planning councils.

Goal: Agile, Resilient, and Quality Infrastructure

Report included the following comments:

- Do we really need to exceed every national and global standard?
- Explore innovative options for infrastructure maintenance and inspections. For example, drones are being used for bridge inspections. This does not require closing a travel lane so a truck can do the inspection as is typically done now.
- Develop a pilot corridor that incorporates many innovations to test them in action.
- Create a research and development group within FDOT that collects and reviews all innovative actions being taken nationally and globally.
- Expand customer surveys with new approaches. FDOT does a lot of surveys but these are generally done several months after users took their trip. Consider a survey at the end of a WAZE trip, for example, that gathers input on the transportation system and the quality of the trip.
- Increase emergency management focus through exercises/training/field tests.

Goal: Efficient and Reliable Mobility for People and Freight

Report included the following comments:

- Learn about freight and logistics from big companies that have already figured this out.
- Move to a more predictive model than reactive when we are managing our system. We need to identify what our customers want and ensure we are planning a transportation system that meets those needs.
- Embrace emerging technology and use that technology to encourage innovative changes (e.g. Uber, Lyft, WAZE).

Goal: More Transportation Choices for People and Freight

Report included the following comments:

- Expand our definition of stakeholder to include coalitions and working groups.
- Recognize the difference between rural and urban needs. Some users rely on transit because it is their only option. This type of transit is different than the transit offered to those that treat it as an option. Those viewing transit as an option expect it to be high quality and efficient. Realistically, it should be more affordable or more efficient than the single-occupancy motor vehicles to be considered a viable option.

Goal: Transportation Solutions that support Florida's Global Economic Competitiveness

Report included the following comments:

- Link corridor investments to industry clusters and their specific transportation needs.
- Expand emphasis on commerce corridors that include the use of reversible lanes, truck-only lanes, and other mechanisms.
- Combine data from other agencies to better evaluate the effectiveness of FDOT's progress to fulfilling the economic development goals.
- We tend to do transportation planning from the inside out. We are a global community and we need to look at the state from the outside in. How do we respond to the global factors affecting Florida?
- Link our systems planning, corridor planning, and freight mobility planning.
- Federal government is finally talking about freight and is awarding funding for freight and logistics improvements that will help us compete in a global economy.

Goal: Transportation Solutions that Support Quality Places to Live, Learn, Work, and Play

Report included the following comments:

- Promote and support regional visioning efforts. Where are the gaps in the regional visions across Florida? How recent are the visions and do they need to be updated?
- Institutionalize Complete Streets and associated measures.

Goal: Transportation Solutions that Support Florida's Environment and Conserve Energy

Report included the following comments:

- Modify the implementation action to state "Support, expand, and measure the use of LNG/CNG..."
- Determine the adoption rate and growth of alternative fuel vehicles.

As a wrap-up to the activity Dana requested input/suggestions from members on the format and communication of the Implementation Element, including the suggestion that the Implementation Element primarily be a web page rather than a separate document. Implementation Committee members offered the following questions and comments (*responses to questions provided in italics*):

- Create an easy to read dashboard that gives a summary of our performance measures/targets and how we are doing. Maybe this is just for the most high level performance measures.
- Incorporate video clips for things that are visual in nature such as a before and after of a complete streets project, for example.

- Continue to incorporate infographics.
- Highlight challenges or barriers to implementation such as funding, government but cast in a way as to be constructive. This would help us understand where the gaps are. This would need to be shown in such a way that it is meant to be constructive.
- Include status on Performance Measures – core and supporting from partner agencies literature, studies, and data. *Building on 2015 Performance Report, we don't want to be dependent on other agencies but certain elements might be more appropriately measured externally of FDOT.*
- Include a visual representation of information and of tracking progress. Ideally Implementation Plan can be used by partners.
- Maintain a very similar feel to the Vision Element and Policy Element.
- Use the website as a quick resource for partners and provide them with something of value. Partners should be able to quickly identify how we are doing and make decisions on how to support progress toward those goals.

Overview of SIS Policy Plan and Implementation Status, Dana Reiding

Dana reviewed the SIS update process including the three SIS objectives, the five new emphasis areas, and the implementation strategy. Dana provided next steps in the implementation process including updating designation criteria and policies, revising needs and prioritization policies, and refining SIS planning and coordination processes. Dana also provided a SIS implementation plan timeline.

Update on Future Corridors Planning Process, Jim Wood

Jim provided an overview of Future Corridors including information on the East Central Florida Corridor Task Force study and the I-75 Relief Task Force. Jim reviewed the draft framework for the I-75 Task Force, the timeline for its completion (final meeting is August 12, 2016 and report is due to the Secretary by October 1), and the Guiding Principles.

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

- In the East Central Florida Corridor Task Force example, were the north/south components based on workforce trends?
 - *The area was defined by the prior Tampa Bay-Central Florida Future Corridor Concept Study. It considered workforce as well as economic development, land use, and other factors.*
- What is the result of the I-75 Relief Task Force? Will there be a recommended route?
 - *It is still early in the process. We are looking at the relationship of various projects to one another. The report may include evaluation of the potential for new corridors or improvements to existing corridors. We are just too early in this process to determine*

whether there should be new routes or what kind of improvements should be made to existing routes.

- It seems like the right way to do this would be an incremental approach. The Suncoast Parkway, for example is already in place and studies have been done to connect that road to I-75.
 - *This is an option we have discussed but we are still working through these options with the local governments and with the public.*
- The I-75 Relief Task Force is charged with two things: review connectivity between Tampa and Jacksonville, as well as relieve congestion on I-75. Some solutions that will improve connectivity may not relieve congestion. This is a challenge for this Task Force.
- What's the timeline for implementation of the I-75 Relief Task Force's recommendations?
 - *It really depends on the recommendations of the Task Force. Some solutions could be implemented in the near future while others may take years or even decades. The decisions we are making are based on trends and visions that extend 50+ years so we need to ensure we are making decisions that will still be effective more than 50 years from now.*

Public Comment

There were no comments from the public.

Partner Roundtable, Jim Wood

Jim then requested that the committee members provide information about what elements of the partnership have worked and what could be enhanced.

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

- This committee meets twice a year this year (2016) but the FTP won't be updated again for another three to four years. What is the expectation of the committee?
 - *Whatever way your organization can support and speak to, which will help shape the next iteration of the FTP. Providing key takeaways and letting us know what's important to you and your organization.*
- There is more traffic on tolled facilities in Florida. Beginning in January, TEAM Florida is going to branch out to and encourage other modes of transportation to join them in their meetings and work on more than just tolling. We need to look at transportation as a whole.
- One of the principles we discussed was meeting or exceeding national standards. We all agree we want a much stronger more comprehensive and more connected transportation program. However, we never addressed the fact that it costs a lot more money that we can afford. We need to determine our priorities and clearly define those to ensure we are funding the right things.

- Encouraged that the focus of the SIS is to be more strategic about state investments. Also encouraged about the timing of all of the pieces of these plans. Florida is coordinating its SIS with corridor planning processes and freight planning processes. Technology is growing and will play a big role in maximizing our opportunities for making strategic investment to be more competitive in a global market.
- Adding a workforce component in the FTP is huge. Workforce is driving Florida's competitiveness and the efficient movement of that workforce is key. Targeted industries is also crucial to the economic prosperity of Florida. We have a huge state with lots of consumers so we need to make sure that freight movement is smooth and efficient to continue to provide our consumers with their products.
- We allocate about 13 percent of our state budget to transportation and the federal government only allocates about 1 percent of its budget to transportation. We are continuing to focus on a dedicated funding source beyond what is already allocated. We need to look at transportation from a different perspective and re-evaluate where we are heading to ensure we are agile enough to prepare for the future of transportation (ex. PokemonGO raising Nintendo's value in a week). We should step back and reexamine where we're going and embrace innovation.
 - *Competing issues are complicated, for example while electric vehicles help the environment and reduce gas consumption they don't pay gas tax and so they don't help fund infrastructure improvements.*
- Local governments are in need of increased funding and they want to play a role in determining how the money is spent. Education about what the FTP is and what the process is all about is critical to get buy in from local governments.
- Expanding trails, like SunTrail, are beneficial to the state.
- Struggling with helping business owners understand how they play a role in the FTP. There needs to be a better way to translate the content of the FTP into a way that different business owners can understand how it relates and is applicable to them. There is so much technological innovation on the horizon and FDOT may have a broader role here because of that. Maybe FDOT can play a role in helping others choose the right transportation option given these new modal options and innovations.
- We should continue to assist local governments in developing policies in their comprehensive plans that help implement and protect the opportunities for future transportation corridors. We can help them align land uses and transportation decisions with community values/visions.
- We are working on meeting environmental and transportation goals at the same time.
- We are maintaining flexibility and trying to stay cutting edge as much as possible. There are lifestyle choices we need to consider as we develop and improve our transportation system. Workforce development is key in Florida, it attracts millennials who are key to development and can offset some of the cost of certain development from an aging population.
- Quality of life has an impact on the economy. We need to have a good quality of life supported by an effective transportation system to encourage business development and economic growth.

Admire the forward thinking that is going on in this group. Encouraged by the way FDOT is considering the environment in the development and improvement of transportation corridors.

- New federal regulations require that everyone is measuring the same things at the same level. Florida is leading in this regard as there is a push for more participation, more transparency, and more partner involvement. This process is very supportive of the new federal legislation.
- Encouraged that we are still talking about visioning. We need to look at how often existing visions have been considered in recent transportation projects. Looking at visioning as a continuing process to ensure they are not out of date and still align with community values. Encouraged by what is happening with freight and logistics planning throughout the state. We need to ensure this is effectively incorporated into our local plans.
- Interested to see how we start to put the FTP into action. Encouraged by today's discussion and interested to continue to participate in identifying actions.

Review of Action Items and Next Steps, Dana Reiding

As a close out to the meeting Dana provided more information on the next steps for the fall committee meeting, the continuing efforts of the staff on FTP implementation, and what to expect for the future meeting. Dana also provided a reminder on important SHSP dates such as the upcoming webinar on August 28th, and charged the committee members to reflect on reporting out for the next session in Fall 2016 prospective dates for this is in October or November.

Closing Remarks, Jim Wood

Jim closed the meeting by thanking the committee and staff for their hard work. He asked members to complete the meeting evaluation form before leaving.

Adjourn

Meeting concluded at 2:49 P.M.

Goal: Safety and Security for Residents, Visitors, and Businesses (1 of 2)

Objective	Implementation Actions	Measures of Success	Key Partners
Prevent transportation related fatalities and injuries	<p>Update Florida's Strategic Highway Safety Plan (SHSP) to address emerging trends and issues identified in the FTP, including protecting vulnerable and at risk users and mitigating high risk behaviors.</p> <p><u>Changes/Additions:</u></p> <ul style="list-style-type: none"> – Language: "To address fatalities and serious injuries by..." – Focus on identifying and tracking all trends, not just emerging trends, while using a multi-disciplinary approach to address those trends. – Identify high-risk behavior. – Use Road Safety Audit. 	<p>5% reduction in fatalities per year towards zero fatality vision</p> <p><u>Comment:</u> this vision may not be achievable</p>	
Reduce the number of crashes on the transportation system	<p>Define strategies for improving safety of transit and other nonhighway modes. Define roles of FDOT and other partners in implementing these strategies.</p> <p><u>Changes/Additions:</u></p> <ul style="list-style-type: none"> – Do we shift perspective from highways to multimodal? Could take a similar approach as the SHSP, which would require additional partner expertise at the table. – Identify problems and identify intermediate solutions and long-term solutions (4Es). 	Needs further discussion with partners	
Reduce and mitigate transportation-related security risks	<p>Collaborate to develop and implement strategies for addressing continuing, new, and emerging transportation security threats, such as biosecurity, food security, invasive species, nuclear materials, and human trafficking. Define roles of FDOT and other partners in implementing these strategies.</p> <p><u>Changes/Additions:</u></p> <ul style="list-style-type: none"> – Is it broad enough to capture: reactive vs. proactive, data-driven? 	<p>5% reduction per year in fatalities</p> <p>Other metrics: number of arrests, law enforcement presenting actions, etc.</p> <p>Institutionalizing process/policies of support (tracking and identifying)</p>	<p>Customs</p> <p>Agriculture</p> <p>Transportation Security Administration (TSA)</p> <p>Law enforcement</p> <p>CSX/Freight</p> <p>First Responders</p> <p>HAZMAT Teams</p>

Goal: Safety and Security for Residents, Visitors, and Businesses (2 of 2)

Objective	Implementation Actions	Measures of Success	Key Partners
			Judicial/Medical/Legal Department of Children & Families (DCF) Intelligent Transportation Systems (ITS) Vendors
Provide transportation infrastructure and services to help prepare for, respond to, and recover from emergencies	<p>Collaborate to develop and implement strategies for enhancing the transportation system's preparedness for, response during, and recovery from emergencies. Define roles of FDOT and other partners in implementing these strategies.</p> <p><u>Changes/Additions:</u></p> <ul style="list-style-type: none"> – Evaluate evacuation times from evacuation zones. – Identify bottlenecks in our evacuation system. 	<p>Update FL Statewide Emergency Evacuation Plan (before measure)</p> <p>Collect evacuation time from new evacuation zones (during measure)</p> <p>Track data in recovery from disaster, e.g., time from return to normal of transportation system post-recovery (after measure)</p>	<p>State/local law enforcement</p> <p>State/local emergency managers</p> <p>First responders</p>

Goal: Agile, Resilient, and Quality Infrastructure (1 of 2)

Objective	Implementation Actions	Measures of Success	Key Partners
Meet or exceed industry, state, national, or international standards for infrastructure quality, condition, and performance for all modes of transportation	<p>Implement FDOT's Transportation Asset Management Plan (TAMP) and expand this plan over time to include additional modes and levels of the system as appropriate (e.g., transit, local roads). Coordinate TAMP with updated performance measures consistent with MAP-21 and the FTP.</p> <p>Provide tools to assist local governments in documenting the condition of road, transit, and other infrastructure and implementing strategies to improve infrastructure quality, condition, and performance.</p> <p><u>Changes/Additions:</u></p> <ul style="list-style-type: none"> – Need to set appropriate targets; it may not be necessary to exceed standards for all elements of the system. This should be tied to understanding what meeting standards will cost and setting funding priorities. – Research standards and best practices around the nation/world. – Document where the gaps are in local government data, and methods for supporting data collection. Initial measure of success may be having better data, then set standards. Could start with collection of condition data on local roads that are part of the SIS. 	New measure of how many lanes are out of service due to construction or maintenance (not counting crashes or emergency operations).	Local governments
Optimize the functionality and efficiency of existing infrastructure and right-of-way	<p>Develop policies and standards for next generation transportation corridors that incorporate and support emerging technologies such as connected vehicles or alternative fuel sources; enable separation of freight and passenger vehicles or of through and local trips; support integration of compatible uses such as utility infrastructure; and provide flexible or multi-level infrastructure.</p> <p><u>Changes/Additions:</u></p> <ul style="list-style-type: none"> – Lane reversal for alleviating congestion/increasing service volume or for emergency evacuation. – Develop a pilot 21st century corridor that incorporates many innovations to test them in action. – Tools for measuring vehicle occupancy. – Support for other emerging technologies like automated/connected vehicles. Alternative fuel vehicles, etc. 		<p>Private companies</p> <p>Local governments</p>

Goal: Agile, Resilient, and Quality Infrastructure (2 of 2)

Objective	Implementation Actions	Measures of Success	Key Partners
Adapt transportation infrastructure and technologies to meet changing customer needs	<p>Develop approaches for strengthening investment in research, development, and evaluation of new technologies and practices, including dissemination results of R&D activities.</p> <p><u>Changes/Additions:</u></p> <ul style="list-style-type: none"> – Use of technology (e.g. drones) to create a safer environment, such as utilizing drones to inspect bridges, to monitor traffic, and to measure vehicle miles traveled (VMTs). – Develop a “research” office or “skunkworks” functionality at FDOT to monitor emerging and existing technology as well as its impact on the transportation system and SIS facilities. – Add a survey at the end of a trip that gathers input on the transportation system and the quality of the trip, such as a “Rate My Trip” application plug in to existing application like WAZE – Set goal of exceeding in innovation – determine where we are and then set targets for improvement. – Improve knowledge sharing/technology transfer among partners. – Partner with universities on R&D and workforce development. 		<p>External/Private Companies</p> <p>State University System</p> <p>Department of Economic Opportunity</p> <p>CareerSource Florida</p>
Increase the resiliency of infrastructure to risks, including extreme weather and other environmental conditions	<p>Continue to identify opportunities to retrofit, adapt, or provide more diversity in the location of critical infrastructure to reduce vulnerability to extreme weather and other environmental conditions (conduct additional research or pilots, provide training to MPOs and local governments, etc.)</p> <p><u>Changes/Additions:</u></p> <ul style="list-style-type: none"> – Increase emergency management focus. – Need expertise of DEM – consider adding them to the Implementation Committee or involving them in this activity. – Conduct district-office based exercises to promote readiness and recovery program knowledge. Use a range of scenarios like a level 4/5 hurricane, an incident at Turkey Point, etc. – Develop tools for integrating transportation data with hazard mitigation data (Volusia county sketch tool example). – Track risks and hazards to SIS facilities (E.g., risk of sea level rise or hard rainfall). 	<p>Risk index: evaluation of level of resiliency of facilities</p>	<p>Department of Economic Opportunity</p> <p>Division of Emergency Management (DEM)</p>

Goal: Efficient and Reliable Mobility for People and Freight (1 of 2)

Objective	Implementation Actions	Measures of Success	Key Partners
<p>Reduce delays related to bottlenecks, gaps, and crashes and other incidents for all modes of Florida's transportation system</p> <p>Increase the reliability of all modes of Florida's transportation system</p>	<p>Continue to strengthen linkage between operations and planning decisions, including integration of TSM&O into highway, transit, and multimodal corridor plans.</p> <p>Continue the Future Corridor Planning Process to transform existing interregional corridors and close interregional connectivity gaps, building on guiding principles developed cooperatively with state, regional, and local agencies and environmental stakeholders.</p> <p>Provide targeted support to MPOs and local governments to promote innovative urban mobility solutions for people and freight, including expanding modal choices and supporting use of shared, connected, or automated vehicles.</p> <p>Provide targeted support to rural areas to expand options for regional and local person travel and freight movement.</p> <p><u>Changes/Additions:</u></p> <ul style="list-style-type: none"> – Move to a more predictive model than reactive when we are managing our system. – Identify what our customers want and ensure we are planning a transportation system that meets those needs. 	<p>Number of automated and connected vehicle technology</p> <p>Number of projects incorporating technology that improves operations and reliability</p>	<p>More engagement of freight industry</p>
<p>Increase customer satisfaction with Florida's transportation system and regulatory processes for residents, visitors, and businesses</p>	<p>Continue to measure and improve customer satisfaction with the Florida transportation system. Explore partnerships with Visit Florida, DEO, others to expand the customer survey.</p> <p><u>Changes/Additions:</u></p> <ul style="list-style-type: none"> – Partner with private industries to develop and improve applications, such as WAZE, that improve the customer experience. – Identify different systems that solicit customer feedback. – Advertise survey to capture feedback from visitors through partnerships 	<p>Customer satisfaction rating</p> <p>How much input was received?</p>	<p>Airlines</p> <p>Hotels</p> <p>Businesses: Car Rental</p>
<p>Increase the efficiency of the supply chain for freight moving to, from, and through Florida</p>	<p>Continue to implement and update the Freight Mobility and Trade Plan (FMTP). Develop/maintain and implement regional freight mobility plans.</p>	<p>Number of logistics companies at the table during discussions</p>	<p>Private sector</p>

Goal: Efficient and Reliable Mobility for People and Freight (2 of 2)

Objective	Implementation Actions	Measures of Success	Key Partners
Increase the efficiency and flexibility of transportation-related regulatory processes	<p>Work with customers to identify opportunities to improve accomplish transportation regulatory transactions through reducing transaction time, improving predictability, and adapting regulations and processes to reflect new technologies.</p> <p><u>Changes/Additions:</u></p> <ul style="list-style-type: none"> – Increase the communication between FDOT and transportation partners. – More engagement of freight industry and coalitions. 	Number of public and private partners engaged	Public and private sectors

Goal: More Transportation Choices for People and Freight (1 of 2)

Objective	Implementation Actions	Measures of Success	Key Partners
Increase the use of new mobility options and technologies such as shared, automated, and connected vehicles	<p>Develop approaches for strengthening investment in research, development, and evaluation of new technologies and practices, including dissemination results of R&D activities.</p> <p><u>Changes/Additions:</u></p> <ul style="list-style-type: none"> – Revise regulations across the state to align with the needs of new mobility options and technologies. – Participate on task forces and coalitions that coordinate with other states, such as the I-95 Task Force, Airport Council International, etc. – Consider urban and rural differences. – Provide R&D and policy leadership from FDOT. – Increase involvement of industry and coalitions. 	<p>Number of pilot projects.</p> <p>Survey of current statutes and regulations.</p> <p>Identify constraints in regulations and monitor their status over time (a count of how many align).</p>	
Increase the share of person trips using public transportation and other alternatives to single occupancy motor vehicles	<p>Continue to provide state support for capital investments in public transportation systems that are consistent with regional and community visions, and demonstrate a regional and local commitment to ongoing operations and maintenance funding as well as supporting land use changes.</p> <p>Continue to implement the SunTrail program.</p> <p>Identify additional transit, bicycle and pedestrian focused strategies that help implement the FTP. Could include development of statewide bicycle and pedestrian plans.</p> <p><u>Changes/Additions:</u></p> <ul style="list-style-type: none"> – Identify opportunities to link transit and pedestrian and bicycle facilities to other modal options to support complete end to end trips. – Promote the use of transit through ad campaigns. – Develop an application that evaluates multiple transportation options and determines the costs and time associated with different modal options. – Consider differences between customer needs and choice. 	<p>Transit vehicle availability and reliability</p> <p>Transit information availability</p> <p>Number of transit grants and projects supported by FDOT</p> <p>Number of route expansions</p> <p>Private ride sharing</p> <p>Number of public private partnerships</p>	

Goal: More Transportation Choices for People and Freight (2 of 2)

Objective	Implementation Actions	Measures of Success	Key Partners
Increase the number of quality options for visitor travel to, from, and within Florida	<p>Implement the Strategic Intermodal System (SIS) Policy Plan with emphasis on the objectives of interregional connectivity, intermodal connectivity, and economic development.</p> <p><u>Changes/Additions:</u></p> <ul style="list-style-type: none"> – Improve existing transportation options to ensure visitors consider Florida’s existing systems as quality options. 	<p>Number of alternatives available/number of bus rapid transit projects developed on SIS facilities</p> <p>Number of innovative projects developed</p> <p>Number of people that have given up their car</p>	
Increase the number of quality options for moving freight to, from, and within Florida	<p>Implement the Strategic Intermodal System (SIS) Policy Plan with emphasis on the objectives of interregional connectivity, intermodal connectivity, and economic development.</p> <p>Continue to implement and update the Freight Mobility and Trade Plan (FMTP).</p> <p><u>Changes/Additions:</u></p> <ul style="list-style-type: none"> – Develop/maintain and implement regional freight mobility plans. 	<p>Average length of a freight route (average distance and tonnage)</p>	
Increase the efficiency and convenience of connecting between multiple modes of transportation	<p>Implement the Strategic Intermodal System (SIS) Policy Plan with emphasis on the objectives of interregional connectivity, intermodal connectivity, and economic development.</p>	<p>Number of companies using an ILC</p>	

Goal: Transportation Solutions that Support Florida’s Global Economic Competitiveness (1 of 2)

Objective	Implementation Actions	Measures of Success	Key Partners
Provide transportation infrastructure and services to support job growth in transportation-dependent industries and clusters	<p>Implement the Strategic Intermodal System (SIS) Policy Plan with emphasis on the objectives of interregional connectivity, intermodal connectivity, and economic development.</p> <p>Develop an approach for coordinating long-term SIS investments to support development of logistics and manufacturing clusters.</p> <p>Work with customers to identify opportunities to improve accomplish transportation regulatory transactions through reducing transaction time, improving predictability, and adapting regulations and processes to reflect new technologies.</p> <p><u>Changes/Additions:</u></p> <ul style="list-style-type: none"> – Enhance coordination and data sharing between FDOT and DEO to identify key industry clusters and the transportation investments needed to support these clusters. Understand how transportation impacts location decisions. – Economic development corridors: Corridors targeted for economic development with supportive land use and workforce strategies. 	<p>Jobs in transportation dependent industries</p> <p>Number of businesses/new businesses in transportation dependent industries</p> <p>Freight throughput at SIS facilities, including: tonnage, number of containers, dollar value</p> <p>Passenger throughput at SIS facilities</p> <p>May need different measures by region</p> <p>Longitudinal study of future connectivity needs</p>	

Goal: Transportation Solutions that Support Florida's Global Economic Competitiveness (2 of 2)

Objective	Implementation Actions	Measures of Success	Key Partners
Increase transportation connectivity between Florida's economic centers and regions	<p>Implement the Strategic Intermodal System (SIS) Policy Plan with emphasis on the objectives of interregional connectivity, intermodal connectivity, and economic development.</p> <p>Continue the Future Corridor Planning Process to transform existing interregional corridors and close interregional connectivity gaps, building on guiding principles developed cooperatively with state, regional, and local agencies and environmental stakeholders</p> <p><u>Changes/Additions:</u></p> <ul style="list-style-type: none"> – Monitor activities of local governments around key corridors to evaluate impacts to SIS. – Link systems planning, corridor planning, and freight mobility planning. 		
Increase transportation connectivity between Florida and global and national trading partners and visitor origin markets	<p>Continue to implement and update the Freight Mobility and Trade Plan (FMTP).</p> <p>Develop transportation strategies to address anticipated growth in visitor activity, including enhanced data on transportation preferences and needs of Florida's visitors.</p> <p><u>Changes/Additions:</u></p> <ul style="list-style-type: none"> – Need to enhance out of state commerce and pass-through for freight; expand role of rail, ILCs, etc. – Utilize new targeted federal programs for freight such as FASTLANE. – Obtain more industry input. – Identify true international trade network (seaports, airports, intermodal logistics centers, international distribution centers, commerce corridors, etc.). – Strengthen linkage between freight planning with corridor planning. – Increase marketing to beneficial cargo owners and shippers. – How do we respond to the global factors affecting Florida? 	Data from other agencies to evaluate the effectiveness of progress	Federal government
Increase the number of skilled workers in Florida's transportation-related industries	Develop a statewide transportation workforce strategy that documents future demands for transportation-related workers and identifies strategies for meeting these needs.		

Goal: Transportation Solutions that Support Quality Places to Live, Learn, Work, and Play (1 of 2)

Objective	Implementation Actions	Measures of Success	Key Partners
Plan and develop transportation systems that reflect regional and community values, visions, and needs	<p>Continue to work with Florida's regions to develop and implement regional visions that guide future growth and development.</p> <p>Incorporate recommendations of the Complete Streets Implementation Plan in transportation plans.</p> <p>Develop approaches for closer alignment of transportation and land use plans.</p> <p><u>Changes/Additions:</u></p> <ul style="list-style-type: none"> – Reference to economic connection because live work and play is connected to economy. – Local governments are a key partner; educate them on how to keep the character of their community. – Proximity of work to home, commute times are affected by traffic but also by distance. – Need to make sure Florida is covered by regional visions, and have them continually updated. – Combine the first and third actions so they work together. – Often the interaction of state to local has been project by project. Example of I-4 ultimate has been a way to have a broader discussion. – All FDOT work needs to associated or related to local comprehensive plan. – Connect regional visions to the future corridor planning process. – Educate local governments. – FDOT provides comments on comprehensive plan amendments. 	<p>Complete streets metric</p> <p>Local buy-in to projects</p> <p>Tracking regional visions</p> <p>Measure the correlation between statewide priorities and local priorities</p>	<p>Local governments</p> <p>Regional Planning Councils (RPCs)</p> <p>Metropolitan Planning Organizations (MPOs)</p> <p>Department of Economic Opportunity (DEO)</p>

Goal: Transportation Solutions that Support Quality Places to Live, Learn, Work, and Play (2 of 2)

Objective	Implementation Actions	Measures of Success	Key Partners
Increase customer satisfaction with Florida's transportation system	<p>Continue to measure and improve customer satisfaction with the Florida transportation system. Explore partnerships with Visit Florida, DEO, others to expand the customer survey.</p> <p><u>Changes/Additions:</u></p> <ul style="list-style-type: none"> – Economic and public health tie in. – We should make a link between the customer survey and FTP, don't need a new survey. – Charge DEO, others to respond to the customer survey. – Use information gathered from other surveys (like Ports Council). – Customer feedback from organizations targeted to specific groups of people like AARP or environmental groups. – Targeted survey for economic development. – Survey results from Economic Development Corporation (EDC). 	<p>Number of people not coming to Florida because of inadequate transit</p>	<p>Department of Economic Opportunity (DEO)</p> <p>Enterprise Florida</p> <p>Visit Florida</p> <p>Department of Health (DOH)</p> <p>American Association of Retired Persons (AARP)</p>
Provide convenient, efficient accessibility to the transportation system for Florida's residents and visitors	<p>Improve understanding of customer needs and values with emphasis on changing demographic trends such as growth in millennials and visitors.</p> <p><u>Changes/Additions:</u></p> <ul style="list-style-type: none"> – A lot of transition in demographics in Florida, need to understand how does this affect desire. – The DEO Bureau of Statistics can drill down on economic statistics, could provide more explanation. – Measure of whether a city has transit is often a driver on whether millennials move to the state. 	<p>Transit miles</p> <p>Relating the changing trend to an increase in spending or a response</p>	<p>Department of Opportunity (DEO)</p> <p>Bureau of Statistics</p> <p>FDOT</p>
Provide transportation solutions that contribute to improved public health	<p>Develop approaches for closer alignment of transportation and public health goals plans.</p> <p><u>Changes/Additions:</u></p> <ul style="list-style-type: none"> – Working with DOH on active transportation. – Understand resilience, water rising, and its impact on public health. 	<p>Correlation of sea level rise and public health</p>	<p>FDOT</p> <p>Department of Health (DOH)</p>

Goal: Transportation Solutions that Support Florida's Environment and Conserve Energy (1 of 2)

Objective	Implementation Actions	Measures of Success	Key Partners
Plan and develop transportation systems and facilities in a manner that protects, and where feasible, restores the function and character of the natural environment and avoids or minimizes adverse environmental impacts	<p>Continue to strengthen coordination between transportation planning and environmental planning, including wildlife corridors, water quantity and quality, air quality including greenhouse gas emissions, noise and recreational space</p> <p>Develop advanced, large-scale approaches to environmental mitigation that accomplish transportation and environmental stewardship goals together, such as coordination on land purchases and easements and water storage, treatment, and drainage.</p> <p><u>Changes/Additions:</u></p> <ul style="list-style-type: none"> – Is noise really a factor? – These are good actions. – How do we institutionalize how we look at this, like stormwater reuse? – Correlate WMD plans with FDOT goals and plans. – Address sea level rise. 	Advanced identification of large scale mitigation opportunities	<p>Department of Environmental Protection (DEP)</p> <p>Wildlife Management District (WMD)</p> <p>Nature Conservancy</p>
Decrease transportation-related air quality pollutants and greenhouse gas emissions	<p>Continue to implement strategies to reduce air quality pollutants.</p> <p><u>Changes/Additions:</u></p> <ul style="list-style-type: none"> – Increased integration of land use that the trips are shorter therefore reducing increase in greenhouse gases. – Per unit basis is a better way to understand what is going on. – Efficient connection of interactive land use. – Consider other modes, for example ports are they offering shore based power to ships can cut engine when in port. 	Efficient connection of interactive land use (by mode)	<p>Department of Environmental Protection (DEP)</p> <p>Locals and regionals</p> <p>Environmental Protection Agency (EPA)</p>
<p>Increase the energy efficiency of transportation</p> <p>Increase the diversity of transportation-related energy sources, with emphasis on cleaner and more efficient fuels</p>	<p>Continue to support expanded use of LNG/CNG, electric vehicles, and other clean fuels on the transportation system.</p> <p><u>Changes/Additions:</u></p> <ul style="list-style-type: none"> – Modify action to state "Support, expand, and measure the use of..." – Continue to measure and support alternative fuels statewide. – Autonomous vehicles could play a part in the future with alternative fuels. 	<p>Measure alternative fuels adoption and market penetration statewide (using energy office information; not limited to FDOT fleet)</p> <p>Increase in charging stations and access</p>	<p>Energy Office at Florida Department of Agriculture and Consumer Services (DACS)</p>