



FTP/SIS Implementation Committee
November 6, 2017
Northwest Florida International Airport
Panama City, Florida

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

<i>Implementation Committee Member, Organization</i>	<i>Designee (if applicable)</i>
<input checked="" type="checkbox"/> Jim Wood, Florida Department of Transportation (Chair)	<input checked="" type="checkbox"/> Carmen Monroy
<input type="checkbox"/> The Honorable Susan Haynie, Metropolitan Planning Organization (MPO) Advisory Council (Vice Chair)	<input checked="" type="checkbox"/> Carl Mikyska, Metropolitan Planning Organization (MPO) Advisory Council
<input checked="" type="checkbox"/> Greg Britton, Florida Department of Economic Opportunity	
<input type="checkbox"/> Mark Bontrager, Space Florida	<input type="checkbox"/> Steven Szaso
<input checked="" type="checkbox"/> Janet Bowman, The Nature Conservancy- Florida Chapter	
<input type="checkbox"/> Ken Bryan, Rails to Trails Conservancy - Florida	
<input checked="" type="checkbox"/> Robert Burleson, Florida Transportation Builders Association	
<input type="checkbox"/> Laura Cantwell, AARP Florida	
<input type="checkbox"/> James Christian, Federal Highway Administration	<input checked="" type="checkbox"/> Karen Brunelle, Federal Highway Administration <input checked="" type="checkbox"/> LeAnn Jacobs, Federal Highway Administration
<input checked="" type="checkbox"/> Karen Deigl, Florida Public Transportation Association	<input type="checkbox"/> Lisa Bacot
<input type="checkbox"/> Julie Dennis, Florida Department of Economic Opportunity	<input checked="" type="checkbox"/> James Stansbury
<input checked="" type="checkbox"/> Chris Doolin, Small County Coalition of Florida	
<input checked="" type="checkbox"/> Jim Ely, Transportation and Expressway Authority Membership (TEAM) Florida	
<input type="checkbox"/> Christopher Emmanuel, Florida Chamber of Commerce	
<input type="checkbox"/> Stewart Gibbons, Urban Land Institute – Florida Chapter	
<input checked="" type="checkbox"/> Bruce Grant, Florida Defense Alliance	
<input type="checkbox"/> Thomas Hawkins, 1000 Friends of Florida	<input type="checkbox"/> Ryan Smart
<input type="checkbox"/> Cori Henderson, Enterprise Florida	
<input type="checkbox"/> Steven Holmes, Florida Commission for the Transportation Disadvantaged	
<input checked="" type="checkbox"/> Toy Keller, Florida Ports Council	<input type="checkbox"/> Michael Rubin, Doug Wheeler
<input checked="" type="checkbox"/> Tisha Keller, Florida Trucking Association	<input type="checkbox"/> Ken Armstrong
<input type="checkbox"/> Ken Lawson, Visit Florida	
<input type="checkbox"/> Bob O'Malley, Florida Railroad Association	

<input checked="" type="checkbox"/> Sally Patrenos, Florida for Better Transportation	
<input checked="" type="checkbox"/> The Honorable Doug Smith, Florida Association of Counties	
<input type="checkbox"/> Christopher Stahl, Florida Department of Environmental Protection	
<input checked="" type="checkbox"/> Patricia Steed, Florida Regional Councils Association	<input type="checkbox"/> Denise Imbler
<input checked="" type="checkbox"/> Michael Stewart, Florida Airports Council	<input type="checkbox"/> Lisa Waters
<input type="checkbox"/> The Honorable Matthew Surrency, Florida League of Cities	
<input type="checkbox"/> Lt. Col. Troy Thompson, Florida Department of Highway Safety and Motor Vehicles	<input checked="" type="checkbox"/> Lt. James Hightower
<input type="checkbox"/> Bob Ward, Florida Council of 100	<input type="checkbox"/> Steven Birnholz
<input type="checkbox"/> Kenneth Wright, Florida Transportation Commission	<input type="checkbox"/> Teddi Pitts

FTP/SIS Staff

<input checked="" type="checkbox"/> Jennifer Carver, FDOT	<input checked="" type="checkbox"/> Vanessa Christiansen, Cambridge Systematics
<input checked="" type="checkbox"/> Rusty Ennemoser, FDOT	<input checked="" type="checkbox"/> John Kaliski, Cambridge Systematics
<input checked="" type="checkbox"/> Samantha Parks, FDOT	<input checked="" type="checkbox"/> Danny Shopf, Cambridge Systematics
<input checked="" type="checkbox"/> Mark Reichert, FDOT	
<input checked="" type="checkbox"/> Dana Reiding, FDOT	
<input checked="" type="checkbox"/> Brian Watts, FDOT	

Others in attendance included:

- Jim Halley, FDOT Aviation and Spaceports
- Jason Watts, FDOT Environmental Management Office

Welcome and Review of Today's Agenda

Jim Wood, FDOT

Jim Wood, FDOT, welcomed members and thanked the Committee for their continued involvement.

Florida's Aviation System Plan

Jim Halley, FDOT

Jim Halley, FDOT, provided a presentation on the Florida Aviation System Plan (FASP 2035) for integrated aviation and continuous planning. The presentation [slides are here](#).

Key points:

- Airports are a large component of Florida's economy for movement of goods and visitors.
- Airports are the first and last impression of Florida for visitors.
- The Continuing Florida Aviation System Planning Process (CFASPP) involves collaboration, frequent communication, and engagement Florida's airports and aviation stakeholders.

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

- Chris Doolin, Small Counties Coalition (SCC): Are Strategic Intermodal System (SIS) funds considered federal or state resources? Are they considered supplemental funds or matched by federal funds?
 - *For aviation projects, SIS funds are considered state funds that help supplement the Federal Aviation Administration and airport funding sources. In the Northwest Florida Beaches International Airport example, equal parts Federal, State, and local funds were used to complete the project. A substantial portion of the state funds contributed were SIS funds.*
- Doug Smith, Florida Association of Counties (FAC): Regarding the nine airport regions mentioned in the presentation, how long have these been used?
 - *These regions were defined when the CFSAPP process was first developed in the 1980s. During the recent FASP update, the Aviation and Spaceports Office has reviewed these nine regions to ensure they are still appropriate.*
- Doug Smith (FAC): Are these closely aligned with the state economic development regions?
 - *The Aviation Office reviewed regions as they relate to FDOT Districts as well as the state economic development regions. The airport regions generally align with both definitions with some minor differences.*
- Doug Smith, FAC: It would be useful for planning if all districts (i.e. water management, transportation, and others) were aligned. This would aid in streamlining processes.
 - *We've discussed reevaluating the nine airport regions and are presenting the topic for discussion to airports in early 2018.*
- Jim Ely, TEAM Florida: What is the number one challenge for airports?
 - *Surrounding land use and capacity are the top issues (e.g. Denver International Airport is experiencing noise encroachment because of developments). Another issue is communicating the benefit of airports. For example, Calhoun County's airport generates considerable economic activity but people are not aware it exists or how it benefits the local economy. This helps people understand how important these facilities are to their communities.*
- Michael Stewart, Florida Airports Council: Capacity is a big issue, as is the funding for new capacity. Travelers are charged a passenger facility charge when purchasing their ticket and revenues cover airport capacity investments. This fee has not been increased since 2001 and many airports are interested in raising this fee to create additional funding for capacity improvements. Airports the size of Jacksonville are fine but other major airports in Florida, including some of the biggest airports in the country, have challenges with funding for major projects.
 - *Miami International Airport is a good example of capacity being a challenge.*
- James Stansbury, Florida Department of Economic Opportunity (DEO): Comprehensive plans were covered in the presentation. When F.S. Chapter 163 changed in 2011, the state agencies roles shifted. Now DEO defers to FDOT for review of comprehensive plan amendments for adverse impacts to important state facilities or resources.
 - *We, FDOT, appreciate being involved in these conversations.*

- Doug Smith, FAC: What is the next big hurdle? What does your 20 year horizon look like and what do you foresee the biggest problem will be? What are the biggest challenges in terms of what is next (i.e. trends)?
 - *For as much as we plan, we also have to be reactive. For example, Martin County reacting to increase demands and changing trends. Remaining fluid and able to quickly adapt to changing environments and situations is key for airports.*
- Doug Smith, FAC: If 50 percent of our visitors arrive via air and we are looking at a major increase in visitors, should we be planning for a 5th major air hub by that time? Are we looking at other major hubs, where these may fit, and how aviation fits with other modes?
 - *We have looked at each airport and identified which of these facilities will need to address airfield capacity. For example, Miami International Airport cannot build out more runway but it can invest in technology to increase efficiency within the facility.*
- Doug Smith, FAC: There is a discussion happening on using U.S. 27 as a freight corridor. Is there a place for another large freight hub somewhere on the center part of the state that could align itself with U.S. 27?
 - *There will be a Future Corridors brief later which will discuss U.S. 27. The guiding principles that came from the prior Future Corridor planning processes will help guide FDOT and partners in how to make these decisions.*
- Greg Britton, DEO: As mentioned during the presentation, Florida is ranked as the top business location for aerospace companies. Is there any concern with larger scale drones and how to include separation?
 - *We want to be supportive of drones and other unmanned aerial systems (UAS) and need to find a balance between separation and integration. We know companies like Amazon are very interested in using UAS in their business models. Florida's regulations for drones only address privacy, providing an opportunity for our state to be a leader in the industry. Other states have very restrictive regulation. This will be a discussion in the upcoming Florida Automated Vehicles summit. The SpaceX rockets are one of the best unmanned aerial vehicle cases in the nation.*
- Janet Bowman, The Nature Conservancy (TNC): What about connecting visitors to other modes? How do you make decisions about where to make intermodal connection points?
 - *We identify the facilities where we might need intermodal facilities, to help us understand where the gaps are. The FDOT Transit and Seaport Offices are being included in these conversations.*
- Chris Doolin, SCC: Does FTP have sufficient policy to give direction re future development of air passenger and cargo routes, especially for small to mid-sized communities?
 - *The FTP and SIS Policy Plan both address this topic.*

FTP Work Plan 2018-2019

Dana Reiding, FDOT

Dana Reiding, FDOT, provided an update on the FTP implementation, provided an overview of 2018-2019 Work Plan, and solicited comments from Implementation Committee members. The presentation [slides are here](#).

Key points:

- Building on lessons learned from the CFASPP and identifying opportunities to use a similar continuous planning process for the FTP implementation and updates.
- FTP Champions update.
- FTP Implementation Element and performance reporting.
- Stakeholder outreach should be integrated into the process and included in implementation efforts.
- TransPlex 2019 as a tool for next FTP update.
- SIS Policy Plan update with changes to designation criteria.

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

- Chris Doolin, SCC: Who are the FTP Champions?
 - *There is one Champion for each goal area from the Committee and one from FDOT who partner in implementation efforts.*

	FTP Implementation Committee Champion	FDOT Champion
Safety	Bruce Grant Enterprise Florida-Florida Defense Alliance	Carmen Monroy Office of Policy Planning
Infrastructure	Jim Ely Transportation & Expressway Authority Membership of Florida	Courtney Drummond Chief Engineer
Mobility	Hon. Susan Haynie Metropolitan Planning Organization Advisory Council	Huiwei Shen Systems Implementation Office
Choices	Laura Cantwell AARP Florida	Brenda Young District 5
Economic Competitiveness	Sally Patrenos Floridians for Better Transportation	Amie Goddeau District 4
Quality Places	Pat Steed Florida Regional Councils Association	Gail Holley State Engineering & Operations Office
Environment & Energy	Janet Bowman The Nature Conservancy	Jim Wood Chief Planner

Jim Wood announced the reorganization in FDOT Central Office for the Planning Division, which now includes the Office of Policy Planning (OPP); the Systems Implementation Office (SIO); and the new Forecasting & Trends Office. This new office primarily works on programs and initiatives to address emerging trends.

FTP Implementation Activities & Roundtable

All

Jim introduced and facilitated the roundtable.

Safety & Security Goal

The Champions are Bruce Grant, FDA, and Carmon Monroy, FDOT.

Danny Shopf, Cambridge Systematics, provided an update on safety planning activities.

Key points:

- Status of the Strategic Highway Safety Plan (SHSP) update.
- Information on strategic safety coalitions that support the SHSP.
- Aging Road Users Strategic Safety Plan update to align with the SHSP.

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

- Chris Doolin, SCC: When will the update of the statewide strategic plan for emergency evacuation take place? Will it address concerns post-Irma?
- Doug Smith: Is someone conducting a post-Irma evaluation study? There were many components of preparation and recovery that were not done well.
 - *Yes, there will be an evaluation. There were many parts of the emergency process that were done well and other places where there are opportunities for improvement.*
 - *It is still early for evaluation studies since recovery is still happening. Every hurricane provides a different lesson. Hurricane Irma was a statewide event.*
- Chris Doolin, SCC: The House has a committee to review Irma and asked FDOT to come forward with recommendations.
 - *There are different efforts happening. For example, Governor Scott asked FDOT for a report examining ways to help expedite evacuation routes from the I-75/Florida Turnpike interchange near Wildwood to the Florida-Georgia border.*
 - *The state activated shoulder use for highways for the evacuation. Previous discussions considered contraflow but closure of inbound lanes would have been very problematic for recovery and bringing in different resources (e.g. military and gas).*
- Jim Ely, TEAM Florida: It was a good decision to not implement contra flow. A one way facility heading north from South Florida would bisect the bi-direction of traffic and cut off many cities.
 - *The decision was based on a Department of Highway Safety and Motor Vehicles and FDOT collaboration.*
- Tisha Keller, Florida Trucking Association (FTA): While there were issues with fuel delivery, Governor Scott was very responsive. Implementing contraflow would have exasperated the fuel

delivery issues because trucks could not make their way south on the interstates and reach those that needed it.

- Chris Doolin, SCC: With rural highways serving as evacuation routes, we need to ensure they have adequate capacity. This is a reminder of the importance of some of the rural corridors like SR 71 and SR 77.
- Pat Steed, Florida Regional Councils Association (FRCA): Regional statewide emergency evacuation plans were done in different timeframes throughout the different parts of the state. Several years ago, we had a coordinate effort to update of these plans at the same time. However, these plans have not been updated in a while and human behavior has probably changed since the last update. These are not the same as a post-disaster recovery evaluation (i.e. an assessment on how well the plan was followed).
- Doug Smith, FAC: Martin County was the next county to the north of three counties that were evacuated. It would be useful to assess communications for Emergency Operations Centers (EOC) since it affects different resources (e.g. shelters and food).

Infrastructure Goal

The Champions are Jim Ely, TEAM Florida and Courtney Drummond, FDOT.

Jim Ely provided an overview on the infrastructure goal area. The implementation focus to date has been on as emerging technologies and safety. The most recent TEAM Florida meeting included a presentation on Smart Cities, which provided an overview of technologies that exist to make cities safer and more mobile. It would be good to include a presentation on Smart Cities for the Committee in 2018. TEAM Florida is creating a time capsule to bury in January 2018 and excavate in 20 years. They would like to extend the opportunity to FDOT to provide a copy of the FTP to include in the time capsule, and to draft a message to the future.

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

- Doug Smith, FAC: I was invited to the White House transportation meeting two to three months ago. Here we discuss the next 20 years while the timeframe discussed there was much more aggressive. We might want to have a presentation of what a more aggressive time horizon for planning and developing new infrastructure would entail and how Florida's planning process fit into that model. The current model seems antiquated in comparison. How can we react?
 - *We are undergoing internal FDOT discussions of how to be more agile to emerging trends like automated and connected vehicles (i.e. could predict smart phones' rise).*
- Karen Deigl, Florida Public Transportation Association (FPTA): We're seeing connected and autonomous vehicles in transit. Currently there are three test sites in Florida. This technology is coming and it is happening quickly.
- Sally Patrenos, Floridians for Better Transportation (FBT): Millennials make up the largest portion of the population and this cohort is not going to put up with the current planning and development process. Everything will be more expedited, including planning and visioning, to provide what the next generation needs.
- Janet Bowman, TNC: The Santa Fe River, off I-75, is an example of vulnerability challenges we might not have expected.

- *Due to this we are analyzing bridge approaches and how they affect hurricane evacuations.*

Mobility Goal

The Champions are Mayor Susan Haynie, MPOAC, and Huiwei Shen, FDOT.

Jim Wood provided an update on the Future Corridors initiative. Key points:

- East Central Florida Task Force: Helped identify existing corridors that could be enhanced as well as potential study areas for new corridors. Recommendations have been incorporated into regional and local plans.
- I-75 Relief Task Force: Focused on relieving congestion on I-75 and improving connectivity between Tampa Bay and Northeast Florida. The Task Force's recommendations are being implemented through development of an I-75 North Master Plan and a rail feasibility study.
- U.S. 27: Study area out of the original future corridors 5 study areas. Future study is being initiated and currently in the information gathering stage.

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

- Jim Ely, TEAM Florida: There were discussions of extending the Suncoast Parkway further beyond the planned Phase 2 extension into Citrus County.
 - *The Task Force discussed this as potential long-term option, after the medium options related to maximizing the use of existing facilities and rail were considered.*
- Doug Smith, FAC: In D.C. they were talking about multimodal projects and U.S. 27 would be a good pilot to see the connection between federal and state models. D.C. is thinking of streamlined process.
 - *Agree, we want to be ready with ideas.*
- Chris Doolin, SCC: How much of U.S. 27 is four lane? Are alternative modes and alternative routes being considered in the study?
 - *All of U.S. 27 is four lane or more already, and most of it is at or over capacity.*
 - *The U.S. 27 study would consider different modes.*
 - *The facility has issues with freight traffic and logistics. Multimodal connectivity considering cargo while using facility as a major connector would need to be a focus for this study.*
- Doug Smith, FAC: In studies like this, do airports, intermodal logistics centers, and other modes get included in the conversation (i.e., not just highways)?
 - *Yes, we try to bring all interested parties together within county study areas.*
 - *We will be using the guiding principles that came out of previous process as a starting point (i.e. the 4Cs). Since the U.S. 27 study is coming after the other two, a lot of that policy has been set already.*
 - *We can address and adjust the basic process, as needed.*
 - *There is an economic development component to this study. When we talk future corridors, we are thinking ahead to what the future will look like.*

- Toy Keller, Florida Ports Council: With the commodity flow and cargo traffic through U.S. 27, it is a corridor vital to economic development.

Transportation Choices Goal

The Champions are Laura Cantwell, AARP, and Brenda Young, FDOT.

Dana Reiding provided an overview of progress for the Choices goal.

Key points:

- Several sessions at TransPlex 2017 and APA Florida's annual conference were specifically related to the implementation of the FTP Transportation Choices goal.
- FDOT reviewed practices of Florida's MPOs and local governments, as well as other states related to transportation choices. Over the next year, FDOT will develop implementation guidance for this goal, including additional data collection, case studies, and policy development to support incorporation of more choices and greater integration among choices in future planning efforts. The effort will include targeted partner outreach to this committee as well as other existing groups.

There were no questions related to the Transportation Choices goal.

Discuss Economic Competitiveness Goal

The Champions are Sally Patrenos, Floridians for Better Transportation and Amie Goddeau, FDOT.

Sally provided an overview of the goal including a progress update for each of the implementation actions.

Key points:

- Continuing to align transportation investments to support development of logistics, manufacturing, innovation, and other industry clusters, with emphasis on the role of the SIS.
- Continuing to implement the Freight Mobility and Trade Plan (FMTP), including recent truck parking initiatives and application for federal grant funds.
- Continuing to focus on investments in hubs and intermodal connectivity to support growth in visitor activity.
- Implementing various statewide transportation workforce strategy (e.g. construction career days, P.E. training programs, FDOT internships, and FDOT recruitment initiatives).
- Improve efficiency of transportation regulatory transactions through use of technology, such as asset recycling.

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

- Greg Britton, DEO: DEO is initiating the update of Florida's Strategic Plan for Economic Development, which will include coordination with transportation partners.

Quality Places Goal

The Champions are Pat Steed, Florida Regional Council Association, and Gail Holley, FDOT.

Pat Steed, reviewed the implementation action items for this goal. Pat provided an updated on the 2017 Aging Road User Strategic Safety Plan, which was recently completed. Pat also provided a summary of a survey performed as a part of the update to the Plan. Key points:

- 73% of respondents say that driving is linked to their independence.
- 44% of respondents say that driving allows them to be part of their community.
- 78% of respondents say that they are willing, or somewhat willing, to use an autonomous issue if there was no cost constraints.

Pat noted that a focus of this goal area is to continue to coordinate with local governments to better align transportation and land use plans. She noted that changes in land use and comprehensive planning at the local level are making this coordination more difficult to achieve and placing greater emphasis on consistency of future land use maps and MPO LRTPs. Pat noted that in some cases, maps are consistent but policies are not; and outside of rural areas, there is no mechanism for consistency to occur.

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

- Jim Ely, TEAM Florida: The Baby Boomer population has increased. Does FDOT have anything specific for this population?
 - *The Safe Mobility for Life Coalition works closely with the aging community.*
 - *FSU's Pepper Institute on Aging and Public Policy is focused on aging drivers.*

Environment and Energy Goal

The Champions are Janet Bowman, The Nature Conservancy, and Jim Wood, FDOT.

Janet Bowman and Jim Wood reviewed implementation actions for this goal. Key points:

- FDOT is conducting a national scan of options for stormwater harvesting from transportation facilities. There appears to be multiple benefits from this strategy including water conservation as well as potential reduction in right of way needs related to retention ponds.
- FDOT is conducting a review of statewide planning processes including improving linkages between planning and environmental review
- The Florida Public Service Commission is increasing its emphasis on electric vehicles (EV). The industry is anticipating a doubling or tripling of EV use, which brings the issue of charging stations location and availability, including implications for emergency evacuation and response. EV adoption has the potential to reduce greenhouse gas emissions. EV charging stations also can become passive battery storage to help utilities manage peak flow.

- The emphasis on EV ties to the Volkswagen settlement is unfolding. There will be a presentation on the settlement funds at the Florida Legislature this week. FDOT has been meeting with modal offices and with DEP to determine the best way(s) the VW settlement funds can be used.

There were no questions related to the Transportation Choices Goal.

SIS Policy Plan Implementation Update

Chris Edmonston, FDOT

Chris Edmonston provided an overview of the SIS Policy Plan and an update on implementation of this plan including potential changes to SIS designation criteria. The presentation [slides are here](#).

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

- Doug Smith, FAC: At the local level, if a facility falls off the SIS designation list do we revise the comprehensive plan to reflect this change.
 - *At some point this consistency is recommended. However, decisions about facilities coming off the SIS will be a case by case conversation so there will be time to discuss these issues.*
 - *Not many facilities have been de-designated from the SIS in the past. We do need to have a provision to de-designate facilities that no longer meet criteria, so the system can remain strategic.*
 - *We're also looking at a stronger link between comprehensive plans and decisions about facilities that could be added to the SIS. Statute defines this linkage specifically for intermodal logistics centers, and the proposed criteria for the SIS Strategic Growth element include whether a facility is identified in a comprehensive plan as an economic development opportunity. We are collaborating with DEO on how to implement this concept.*
- Chris Doolin, SCC: When the SIS was first created, we did not have a lot of clarity on the unfunded needs. The \$107 billion figure shared today is startling. In the proposed structure, what happens to the Emerging SIS facilities – will any of them come off?
 - *A designation review will be performed on a bi-annual basis and facilities not meeting criteria will be recommended for de-designation. We anticipate that most of the facilities that currently are designated Emerging SIS because they meet the minimum size threshold would be reclassified as SIS, and most of the facilities that are currently designated Emerging SIS because they are located near clusters of transportation dependent industries would be designated Strategic Growth. There may be a smaller number of facilities that are de-designated.*
- Chris Doolin, SCC: Are these criteria resulting from advisory groups or from FDOT decisions based on experience?
 - *Both. The overall direction of the changes is consistent with the SIS Policy Plan and prior input from this committee. FDOT recognizes the need to be more strategic. Project costs have increased and there were no projects that advanced in this past Work Program cycle for the first time in six years. As costs continue to increase, we have to think outside the box. Capacity projects are costly.*

- *The details of the criteria designation changes are still being worked out and the committee will have an opportunity to review the proposed changes before they are finalized.*
- Chris Doolin, SCC: How do you use SIS funds to influence policy? How is the designation criteria change going to influence modes?
 - *We develop 5, 10, and 20 year plans. We do not expect impacts on the projects in the 5-year plan but there may be some re-evaluation of longer-term priorities.*
 - *The potential new designation of freight access facilities could have an impact on what is funded on the system.*
- Carl Mikyska, Metropolitan Planning Organization Advisory Council (MPOAC): What is the trend with unfunded needs?
 - *The unfunded needs estimate in the current plan is lower than the previous estimate five years ago because many passenger rail needs were dropped. We expect unfunded needs to increase in future plans.*
- Carl Mikyska, MPOAC: If 75% of capacity funding goes to SIS facilities, would connections to the SIS be a priority for the remaining 25% of funding?
 - *That would be a collaborative decision between FDOT, MPOS, and other partners based on regional and local priorities.*
- Janet Bowman, TNC: You mentioned that passenger rail was omitted, is that due to private rail development?
 - *The reduction in unfunded needs was primarily due to assumptions that some projects would be funded by the private sector. Passenger rail is included on the SIS if it is interregional.*

SIS Military Access Facility Study

Brian Watts, FDOT

Brian Watts provided an overview of the SIS Military Access Facility (MAF) Study. The presentation [slides are here](#).

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

- Tisha Keller, FTA: U.S. 98 in Okaloosa County is extremely congested.
 - *Clearly there are needs on US 98. We are determining how best to address these needs through the SIS or other program.*
- Jim Ely, TEAM Florida: Does a MAF need to be a state road? Are these given higher priority with the SIS?
 - *It can be a state or county road. Once designated, an MAF has the same priority as other SIS facilities although we do coordinate with local priorities on these.*
 - *The Strategic Investment Tool used to guide SIS prioritization decisions gives projects near military installations a small boost.*
- Chris Doolin, SCC: How many facilities were included in the study? Are they all designated as SIS?
 - *There are 20 military bases in Florida, of which nine qualify for a MAF. Two other bases are already located directly on a SIS facility.*

- Doug Smith, FAC: Where in the process does the federal government weigh in? Do they see these connections?
 - *All of these military facilities are federal facilities. They recognize connections through the Strategic Highway Network (STRAHNET) designations but do not provide specific funding for them. We coordinate with the bases on specific projects*
- Janet Bowman, TNC: One of the bases mentioned is concerned about coastal erosion, based on their location. How is FDOT approaching coastal erosion?
 - *Road sections throughout the state are still being restored post-Hurricane Irma. State agencies (FDOT, DEP, and others) have been trying to discover the best solutions.*
- Bruce Grant, Florida Defense Alliance (FDA): For the military in Florida, this is a very important service from FDOT. SIS facilities assist Florida bases and have far-reaching effects, since service members and cargo from other states come to Florida to deploy. Therefore, access into and out of military bases is incredibly important. Anything that can be done to facilitate movement helps military bases be more viable. The number one issue for military bases in the state is encroachment, not just development but frequency, noise, and light encroachment. If development comes to the edge of a base and the military facilities cannot perform what they need to do, the bases will move somewhere they can. In Florida, the military brings \$79 billion in revenue and over 700,000 jobs, so military bases bring much to Florida's economy. Florida has unique capabilities for military bases that cannot be replicated elsewhere. FDOT's Courtney Drummond will be speaking at next Florida Defense Alliance meeting. Florida is military friendly with service members wanting to be stationed here and to stay here. We appreciate FDOT's support.

FDOT Non-Metropolitan Planning

Rusty Ennemoser, FDOT

Rusty Ennemoser provided an overview of the Non-Metropolitan Planning project. The presentation [slides are here](#).

Rusty requested feedback and comment to the question 'What do you think should be the top priorities for rural transportation planning?' Implementation Committee members offered the following comments (*responses to questions provided in italics*):

- Karen Deigl, FPTA: It is interesting to see the differences in MPO boundaries across the state and how this impacts planning for rural and smaller communities – for example, Fellsmere is outside the MPO boundary in Indian River County, but Indiantown is inside the MPO boundary in Martin County.
- James Stansbury, DEO: A key outcome should be to ensure that transportation investments have the impact on a community that a community wants – whether to grow or to maintain rural character.
- Janet Bowman, TNC: Ability to get to work, school, and healthcare. Mobility for all ages.
- Tisha Keller, FTA: Not just mobility for all ages but also all economic strata. In many rural communities, if you don't have a car you're not going anywhere (e.g. Gadsden County). Economic development is also a priority. Many rural areas are depressed because they don't have a way to get goods out.

- Carl Mikyska, MPOAC: For areas interested in attracting employers, who would require infrastructure for heavy freight, working with these communities to ensure they have the resources for these projects.
- Pat Steed, FRCA: The Heartland Regional TPO (HRTPO) is a hybrid organization – it includes one small urbanized area and five rural counties. Creating a regional TPO involves getting more government in place, which is not always what rural local government wants. But it does give rural a seat at the table. Capacity building is difficult in rural areas. Many times rural communities don't have the resources for planning. For example in the HRTPO, we have counties who cannot produce a cost estimate. HRTPO might be the only MPO/TPO that deals with SCOP and SCRAP programs.
- Chris Doolin, SCC: The number one priority is building a relationship and trust between local government officials and planning entities. Between economic development and maintaining character, you'll find rural communities want both. Maintaining functioning transportation facilities for community members helps provide access to healthcare and other services. I'd recommend you consider the role of school buses, which provide a service need for the existing population. For situations like Hurricane Irma, evacuations impact rural communities. Rural communities should get assistance in planning, to know what to look for and how to plan. They don't want to be left behind.
 - *To say that rural communities are economically distressed or disadvantaged, is only one aspect. After 9/11 slowed tourism in the state, agriculture kept Florida's economy going. We will keep Committee members engaged in these efforts.*
- Chris Doolin, SCC: When you conduct outreach to partners, you'll deal with their perspectives. For example, attendees at the Rural Summit will be focused on economic development. Other key partners to include are SCC, FAC, rural school districts, and regional planning councils. For the SCC and FAC rural caucus it is important that you let the local government officials know in advance what you'll be asking. It will be important to let them reflect and prepare to facilitate the relationships between FDOT, RPCs, and local governments.
- Janet Bowman, TNC: Many of the people in rural communities are transplants from South Florida who relocate to a place with different characteristics. The I-75 Task Force process illustrated this dynamic.
- Doug Smith, FAC: People who want something else.
- Pat Steed, FRCA: Rural counties often don't get included in public engagement efforts. One of the values of having an organization like a TPO is that it provides staff capacity to participate in visioning and community engagement.
- Chris Doolin, SCC: For programs like DEO's Competitive Florida grants, the expectation should be for them to demonstrate readiness and understand how to utilize the funds to advance policies.

FDOT NEPA Update

Jason Watts, FDOT

Jason Watts introduced himself and the Environmental Management's role with FDOT NEPA assignment. The presentation [slides are here](#).

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

- Janet Bowman, TNC: In addition to minimize and mitigate, strategies also should include avoidance. Planning is where that lives.
 - *We look at that too.*

Public Comment

Jim Wood, FDOT

There were no public comments.

Next Steps

Dana Reiding, FDOT

Dana announced the next meetings of the Implementation Committee are tentatively scheduled for May and November of 2018. FTP Champions will continue their work and the Committee will be updated on their progress. The FTP Implementation Element will be refined due to FDOT work on performance reporting.

Adjourn

Jim Wood, FDOT

Jim thanked all Implementation Committee members for their participation during the meeting.