



FTP/SIS Steering Committee Meeting
Summary of Meeting #2
February 20, 2015
Department of Revenue – Tallahassee, FL

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

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

FTP/SIS Staff

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

Meeting Highlights

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

Rich Biter, Chair of the FTP/SIS Steering Committee, welcomed the Steering Committee members and requested that members (and designees) introduce themselves and mention which organization they are representing. He asked that members mention a few things they have taken away from the last Steering Committee meeting.

Steering Committee members offered the following comments:

- Encouraged by the participation and breadth of experience in this group.
- Discussion, engagement and variety of perspectives was enlightening.
- Had an opportunity to attend a Regional Forum and found it well done and interesting. It provided an understanding of the input being given to the Steering Committee.
- Impressed by the Committee selection and the staff effort.
- Enjoy the process.

- Everyone had something good to say.
- Intrigued by what has changed since the last update of the FTP/SIS Policy Plan.
- Impressed by how well walking and bicycling has been received in this group.
- Enjoy the opportunity to work with the diverse cross-section of members on the Steering Committee. Technology was a big factor in the last meeting. Wants to focus on the fiscal ability to afford what is suggested by the plan.
- Happy to contribute to the already rich discussion from the last meeting.
- Enjoyed the engaging nature of the last meeting.
- Already discussing many of the same themes from last update.
- Appreciate the range of goals and themes that have been discussed already.
- Want to see the East Central Florida Corridor Task Force principles in this process as well.
- Great discussion based on the presented trends and data.
- Further discussion on public safety, infrastructure, and technology.
- Concerned with ensuring the military bases are well represented.
- Impressed by the fresh approach to this update. Regional Forums were great.
- Fascinated by how the facilitators have gathered the group and guided the process so far. Attended a few of the Regional Forums and enjoyed them. Want to be sure we consider technological impacts on the transportation of both people and freight.
- Look forward to being a part of this group and being a part of the outcome.
- Glad to be working with those who can support long term planning.
- Focused on business and commerce and keeping Florida's key industries growing.
- This effort will provide buy-in by stakeholders, agencies, and the public.
- FDOT is reaching out and asking how they can help the stakeholders.
- Dedicated to being at the rest of the Steering Committee meetings because the process is so important.
- Funding the system and supporting mobility in the state.
- Enjoyed the good dialogue.
- Want to be sure that rural communities are well represented and there is consideration of the type of development that will occur along I-10.
- Thanked the support staff.

Rich thanked everyone who filled out the evaluation of the previous Steering Committee meeting and noted that the results help us to make each meeting better.

Following introductions, Rich reminded members that the Steering Committee's charge is to provide recommendations to the Secretary of FDOT on the updates of the Florida Transportation Plan and Strategic Intermodal System (SIS) Policy Plan. Rich then asked Steering Committee members to watch a

brief [video](#) highlighting the importance of these plan updates. Rich said that the video illustrates that everyone is involved in this planning process and that transportation affects many aspects of our lives.

Shelley Lauten reviewed what was covered in the previous Steering Committee meeting. Previous meeting activities include:

- Heard from Secretary Jim Boxold regarding the importance of thinking forward and becoming globally competitive.
- Reviewed the Government in the Sunshine requirements.
- Listened to each Steering Committee member's expectations for the process.
- Heard a presentation from the staff on the requirements for and elements of the current 2060 FTP and SIS Strategic Plan.
- Discussed the trends we are facing and how they affect Florida's future.
- Developed an initial working list of 10 themes that could guide this update process:
 1. Prepare for changing technologies.
 2. Improve efficiency/optimize use of existing infrastructure.
 3. Provide more choices for moving people and freight.
 4. Improve connectivity between modes and between economic assets.
 5. Contribute to a high quality of life and environment.
 6. Continue to improve transportation safety.
 7. Address transportation funding challenges.
 8. Prepare for emergencies and enhance the resiliency of the transportation system.
 9. Support community development.
 10. Support economic development.
- Discussed the draft work plan.
- Identified next steps for the process.

Andra Cornelius suggested adding an 11th key theme to the list from the first meeting:

- Support a responsive talent system.

Staff clarified that these themes were intended as a working list to carry the conversation forward, and have not been formally adopted as an element of either plan at this point.

Shelley Lauten then reviewed the agenda for today's meeting. She said that the goal for the end of the day is to have a good idea of what the core themes are and develop a structure for the Advisory Groups to continue moving the process forward.

Approval of Meeting #1 Summary

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

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

- In the summary there is a question about military installations and whether or not all of them are on the SIS. Could we address the answer to that question before moving on?
 - *Not all of Florida's military installations meet the adopted criteria for designation of a SIS Military Access Facility at this time. The proposed SIS Advisory Group will have an opportunity to revisit these criteria.*

Review of Government in the Sunshine – Richard Shine, FDOT

Rich introduced Richard Shine, FDOT Office of General Counsel, to provide a brief refresher on Florida's the [Government in the Sunshine Law](#). There were no questions or comments for Richard Shine.

Public and Partner Involvement Strategy

Rich introduced Melanie Weaver Carr, with the FDOT Office of Policy Planning, who gave a presentation on FDOT's [Public and Partner Involvement Strategy](#) for the FTP and SIS Policy Plan. The presentation provided an overview of the process and included strategies for gathering input from the business and economic development community; metropolitan planning organizations; rural areas; youth and millennial population; state agencies; modal groups; environmental stakeholders; and other partners.

Rich mentioned that many of the comments made by the Steering Committee members in the evaluation of the last meeting reflected the interest in getting more input from younger residents.

Planning from the Future Presentation: Tony Carvajal

Rich introduced Tony Carvajal, with the Florida Chamber Foundation, to give his presentation on [Planning from the Future](#). Tony noted the following "Keys to Securing Florida's Future":

- Long term over short term;
- One agenda, not many;
- Metrics, accountability, and transparency; and
- Alignment and coordination of resources.

Tony then introduced the Six Pillars of Florida's Future Economy, which were developed by the Foundation and subsequently adopted by the Florida Department of Economic Opportunity, the Florida Association of Counties, the Florida Regional Councils Association, and individual cities and counties statewide.

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

- Have we done any analysis over the last 10 years on how successful we have been in these pillars?
 - *There has been progress in each of these areas, but not enough. The recession has played a role. The Foundation is working to better measure progress in each area as part of its Scorecard.*
- Has there been a review of the statewide targeted industries and could you provide a definition of Clean Tech?
 - *Enterprise Florida reviews this list periodically. The definitions of Clean Tech and the rest of the Targeted Statewide Industries are available on Enterprise Florida's website (enterpriseflorida.com). Clean Tech refers to industries involving areas such as energy, efficiency, and the environment that produce both cleaner energy and higher wage jobs.*
- About 65% of the nation's total container imports and exports go through only 10 ports and none of them are in Florida, is there a way we can change that?
 - *Now things are changing and new markets for goods are opening up presenting a good opportunity for Florida's ports.*
- It would be great to be able to align the FTP with the Six Pillars to get the state on the same page from a transportation planning perspective. This gives us a good opportunity to have a good discussion based on keeping plans consistent.
- The military and law enforcement are the primary reasons we have the freedom to come here and have this discussion.

Break

Discussion: Key Drivers of Florida's Future

Shelley asked the Steering Committee members if any of them were unfamiliar with the Six Pillars and asked if there were any questions. Two Steering Committee members said that they were unfamiliar with the Six Pillars before Tony's presentation but had no further questions about them.

Shelley also asked Steering Committee members to consider how each of the Six Pillars depend on (or influence) transportation decisions, and which transportation strategies would support each of the Six Pillars.

Steering Committee members offered the following comments:

Talent Supply and Education

- This Pillar is so foundational in our growing state. We need skilled labor to help with the refurbishment and growth of new transportation infrastructure.
- Talent gap and alignment. Create sustainable career paths for Florida's future. An example is the fact that there is an extreme shortage of truck drivers. In Florida, most truck drivers must be at least 23. Students that graduate at 17 or 18 cannot get these jobs.
- Smart organizations use data, a framework, and a plan. We need the same strategy to solve this issue.

- Importance of contextual learning; hands on learning and apprenticeships. An example would be the creation of a maritime university or academy. This would include ports, tourism, manufacturing business.
 - Trade and logistics academies (8 throughout the state) that prepare high school students for the workforce
- Federal workforce investment and opportunity act. Leveraging of resources and higher degrees of collaboration are now required. We need to collectively respond to marketplace changes.
- Cost efficiency and standards. To build a project, local governments need a good talent supply and education to ensure projects can be completed in an efficient and cost effective manner.
- Connectivity and access to broadband for rural areas; there are some major gaps here. This would provide a greater ability to work remotely.
- We need to define what next generation is looking for and what their expectations are. There needs to be a way to tap into the university system and into the high schools.
- A group of high tech businesses in Ft. Lauderdale have gathered around the TriRail station in Cypress Creek. They have a problem attracting the workforce because it is difficult to get to. The businesses have worked to create a place that people want to live (walkable “cool place”). There has been consideration for changing the current 8 lane highway into a mixed use boulevard that promotes walkability. Millennials are migrating to places like Austin and Nashville because of the type of environment that is provided. Other tools: complete streets and community design.
- Localize skilled labor. We need to prepare high school students to do skilled work as well as preparing them for college so that Florida does not have to search outside of the state for things like construction.
- State level strategies need to be applicable to local areas.
- Need to provide the transportation connectivity needed for people to get to work or training, which is driven by location of supply and demand.
- Need to develop/sustain future transportation workforce.
- Importance of talent to business retention, expansion, and recruitment.
- Support for industry clusters.
- Alignment and coordination of resources to support talent development strategy.
- Need in rural areas for cost efficient ways to get people to work also to education and training
- Implications of increasing reliance by the public sector on consultants; how do we sustain and manage knowledge.

Innovation and Economic Development

- Private sector is the driver of this pillar. Key industries in the state such as modeling and simulation, space, medicine are all located in different places throughout the state and have different transportation requirements. When working with site selectors, the first question typically involves available workforce and the second relates to the ability to get product to market.

- The state needs to recruit businesses from outside the state while also growing the businesses already existing in the state. Speed to market may be a more important factor for helping existing businesses grow.
- Autonomous vehicles are a technology that can happen as quickly and be as revolutionary as the internet. There are multiple new technologies associated with all modes of transportation and we need to stay abreast of these new and changing technologies.
- Support transportation efficiency, specifically in reference to trucking and freight movement.
- How can we do what government does, such as provide necessary infrastructure, and stay out of the way of business development?
- International trade and global trade and logistics.
- What do we need to do to bolster our manufacturing?
- Using technology and strategies, such as managed lanes, to manage flow of traffic and manage corridors that support connectivity.
- Most industries are most concerned with workforce.
- Workforce is always the first step and product to market is next. There needs to be a skilled workforce available and the product needs to be able to get to the market efficiently and effectively
- Speed to market component. Manufacturers want a reliable system to get their products to market
- Autonomous vehicle accommodation and integration into the transportation system
- Consider how we are spending money strategically in each of Florida's eight economic regions to ensure that we aren't duplicating efforts and competing amongst ourselves. There is no sense in having 8 Embry Riddles. We are better off focusing on what makes each region of Florida strategically different.
- What innovations can support the development of transportation strategies?
 - On demand service such as UBER and Lyft and other new technologies/practices need to be embraced to create another option for Florida's transportation future.
 - We need to consider changes in regulations to support new technologies.
 - This could include e-credentialing and other regulatory approaches to get out of peoples' way, allowing them to embrace technological innovation. Another example is advance notification of arrival at ports and other ways to be more sufficient
- Direct flights to international locations to support global economic development.
- Create livable communities that attract talent and employment industries.
 - There is a disparity between what younger and older populations want as far as community livability including transportation. We need to consider all of the generational differences.
- Sharing of infrastructure to coordinate all modes of transportation and optimize our transportation system.

- Something like rails and trails policies that ensure the rail owners feel safe and have an incentive for allowing other modes to use their systems or right of way.
- Work with the government to make it easier for international trade and logistics.
 - Technology, privatization, and other out of the box approaches for customs, immigration, and other functions.
- Need for partnerships between states, local governments, and industries – e.g. peak spreading and night time delivery.
- Can we really support manufacturing/logistics and a knowledge economy at the same time or do we need to choose a specialization? We need to consider the conflicts between the two.

Infrastructure and Growth Leadership

- We need to look at where we expect jobs and population to be and create infrastructure that supports that growth.
 - Identify employment centers.
 - Reality of what people want in both urban and rural areas—people wanting to be closer to work, generational preferences.
 - People who want a variety of choices of where to live – different choices for land use/transportation match. What land uses support the economic structure of the future?
 - Look at cost of housing from perspective of both housing and transportation together.
- Leadership recognizes the importance of transportation infrastructure for providing economic development.
- We are behind on funding to maintain what infrastructure we already have. There needs to be a mechanism for supporting the existing infrastructure as well as moving forward with new infrastructure. There may be differences in priorities among generations, or between state and local governments.
- There should be a paradigm shift from planning for concurrency to supporting appropriate development such as transit and existing infrastructure redesign and maintenance.
- Transformation in growth leadership in transportation. We need to get the right leadership in the areas where infill development and redevelopment is the favorable option.
- Proper prioritization and long range planning.
- Regional visioning is an important starting point for developing transportation strategies. Each region of Florida is different with different transportation needs and the regional visions should guide the transportation planning process.
 - Regional collaboration leads to better projects across the state but this can't be done without adequate state and local funding.
- More work on public private partnerships - including the state's role in facilitating these.
- Using Complete Streets strategies and policies to redevelop urban cores and create livable communities. The current land use policy framework focuses on roads, this should be focused

on creating sustainable communities – possibly though more funding opportunities for maintenance and for multimodal/mobility focused projects.

- How to balance community livability needs and economic needs.
 - Having trains running through communities at night for example.
 - Finding a way to protect existing rail corridors and address issues of having rail in urban cores. Rail is loud and people need to expect the noise.
 - Adding rail in the median of a major highway corridor isn't always the best solution.
 - Mobility issues can't be solved by adding lanes and we need to begin to understand this.
 - Areas of Florida, like Pinellas and Broward, that are built out, need to begin thinking about where redevelopment is going to occur and plan for infrastructure that supports that redevelopment. More differentiated strategies than just adding transit circulators.
 - As Florida continues to grow, both in population and visitors, transportation investments only get more expensive. The most affordable investments will be made today.
- Corridor planning is crucial and they will only get more expensive as time goes on
 - Retrofitting, maintaining, and the new corridors. These all need to be multimodal with accommodations for all kinds of infrastructure including utilities.
- Identifying innovative funding sources for transportation.
 - Gas tax is not sustainable. Fees based on vehicle miles traveled (VMT) are more effective.
 - The keys to success are long range planning, prioritization, and implementation over time. This requires education of local citizens and officials. There needs to be more education/involvement at a local and regional level for both elected officials and citizens. However, there is no incentive to make this happen.
- More education and involvement by the public and business community in the transportation planning process especially on a regional level; including MPOs. More incentives to make this happen.

Business Climate and Competitiveness

- Affordability, efficiency, reliability, and connectivity both around and outside of the state (specifically intermodal connectivity).
- Business community does a good job at forecasting what business needs are for a corporation but we need to do a better job forecasting our broader needs at a statewide or regional scale. FDOT should do a better job understanding where the market is going.
- Expansion of public private partnerships.
- Planning for right of way acquisition for future corridors. One issue is to minimize the liability on the part of the private sector.
- More direct international flights and more intrastate air service in the state of Florida.

- Focus on advanced manufacturing extremely important to the future of the state- maximize use of available freight system capacity to bring goods and out of the state.
- Making one of our ports a top 10 import/export port in the world
 - The largest cargo ships cannot pass through the Panama Canal making the Suez Canal crucial to waterborne freight transportation. Florida's ports need to be able support trade from both the Suez Canal and the Panama Canal.
 - Automated port system
- Corridor planning process.
- Planning for increased cargo/freight movement and supporting that movement though creating key intermodal logistics centers. We need to be prepared for more deliveries due to increasing e-commerce
- Figure out what policies are supportive of innovative freight movement; such as drones.
- Florida needs to be ahead of the curve on regulatory issues including right of way, automated vehicles, and customs/immigration.

Civic and Governance Systems

- Multiple governments are involved in the planning process.
- Businesses and governments need to get on the same page on how to open and continue a dialogue on issues like land use, economic development, and transportation. There needs to be a common shared language that everyone understands so that the needs of all sides are clear. There is a potential role for the Florida Association of Counties and Florida League of Cities to have these conversations. The Enterprise Florida economic regions could provide a common platform for collaboration.
- FDOT and cities are both supportive of the context sensitive approach but there may not be as much support by some counties.
- FDOT's recent emphasis on walkability and bicycle/pedestrian safety has been helpful, but this is an example of how difficult it is to engage local governments to make meaningful change
- We need to educate the public sector about how the private sector works. There can't be a 9 month process to get permits. Capital goes to where it is treated well.
- There needs to be a focus on resiliency of the economy to extreme weather events.
- Closer linkages of financial incentives to regional planning to encourage regional cooperation.
- Money and policy are still the key issues here.
- Better define and reduce the barriers that stand in the way of development between the public and private sectors. Let the local community choose what they want to allow the private sector to do.

Quality of Life and Quality Places

- This could be the foundation each of the other pillars were sitting upon rather than a 6th pillar.
- Clearly define indicators and measures of quality of life. There needs to be a common definition of what this means so that we can effectively measure Florida's quality of life and quality places.

- Careful community design to accommodate the flow of people and integration of open space. I-95 in Miami is a good example of a transportation facility that inhibits the flow of people by cutting through communities.
- Focus on the effect of congestion and finding ways to mitigate that. People hate to be waiting in line and there needs to be some ways to alleviate that.
- Transportation planning needs to support the community's unique vision.
- Ability to age in place.
- Consider vulnerability when designing communities and infrastructure to ensure sustainable infrastructure.
- Focus on the needs of the regional visions and regional plans.
- Many of the themes from the other pillars also fit in this area.
- Local input on funding mechanism structures.
- Align the various efforts to support transportation development.
- Educating the public on how the private sector works.
 - Government doesn't always understand the needs of the private sector and Florida is losing a lot of businesses because of red tape.
- Underground utilities is important for Florida as the hurricane capital makes the state more appealing to businesses because they can trust the state will stay operational even during natural disasters.
- Linking financial incentives to regional transportation accommodations/planning. This will encourage coordination between various regional agencies and between multiple jurisdictions.
- More new corridors throughout the state that are supported by integrated infrastructure investment.
 - New corridors need to be carefully planned and based on regional and community visions rather than just swaths on a map. They need to relate to needs of the region/community.
 - Consider keeping the corridors large to best accommodate multiple modes and infrastructure including utilities to promote transportation efficiency.
 - Understand the effect of congestion. People want to avoid waiting in line, traffic included, and we need to be careful about how we hypothesize future driving habits. There may not be fewer people driving in the future and we will need to accommodate them.
 - How to integrate the planning and implementation of these corridors.
 - The approach should be "I3" – integrated infrastructure investments.

Lunch

Overview of Florida's Transportation Plans

Jim Wood gave a presentation on an [Overview of Florida's Transportation Plans](#). In the interest of time, Jim gave a more concise version of his Overview Presentation.

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

- How are we doing with the SIS Plan? Is there an assessment of what we have accomplished?
 - *We have a Performance Report that identifies how we measure the SIS as a system. We can send you the updated report to review between this and the next Steering Committee meeting.*
- How could the expansion of a specific corridor affect the performance and outcome of the SIS?
 - *This is currently measured on a project by project basis but we are exploring approaches for looking at performance from a system or network perspective. This is something we are dealing with in the Future Corridors Planning Process.*
- Is SIS only for state roads?
 - *Primarily SIS highway corridor designation is only for state roads but some county roads and local roads are designated as intermodal connectors serving SIS airports, seaports, and other types of hubs.*
- What exactly is Emerging SIS?
 - *Emerging SIS involves facilities in high growth areas (or areas with high growth potential, such as Rural Areas of Opportunity). They must meet a different set of criteria. Facilities designated as Emerging SIS need to meet a lower activity level than SIS facilities and may be designated using economic connectivity criteria that assess their ability to serve clusters of transportation-dependent industries.*

Discussion: Key Challenges and Opportunities Facing Florida's Transportation Modes

Shelley asked members representing each transportation mode to briefly review a few of the key challenges and opportunities the future holds for their specific mode. Steering Committee members offered the following comments:

Space

Challenges:

- We want to win the new space companies. Significant private investment in space, such as space tourism, proves that this is a growing market and Florida is well positioned to capitalize on its assets.
- Support the supply chain that goes along with space travel, such as small satellites.
- Federal government is trying to figure out how to regulate commercial space.
- Airspace management; dealing with commercial airliners. The more spacecrafts that are launched will begin to create conflicts with commercial airliners and their airspace. Policies will need to be developed to resolve these conflicts.

Opportunities:

- State can partner with the federal government to help develop space policies.

Seaports

Challenges:

- Channel upgrades and maintenance; we need to be able to accommodate larger vessels.
- Federal government role in upgrades to seaports.
 - Funding from Water Resources Reform and Development Act (WRRDA).
 - Federal government regulations are increasing and the impacts are being felt more broadly.
- Freight infrastructure – there is a need for increased capacity to support new markets.
- Time and cost of permitting.

Opportunities:

- WRRDA could offer more funding for seaport related activities. Opportunity to partner with others.
- Increasing opportunities in the market.
- Commerce corridors and corridor planning.

Airports

Challenges:

- Maintain accessibility and affordability.
- Multimodal connection.
- Land use around airports.
- Noise and airspace issues.
- It is difficult for international travelers to get into the country.
- Unmanned aerial vehicles (these add to an asymmetrical threat to security).
- Protection of areas around airports.
- Relationship of private aviation facilities and military aviation facilities – military participates in Continuing Florida's Aviation System Planning Process (CFASPP).
- There is no more space to expand runways – how to address future capacity needs.
- Conflicts between different types vehicles using the same airspace.

Opportunities:

- Technology is making better engines and better landings that reduce noise pollution.
- New security technology.
- Opportunities for alternatives and better quality fuels.

Trucking

Challenges:

- Lack of manpower – both in number and qualified people with the right mindset.
 - Federal regulations – doesn't support people between 18 and 24 becoming truck drivers.
 - *To clarify: Applicants for a CDL license must meet all federal physical qualifications. To drive in interstate commerce, an applicant must be at least 21 years old. However, applicants ages 18 to 21 may receive a restricted CDL license, limited to intrastate operation only. The CDL license will be restricted to "No CMV Operation in Interstate Commerce". This makes it more difficult for people under 21 to become truck drivers.¹*
 - Even when not driving a truck, drivers are required to keep a pristine driving record.
- Competition – new regulations and technology drives the smaller groups out of the industry that creates more consolidation.
- Mix of local and commercial traffic.
- Every user pays their fair share for the cost of infrastructure – mileage based user fees.

Opportunities:

- Trucking is the best way to move freight quickly.
- More freight is coming into Florida.
- Trucks are empty on the way out – we need to find something for trucks to take out of the state.
- Mix of uses.

Rail

Challenges:

- Appropriate land use considerations to protect existing rail corridors.
- Moves to regulate the rail industry, such as using the right of way for other purposes.
- Passenger rail requirements and demand on limited capacity.
- Potential for truck size and weight changes over time and impacts on rail competitiveness.
- How to account for increased long haul truck traffic when intermodal logistics centers (ILC) become more common.
- Positive Train Control (PTC).

Opportunities:

- Port synergies – between rail and port.
- Using ILCs in rural areas to reduce congestion in urban areas.
- Automated vehicles to promote safety.

¹ Response not given during the Steering Committee meeting. This information was included in the summary to clarify a statement by a Steering Committee member.

- Better job strengthening relationship with the other transportation modes.

Transit

Challenges:

- Growth in demand.
- Increased ridership in the younger generations.
- Demographic shifts.
- Increase in demand in all areas - urban, suburban, and rural.
- More focus on multimodal approaches on public transit.
- Funding issues:
 - Need for dedicated funding and sustainable funding.
 - Federal funding is cumbersome and very difficult.
- Transit often is an afterthought in land use planning and transportation planning.
- Attraction and retention of a qualified workforce.

Opportunities:

- Regional collaboration.
- Technology includingL
 - Real time information for bus routes.
 - Transit signal priority.
- High occupancy toll lanes and Bus Rapid Transit.

Bicycle and Pedestrian

Challenges:

- Lack of dedicated funding.

Opportunities:

- Innovation, such as rail with trails.
- Policy solutions; federal funding for walking and biking.
- Knowledge is power – bicycle and pedestrian needs are being identified and explained in a way that other modes can understand through hard data and modeling.

Break

Review of Regional Forum Input

John Kaliski presented a summary on the input that was received during the [Regional Transportation Visioning Forums](#).

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

- Was bicycling and walkability something that came up during these meetings?
 - *Yes this was a topic that was discussed at all of the meetings.*
- Did military come up at any of these forums, and in what context?
 - *It didn't come up as often as some other topics but we heard comments about the importance of military to both economic development and homeland security.*

John offered the following proposed Advisory Groups structure and asked the Steering Committee for their comments.

- Infrastructure and Growth Leadership – focused on:
 - Efficiency
 - Connectivity
 - Choices
 - Maintenance/preservation
 - Capacity
 - Modernization/repurposing
 - Technology applications
 - Adaptation/resilience
 - Future corridor planning
 - Compatible land use
 - Support for regional and community visions
- Innovation and Economic Development – focused on:
 - Freight, trade, logistics
 - Visitors
 - Targeted industries including manufacturing
 - Innovation-related development
 - Rural areas of opportunity
 - Economic resiliency
 - Talent supply & education
 - Business climate & competitiveness
- Quality of Life and Quality Places – focused on:
 - Changing demographics
 - Community development
 - Environmental stewardship
 - Public health
 - Safety, security
 - Emergency preparedness and response
 - Support for regional and community visions
- Strategic Intermodal System – focused on:
 - Designation criteria
 - Needs assessment
 - Prioritization process
 - Finance strategy
 - Implementation of strategic direction from other groups

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

- How is technology separated from innovation? Maybe make that an overarching theme?
 - *We could make technology and innovation a cross-cutting questions for all groups.*
- Why is the SIS separated from the other groups?
 - *We are hoping the SIS Advisory Group will take input from the other three groups. We also want to be sure the SIS gets the attention that it needs in this combined process. For the first three groups, maybe we add a question “What are the implications of this theme for the SIS?”*
- The list of topics for each of these groups are not intended to be restrictive. Each group may discuss whatever topic is needed.
- There are federal requirements for statewide plans – we need to remember that there are specific aspects that need to be addressed in each of these Advisory Groups such as environmental mitigation.
 - *The staff will be sure to review all of the requirements for statewide plans and ask the appropriate Advisory Group to include those elements in its discussion.*

John discussed the purpose of the Advisory Groups, their structure, and a timeframe for Advisory Group meetings and asked if Steering Committee members had questions or comments about how these would be organized.

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

- Are we going to be able to do web meetings under the Sunshine law?
 - *Yes, these meetings will be noticed and the public can call in.*
- Can we make measurability an assignment for each group?
 - *FDOT is nearly complete with the latest Performance Report that will be a useful tool for these meetings. Each group could provide some general recommendations on potential future indicators.*
- Are there examples of best practices or other states that are doing good planning that we could include in our analysis/Advisory Groups?
 - *We can use the Advisory Groups as a platform for pulling in some of these best practices and alternative ideas.*
- How are we getting from these three groups to a document that provides guidance for moving freight and people?
 - *For now we are defining some key themes that will eventually lead to the goals, objectives, and implementation strategies that will shape the plan.*
- We need to make sure we provide a plan that supports future growth in rural and fast growing areas.

Identification of Advisory Group Chairs

The following Steering Committee members were identified as Chairs and Vice Chairs for each Advisory Group:

Advisory Group	Chair	Vice Chair
Infrastructure & Growth Leadership	Matthew Surrency	Susan Haynie
Innovation & Economic Development	Doug Smith	John Walsh
Quality of Life/Quality Places	Ken Bryan	Bill Killingsworth
Strategic Intermodal System (SIS)	Ken Wright	Jim Wood

Review of Work Plan, Next Steps, and Action Items

Dana reviewed the [work plan](#), next steps, and action items for the Steering Committee.

Mark Bontrager, Space Florida, discussed the location of the next meeting at Cape Canaveral. Mark mentioned that there will be a tour of the facility. FDOT will work on getting a hotel room block so that interested Steering Committee members and staff can take the tour the day before the meeting. The tour will be noticed as part of the meeting.

Shelley asked Steering Committee members to bring up anything they would like to discuss in the next meeting(s) before we conclude. Steering Committee members offered the following questions and comments (*responses to questions provided in italics*):

- We could have a webinar on “SIS 101” in the next few weeks.
- Would like to have a presentation on complete streets.
- Would like to have more discussion about the modes.
- Would like to have more discussion of the future and what the world might look like in 30 years.
- Was surprised to learn that some people are not familiar with the Six Pillars. Suggested that DEO do a webinar/presentation on the Six Pillars and what DEO has done to support the Six Pillars before the next Steering Committee meeting.
- We could ask Richard Florida or another futurist to give a presentation at an upcoming meeting.
- The impact of working from home on transportation may be limited. Overall you really need to be in the office to get things done and telecommuting can only help a little.
- There needs to be more input from millennials and younger generations. We need to include them in the advisory group process.
- There should be a briefing on the FDOT Work Program and budget.
- We should review the performance report on the FTP and SIS.
- It would be good to see what the FDOT Work Plan looks like compared to the FTP. Are there projects identified in the Work Plan that don’t align with the 2060 FTP goals? This could be a good starting point for defining new goals for the FTP update.

- The state's targeted industries are important and it would be good to become familiar with those.
- On demand ridesharing changes not only surface transportation but also aviation.
- The Florida Ports Council have released a new global trade analysis document that will be useful for advisory groups.

Public Comment

There were no comments from the public.

Closing Remarks

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

Adjourn

Meeting concluded at 3:18 PM.