



FTP/SIS Steering Committee Meeting
Summary of Meeting #4
July 21, 2015
Casa Monica Hotel – St. Augustine, FL

Committee Members or designees present (in alphabetical order by last name)	
<i>Steering Committee Member, Organization</i>	<i>Designee (if applicable)</i>
<input type="checkbox"/> Richard Biter, Florida Department of Transportation (Chair)	<input checked="" type="checkbox"/> Jim Wood
<input checked="" type="checkbox"/> The Honorable Susan Haynie, Metropolitan Planning Organization Advisory Council (Vice Chair)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Alice Ancona, Florida Chamber of Commerce*	<input type="checkbox"/> Katie Kelly
<input checked="" type="checkbox"/> Karl Blischke, Florida Department of Economic Opportunity	<input type="checkbox"/>
<input type="checkbox"/> Mark Bontrager, Space Florida	<input checked="" type="checkbox"/> Stephen Szabo
<input checked="" type="checkbox"/> Janet Bowman, The Nature Conservancy – Florida Chapter	<input type="checkbox"/>
<input checked="" type="checkbox"/> Ken Bryan, Rails to Trails Conservancy - Florida	<input type="checkbox"/>
<input type="checkbox"/> Bob Burluson, 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 type="checkbox"/> Debbie McMullian
<input checked="" type="checkbox"/> Karen Deigl, Florida Public Transportation Association	<input type="checkbox"/> Lisa Bacot
<input checked="" type="checkbox"/> Jim Ely, Transportation and Expressway Authority Membership Florida	<input type="checkbox"/>
<input type="checkbox"/> Cori Henderson, Enterprise Florida	<input checked="" type="checkbox"/> Megan McDonald
<input type="checkbox"/> Steven Holmes, Florida Commission for the Transportation Disadvantaged	<input type="checkbox"/>
<input type="checkbox"/> Tisha Keller, Florida Trucking Association	<input type="checkbox"/> Ken Armstrong
<input checked="" type="checkbox"/> Bill Killingsworth, Florida Department of Economic Opportunity	<input type="checkbox"/> Ana Richmond
<input type="checkbox"/> Rocky McPherson, Florida Defense Alliance	<input type="checkbox"/>
<input checked="" type="checkbox"/> Bob O'Malley, Florida Railroad Association	<input type="checkbox"/>
<input 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 Seccombe, Visit Florida	<input checked="" type="checkbox"/> Richard Goldman
<input checked="" type="checkbox"/> The Honorable Doug Smith, Florida Association of Counties	<input type="checkbox"/> Eric Poole
<input checked="" type="checkbox"/> Chris Stahl, Florida Department of Environmental Protection	<input type="checkbox"/>
<input checked="" type="checkbox"/> Pat Steed, Florida Regional Councils Association	<input type="checkbox"/>
<input type="checkbox"/> Paul Steinman, Florida Department of Transportation - District 7	<input type="checkbox"/>

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

*Attended Day 2 only

FTP/SIS Staff

<input checked="" type="checkbox"/> Jim Wood, FDOT	<input checked="" type="checkbox"/> John Kaliski, Cambridge Systematics
<input checked="" type="checkbox"/> Carmen Monroy, FDOT	<input checked="" type="checkbox"/> Karen Kiselewski, Cambridge Systematics
<input checked="" type="checkbox"/> 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 checked="" type="checkbox"/> Chris Edmonston, FDOT	<input type="checkbox"/> Matt Wilson, Cambridge Systematics
<input checked="" type="checkbox"/> Dana Reiding, FDOT	<input type="checkbox"/>
<input type="checkbox"/> George Sirianni, FDOT	<input type="checkbox"/>
<input checked="" type="checkbox"/> Brian Watts, FDOT	<input type="checkbox"/>
<input checked="" type="checkbox"/> Melanie Weaver Carr, FDOT	<input type="checkbox"/>

Others in Attendance

Sheri Coven, Marlin Engineering

Jo Laurie Penrose, City of St. Augustine

Joe Quinty, South Florida Regional Transit Authority

Mike Snyder, CH2M Hill

Vicki Wooldridge, South Florida Regional Transit Authority

Meeting Highlights

Welcome and Review of Today's Agenda, The Honorable Susan Haynie (Vice-Chair)

The Honorable Susan Haynie, Vice-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.

Mayor Haynie then reminded members that the Steering Committee's charge is to provide recommendations to the Secretary of FDOT on the updates of the Florida Transportation Plan and Strategic Intermodal System (SIS) Policy Plan. She then asked Shelley Lauten to review what was covered in the previous Steering Committee meeting and what is in the agenda for this meeting.

Shelley noted that the Steering Committee meeting will take place over the course of two days and the goal of the meeting is to review the FTP Vision Element and discuss the goals, objectives, and strategies that have been developed by staff considering the input during the last three Steering Committee meetings.

Approval of Meeting #1 Summary

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

There were no comments about the Meeting #3 Summary. The Meeting Summary was approved unanimously.

Work Plan Update

Mayor Haynie introduced Dana Reiding, FDOT Office of Policy Planning, who gave an update on the Work Plan. Dana noted that since the last Steering Committee meeting, four Regional Workshops took place that a few of the Steering Committee members attended. She then noted the upcoming events on the Work Plan. She also reported on the preliminary results of a survey of millennials taken over the past few months. There were no questions or comments for Dana.

Review of Draft Vision Element

Mayor Haynie then asked John Kaliski, Cambridge Systematics, to review the Draft FTP Vision Element. John highlighted the key content of the Draft FTP Vision Element and asked for feedback based on his presentation. Steering Committee members offered the following questions and comments (*responses to questions provided in italics*):

- Vision Element is well done and easy to read. Captured the essence of the Steering Committee's discussion.
- Like that the different scenarios are included.
- Very easy to read.
- Need to be more clear that we are not selecting one of the five potential futures but rather incorporating aspects of all of them.
- On page 18 in relation to the data bullet point - who is collecting and managing these data? Is it an existing agency or possibly a new one?

- Funding is not mentioned at all in this document. We should note that there are financial constraints and mention user financing and partnerships.
 - *We will likely address this more directly in the Policy Element. Maybe we will allude to funding as a transitional piece into the Policy Element.*
- Incorporate the completion of the Flagler railroad into the timeline. Possibly add a reference to the first rail to trail.
- How will the three elements be released?
 - *They will be released in succession. Once the Vision Element is ready, we will release it. We hope to release the Vision Element in conjunction with the Open House in August*
 - If this is the case, there should be a clear reference to the other elements to promote continuity.
- Does funding constraint belong in “How Do We Get There?”. This seems like a good place to address this point.
 - *We can strengthen the existing reference to strategic investments.*
- We should change the image on the “Rural Rediscovery” page to something more clearly related to Florida.
- Related to the text exchange on the “Innovation Hub” page – rather than shared vehicle, could we use public transit?
- This document is very engaging and tells a good story.
- Will any of the millennial survey data be included in this document? Maybe add an infographic on page 8?
- Consider replacing the inside cover with an image of the Sunshine Skyway Bridge.
- Consider adding something more specific about funding and funding sources for Florida’s transportation system.
- Make the “65 and older” graphic more clear.

Summary of Regional Workshop Input

Mayor Haynie asked Carmen Monroy, FDOT Office of Policy Planning, to review the input from the four Regional Workshops that took place in June. Carmen reviewed the process used in each workshop and noted some of the highlights and top rated concepts from discussion of each of the seven goal areas.

Mayor Haynie then asked if the Steering Committee members that attended the Regional Workshops would like to share their experiences. Commissioner Doug Smith noted that:

- It seemed like the participants in Fort Lauderdale had a very clear direction about what they want and what they think will suit their transportation system best. However, in the Villages, it seemed like participants were carefully deciding which of their ideas should be considered most important. It is a good example that one size does not fit all.
- It is also important to continue to engage people. The turnout in the Villages, for example, could have been higher.

- Continue to seek millennial input. That demographic seemed somewhat underrepresented.

Steering Committee members offered the following questions and comments related to Commissioner Doug Smith’s description of the Regional workshops (*responses to questions provided in italics*):

- There are four more regional workshops coming up. Do you have any suggestions on how to reach out and engage participants, especially millennial participants?
 - Consider having a workshop in Gainesville or somewhere close to a university to gain input from a younger demographic.
 - *FDOT does this through the District offices. Two of the next regional workshops will be at universities.*
- This process will affect long range transportation plans, policy plans, etc. We need to remember that the input we are getting today will be affecting the lives of the people that have been underrepresented.
- We need to adapt our methods of outreach to more effectively reach younger generations.
 - Consider imbedding questions on websites to gather input.

Mayor Haynie then asked Sam Poole to discuss some of the things he heard at the Regional Workshops. Sam Poole noted that:

- The real challenge is making Florida a place that it is practical to live without a car. There needs to be a system in place to move people effectively without the use of a car.
- The issues and approaches discussed at the Fort Lauderdale workshop were very similar to what we discuss in the Steering Committee meetings. The things we are anticipating seem to be what the population of Southeast Florida is dealing with.
- There seemed to be a lot of enthusiasm and a reasonable representation of younger demographics at the Fort Lauderdale workshop.
- For the next round of workshops, we want to engage as many people as possible to get good input.

Steering Committee members offered the following questions and comments related to Sam Poole’s description of the Regional workshops (*responses to questions provided in italics*):

- Have we reached out to the universities or young professional groups? Consider creating focus groups.
- Consider starting a “How can you help?” campaign to engage millennials. Millennials tend to seek out a cause to support and this could be a good way to get them engaged.
- Electric vehicles that are cheap to drive may reduce people’s reliance on other modes. Ensure this possibility is considered when developing the goals, objectives, and policies of the FTP.
- People adapt to the technology and transportation system available to them.
- A common theme at the workshops was “partnerships with land use.” The FTP process needs to continue so that the content and recommendations get into the right hands. The FTP needs to be made available to other agencies, partners, stakeholders, and the public so that it can be used as it is intended.

- It may be helpful for this group to hear a presentation on multigenerational presentation practices.
- FDOT could be considered the principal planner of Florida’s landscape. In the past, FDOT has had an engineering mindset and the FTP may be the catalyst for FDOT to begin aligning transportation decisions with community visions and land use plans rather than considering just the engineering perspective of the transportation system.
- Some areas of Florida are resistant to increasing density. This has an impact on transportation, transit specifically.

Break

Public and Partner Involvement Update

Melanie Weaver-Carr gave a brief presentation on the what FDOT Central Offices and the FDOT District offices have been doing to engage the public beyond the regional workshops.

Discussion: FTP Goals, Objectives, and Strategies

John Kaliski then reviewed the first five goal areas (**listed below in bold**) drafted by staff based on the Steering Committee’s discussions.

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

Shelley asked the Steering Committee the following questions (*in bold and italics*) related to each of the seven goal areas.

What are we missing?

What would you change?

How might you enhance the goal area?

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

Goal Area: Safety and security for residents, visitors, and businesses

What are we missing?

What would you change?

How might you enhance the goal area?

- Uncomfortable with the word “eliminate.” It seems impractical and inconsistent with the rest of the document.
 - *The Strategic Highway Safety Plan has a goal of zero fatalities. This is consistent with that document.*
- Consider combining the first two bullets – “Prevent crashes that result in fatalities...”
- When we calculate a “crash,” what exactly are we referring to?
 - *A crash can be defined in multiple ways. The standard is the vehicle is in motion and there is damage.*
- What is the breakdown between crashes and fatalities between rural and urban areas? Are there different strategies that need to be applied in these areas?
- Does the term crashes limit us in perception? Does this term cover multiple modes?
- Unsure there is an objective that is directly related to security. Can we expand or define security risks in bullet #3?
- Can we incorporate mass transit, cruises, and the growing size of freight and passenger vehicles in the security objective?
- What is the intention of the Implementation Element and how to these strategies relate to it?
 - *The Implementation Element will define specific actions and accomplishments to accomplish these strategies.*
- There will need to be a cost-benefit analysis of each of these strategies and objectives.
- What exactly is being referenced in the strategy related to automated and connected vehicle technology? Does this refer to additional safety features or is this related to regulations? There should be strategies that involve both.
- How do we assess what went wrong in a crash to ensure that it does not happen again?
 - *There is currently no macro-level solution to this issue but individual officers do evaluate the crashes and make recommendations on how to prevent those types of incidents in the future.*
- Is there a goal or objective to reduce the overall number of trips?
- Getting heavy trucks off of the road has proven to improve safety on highways. Should there be a strategy that incorporates this theme? Possibly encouragement of the use of off-peak hours for heavy truck travel.

- There is no strategy that relates to the cost-benefit-risk analysis for to safety.
- Should we say something about strengthening or protecting our transportation system, as its related to technology?
- Provide more diversity in the transportation system to ensure crucial goods can be brought into the state in the event of emergency.
- Include infrastructure that supports the provision of national emergency preparedness such as military as well as statewide and local needs.
- Incorporate reducing poor and impaired driving behavior.
- Incorporate strengthening enforcement.
- Incorporate issues of vulnerability to hacking and disruption of technology used for transportation. Can we prevent security risks related to new technology?
- In reference to intermodal transportation, consider the last mile and the appropriate time of day.

Goal Area: Agile, resilient, and quality transportation infrastructure

What are we missing?

What would you change?

How might you enhance the goal area?

- Related to the first bullet – “Meet or exceed” may not be the best term. Maybe we should use establish or set instead? This implies we are leaders and aren’t trying to catch up.
 - *This concept of being a leader in setting standards. may fit better as a strategy.*
- It is expensive to meet the best standard in every aspect. Sometimes it makes more sense to keep our infrastructure in good or acceptable condition.
- Are we, as a state, a leader in setting the standards for quality infrastructure and do we continually meet the standards we set for ourselves?
- The local level seems to be falling behind when it comes to maintaining infrastructure in good condition. How can we address this need in the objectives and strategies?
- At some point we will need to address funding.
- Our seaports are way behind when it comes to providing and maintaining quality infrastructure.
- There should be global best practices related to each mode.

- In the implementation element, we need to be specific by mode as to what standards we are striving to reach.
- Would it be appropriate to add something about being resilient to the failure of the technology that is integrated into infrastructure?
 - Resiliency to the failure of technology is accounted for in other plans, we should make that note in one of the strategies.

Goal Area: Efficient and reliable mobility for people and freight

What are we missing?

What would you change?

How might you enhance the goal area?

- Add redundancy in our forms of mobility. We need to provide more than one option.
- How do we currently measure customer satisfaction?
 - *FDOT does a survey that addresses customer satisfaction of both residents and visitors. Some other entities survey customers as well. We can more information about this survey at our next meeting.*
- When we reference “supply chain.” do we mean goods and products?
 - Yes.
- Have the existing objectives been evaluated based on the previous FTP?
 - *Many of these objectives are tracked over time based on performance measures in the Performance Report.*
- Were any objectives dropped?
 - *We did not track that question specifically but many of the themes from the previous objectives were incorporated in these objectives. We can bring more information about these changes at our next meeting.*
- Maybe we should split the last bullet into one related to customer satisfaction and one related to regulatory processes.
- Florida can be a gateway to the nation, not just Florida. The language should reflect this concept.
- Incorporate reasonableness along with the efficiency of the transportation system.
- Make sure we are focused on increasing the use of multiple modes of transportation. Ensure new business is utilizing what our transportation system has to offer.

- Incorporate wayfinding for bicyclists and possibly pedestrians.
- Ensure there is both connectivity and convenience in terms of the availability of different modes..
- Incorporate satisfaction with regulatory processes in the 4th objective. Also ensure businesses are included.
- All of the strategies seem to be measurable. Is that something that will also be present in the Implementation Element?
 - *Generally, there will be some process for tracking progress related to each strategy identified. The details still need to be worked out.*
- Is this the right place to address workforce and an aging population?
 - *That is covered under a different goal area so please let us know if that is not adequately covered there.*
- We need to research and determine how to regulate emerging technology.
- Federal regulatory process is a challenge here. There should be a strategy to improve the federal regulatory process.
- FAA reauthorization is affecting Florida's airports. This includes customs regulations and regulations related to increasing the capacity of airports.
- Is there a way to recommend continual assessment of the strategies of this plan and the effectiveness of the regulatory process?
- Incorporate something about increasing the use of different modes of transportation and educating others about the transportation system.
- Ensure all modes are incorporated.
- FDOT should improve its interface with the federal process.

Goal Area: More transportation choices for people and freight

What are we missing?

What would you change?

How might you enhance the goal area?

- You can promote connectivity between modes and service providers but they must be convenient as well.
- Can we make the first objective more specific and incorporate businesses in the language?

- Reduction of single-occupancy vehicles is geared toward the specific goal of reducing congestion.
- Consider “increase the percentage of using transit” as an objective.
- There is an issue with the transportation disadvantaged system regarding a disparity between the trips for medical purposes and non-medical purposes. There is a lack of coordination between these types of trips.
- Was there any discussion related to eliminating trips in general? For example, a strategy in reference to promoting more telecommuting and telemedicine. Something like this idea may be helpful to include.
- Is there something about delivery via drones? Ensure this is included in a previous section if not here.
- What data are we trying to provide and who would we provide data to?
- Incorporate convenience as well as the ease of connecting to multiple modes.
- Incorporate a strategy to address the value of a coordinated human services transportation system.

Goal Area: Transportation Solutions that support Florida’s global economic competitiveness

What are we missing?

What would you change?

How might you enhance the goal area?

- Does the transportation industry include trade and logistics?
- Is there an opportunity to more clearly address options for more ferry connections to Cuba or other parts of the Caribbean?
- Do not restrict the objective to increasing skilled workers only in the transportation industry but also in industries that support the transportation system.
- Link job growth to transportation services.
- Consider diversification and privatization of Florida’s military facilities.
- Ensure the older workforce is included in these strategies.
- Is it understood that the educational institutions are involved with these strategies as well?
- Do a better job educating students about what jobs are available for those considering transportation as a career.

- Incorporate asset mapping for talent supply.
- Add “talent supply” and “education” to the first bullet under the partnerships section.
- Incorporate business competitiveness here as well.
- Ensure Florida’s economic regions are defined in the glossary.
- Is there a way to look at planning in specific “planning areas”?
- Consider re-evaluating and/or aligning the boundaries of the different agencies in Florida (FDOT Districts, regional planning councils, economic regions, etc.)
- The emphasis of the objective should be on transportation connectivity, not on improved regional coordination in general.
- Emphasize public-private partnerships.

Public Comment

There were no comments from the public.

Recap and Review of Day 2 Agenda

Shelley noted that the Steering Committee would continue the FTP Policy Framework and Implementation Strategies discussion, discuss the future role of the Steering Committee, and have an opportunity to provide input about the Statewide Open House and Regional Workshops being held in August and September.

Closing Remarks

Mayor Haynie noted that the Steering Committee is now past the half-way point in making recommendations to the FTP/SIS. She asked members to come prepared to discuss what is missing and ensure we have considered the polices that matter most in shaping the FTP/SIS. She reminded Steering Committee members that the meeting will reconvene at 8:30 AM tomorrow (July 22, 2015).

Mayor Haynie closed the meeting and thanked members for their participation.

Adjourn

Meeting concluded at 5:31 PM.

FTP/SIS Steering Committee Meeting
Summary of Meeting #4
July 22, 2015
Casa Monica Hotel – St. Augustine, FL

Meeting Highlights

Welcome and Review of Today's Agenda

The Honorable Susan Haynie welcomed the group back and reminded everyone of the importance of the discussion. She noted that it was important that each person around the table identified all issues and opportunities that staff needed to consider.

Shelley Lauten reviewed the agenda noting that the Steering Committee would continue the discussion from yesterday, discuss the future role of the Steering Committee, and provide input on the Statewide Open House and Regional Workshops being held in August and September.

Discussion: FTP Goals, Objectives, and Strategies

John Kaliski reviewed the two goal areas (**listed below in bold**) that were not covered in Tuesday's meeting.

- **Transportation solutions that support quality places to live, learn, work, and play; and**
- **Transportation Solutions that support Florida's environment and energy.**

Shelley asked the Steering Committee the following questions (*in bold and italics*) related to each of the seven goal areas.

What are we missing?

What would you change?

How might you enhance the goal area?

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

Goal Area: Transportation solutions that support quality places to live, learn, work, and play

What are we missing?

What would you change?

How might you enhance the goal area?

- Ensure that while increasing accessibility we are also supporting improved efficiency.

- How exactly do we define “entire corridor”? Need to clear that up. Since we already use the word comprehensive, maybe drop the word “entire.”
- Include support for local governments in implementing context sensitive solutions. Incorporate street design standards and best practices.
- Use a better term than elders. Consider using young adults and older adults.
- Incorporate law enforcement involvement either here or in the safety and security goal area.
- Ensure quality of airport and seaport terminals/facilities is addressed in this goal area.
- Optimize mode changes to promote efficiency.
- Include grade separated railroads as an element of quality of life.
- Provide support to local governments for the design and implementation of context sensitive solutions.
- Incorporate worker/commuter patterns. This is tied directly to the language in the goal area.

Goal Area: Transportation Solutions that support Florida’s environment and energy

What are we missing?

What would you change?

How might you enhance the goal area?

- Consider splitting up the infrastructure piece of the second bullet under the energy section to create an additional bullet.
- Support increased used of non-traditional transportation fuels.
- Incorporate the purchase of easements and support of treatment and drainage of water as an aspect of the second strategy under the environment section.
- Incorporate non-highway freight modes.
- If the transportation system is generating energy, will that require public-private partnerships to distribute the energy?
- Consider measuring people per hour rather than just vehicles per hour when evaluating throughput.

Discussion: FTP Implementation Strategies

John Kaliski highlighted the eight implementation issues (**in bold**) that were identified. Shelley then proposed several questions (***in bold and italics***) for the Steering Committee to discuss as they relate to

each implementation issue. Steering Committee members offered the following comments (*responses to questions provided in italics*):

Does the approach to this implementation issue make sense?

What other information does the Steering Committee need as we move to making recommendations about this implementation issue?

What information do you need to move this recommendation forward?

Implementation Issue: Strategic Intermodal System

- The SIS is predominantly roadway driven. In a built-out environment, there needs to be an alternative to highway improvements.
- SIS is a program that is already constrained financially. It is reserved for major projects that affect the state as a whole and not meant for local mobility projects. We shouldn't be taking funding away from the SIS since it supports these critical statewide projects.
- How does SIS support regional and local planning? There need to be incentives in place for local governments and counties to come together as a region to prioritize potential SIS projects.
- There should be a specific statement in the SIS Policy Plan that notes what we are going to do about the funding distribution of SIS funds.
- Consider incentivizing part of the SIS and require a match to acquire funding. This could be required for special projects, higher prioritization, etc.
- Is the definition of "Strategic" up to date or does it need to be re-evaluated?

Implementation Issue: Urban Mobility

- Within the current transportation budget, is there a need to shift some of the current funding distribution to support more programs related to urban mobility?
- It is frustrating to work with programs that are dependent on unreliable funding sources, such as TRIP.
- It would be helpful to set priorities so that funding can be used effectively on the most important aspects of the FTP. This would be a useful discussion when we talk about implementation strategies.
- The funding opportunities for agencies coordinating regionally have encouraged successful regional coordination efforts. There should be more focus on this approach.
- We need to continue to promote regional coordination to support urban mobility.
- Could we get an idea of how much money we put into Florida's transportation projects and where these funds come from (SIS, TRIP, Small county transportation funding, etc.)? Are there areas we can more effectively define the standards and priorities to qualify for different funding sources?
- We need to look for enhanced and additional funding opportunities. We need to have a plan and a concrete strategy to present to the legislature if we want this to happen. Is there a group that has evaluated potential funding sources and is there a way to support them in identifying and securing these funding sources?

- There needs to be a coordination between this process and the legislature to ensure there is consistency in which programs are most important.
- A major barrier to efficient public transportation across regions involves the payment system. There needs to be a uniform fare structure, possibly something like SunPass, that works across multiple transit systems. Support a multimodal seamless payment system. This would increase ridership and help pay for the system.
- There should be a focus on identifying priorities and quantifying gaps. This would help regions and local governments evaluate actions necessary to close these gaps.
- There are no regional funding sources, only state and local. Are there ways to combine state and local funding to create a local pot of funding that would support regional projects?

Implementation Issue: Future Corridor Planning Process

- There were no additional questions or comments about the future corridor planning process.

Implementation Issue: Innovation

- Include attract and retain talent and capital.

Implementation Issue: Collaboration

- Not only strengthen but also incentivize collaboration.

Implementation Issue: Strategic Investments

- Include encourage to seek alternative funding sources in this implementation issue.
- Remember that state investments should be consistent with the Florida Transportation Plan.
- Focus more on user based funding through tolling, etc.

Implementation Issue: Customer Service

- Reflect our discussion about automated and connected vehicles in this section as well.
- Incorporate seamless payment system.

Implementation Issue: Data and Performance Management

- Funding should be connected to performance.

Break

Discussion: Future Role of the Steering Committee

Jim Wood, FDOT State Transportation Development Administrator, briefly reviewed the concept for the future role of the Steering Committee. In his presentation, Jim noted that the Steering Committee would:

- Guide the FTP implementation;
- Guide the SIS Policy Plan implementation;
- Coordinate with updates and the implementation of statewide modal plans to reflect the new FTP and SIS Policy Plan; and
- Participate in guiding the Future Corridor Planning Process.

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

- Who exactly will this Steering Committee be advising? Is this strictly to FDOT?
 - *FDOT staff has discussed this proposal with FDOT management and with the Florida Transportation Commission. The Steering Committee will be focused specifically on the FTP, SIS, and Future Corridors.*
- Policies will be better because of the diverse feedback and monitoring.
- Floridians for Better Transportation would be willing to support the Steering Committee meeting at its annual meeting in future years, as we are doing this week.
- The continuation of the Steering Committee will help to support the implementation of the FTP. It will help make this more than a document that sits on a shelf.
- Transportation is one of the biggest economic drivers and having the Steering Committee support the implementation of the FTP will support this development.
- The continuation of this Committee will help add credibility to the process and make a good sounding board for FDOT to continually seek input.
- We have the right mix of organizations and participants. These groups will have the background information already and could potentially save time and streamline the process.
- Appreciate the consistency that this will provide. Please send a formal invitation so that each agency can put it in front of their board membership for discussion.
- Ensure we have accurate representation from Northwest Florida. Consider adding an organization based out of Northwest Florida. We need to accurately represent all geographies of Florida.
- Align our future meetings with events that are already happening so that Steering Committee members do not have to make additional travel arrangements.
- Consider quarterly meetings to provide additional education to Steering Committee members to ensure everyone is continually on the same page.
- It will be good to understand the challenges of other agencies.
- Meetings should be had only when they are functional. We should make sure each time this groups meets, it should be for a specific purpose. Likely once or twice per year.
- Ensure the timing of these meetings is appropriate. Many of these organizations will be developing their own policies that should be aligned with the FTP. It would be good to meet before these policies are developed.
- We need to be careful what we are asking for. A lot of what has been suggested is already a role of the Florida Transportation Commission. Also note that this committee is currently of the Government in the Sunshine law and would continue to function as such. Consider making this committee's charge focus strictly to the FTP and the SIS.

Public Comment

There were no comments from the public.

Review of Work Plan, Next Steps, and Action Items

Dana reviewed the work plan, next steps, and action items for the Steering Committee. She noted that staff will work on creating a draft work plan for 2016 based on the discussion the Steering Committee had during this meeting. Dana pointed out the flyers for the Regional Workshops and Statewide Open House and encouraged Steering Committee members to attend.

- There may be a problem with the September meeting date due to the legislative committee week schedule.
- Have we anticipated the changes in ozone levels? This is something that should be on our radar.

Closing Remarks

Mayor Haynie closed the meeting and thanked members for their participation.

Adjourn

Meeting concluded at 10:54 AM.