



Themes from Steering Committee Meetings

Innovation and Economic Development

Provide transportation systems to continue to position Florida as a global hub for trade, logistics, and exports-oriented goods and services

- Build on the Freight Mobility and Trade Plan.
- Focus on the cost effective and efficient movement of goods and people on Florida's trade and logistics network. Invest in moving people efficiently – that frees up the transportation infrastructure to move freight.
- There is an imbalance of inbound and outbound freight. Empty backhaul out of the state.
- Air cargo growth and the possibility of a direct flight from Asia would significantly increase growth.
- Drone delivery.
- Focus on advanced manufacturing extremely important to the future of the state- maximize use of available freight system capacity to bring goods in and out of the state.
- Making one of our ports a top 10 import/export port in the world.
- Support the supply chain that goes along with space travel, such as small satellites.
- Take advantage of the Panama Canal and recent investments in the freight rail infrastructure.
- Increase investments in infrastructure assets to expand trade globally. Accessibility to global markets.
- Global sourcing and near-sourcing of the supply chain -final product assembly as close to the consumer as possible, large volumes of small shipments.
- How to account for increased long haul truck traffic when intermodal logistics centers (ILC) become more common.

Provide transportation systems to support growth in domestic and international visitors

- Be sure we continue to promote the importance of tourism to Florida's future, and meet the transportation needs for visitors. Visitors may not want to rent a car (use rail, transit, etc.).
 - Space tourism and space vacations.
 - Technology, privatization, and other out of the box approaches for customs, immigration, and other functions.
 - Enhance or support better intrastate air service here in Florida. Direct flights to international locations to support global economic development.
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Provide transportation systems to support a diverse, globally competitive economy

- Plan for the projected increase in residents, visitors, and freight through a multimodal approach for moving people and goods more efficiently.
- Market driven and choice based transportation. Give a variety of options for transportation modes (on demand, etc.).
- 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.
- Protection of military training and operations currently in Florida. Relationship of private facilities and military facilities.
- Competition – new regulations and technology drives the smaller groups out of the industry that creates more consolidation.
- Florida needs to be ahead of the curve on regulatory issues including right of way, automated vehicles, and customs/immigration.
- Concerns over moves to regulate the rail industry, such as using the right of way for other purposes.
- Federal government regulations are increasing and the impacts are being felt more broadly. Reduce the time and cost of permitting and other regulatory approaches to get out of people's way.
- Trend of miniaturization and more expansive use of broadband and 3D printing.
- Potential for truck size and weight changes over time and impacts on rail competitiveness.
- 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.
- 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.
- There needs to be a focus on resiliency of the economy to extreme weather events.

Provide transportation system to strengthen Florida's economic regions and connect resources across regions to build a globally competitive megaregion

- Ensure a competitive edge for Florida through efficient and effective transportation. Move products, services, and people around easily and quickly. Address the need for connectivity between regions
- Maximize rural assets to offload the stress on the major network.
- Megaregions will be trading between one another in very large volumes. We may need heavier trucks and trains to support this increase.
- 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.

Support development of a world-class workforce in transportation and other industries

- What workforce supports megaregion-to-megaregion freight and logistics? More skilled, mobile, certified, flexible, and drug free.
- Need skilled labor to help with the refurbishment and growth of new transportation infrastructure.
- Need a good talent supply and education to ensure projects can be completed in an efficient and cost effective manner. Do a better job mapping that talent.
- Talent gap and alignment. Create sustainable career paths for Florida’s future.
- Localize skilled labor. We need to prepare high school students to do skilled work as well as preparing them for college. Importance of contextual learning; hands on learning and apprenticeships.
- Implications of increasing reliance by the public sector on consultants; how do we sustain and manage knowledge?
- Need to provide the transportation connectivity needed for people to get to work or training, which is driven by location of supply and demand.

Support a competitive business climate for transportation and other industries

- Advance Florida’s competitive position in creating jobs and growing jobs.
- Increasing cost of doing business; aging infrastructure.
- We need to consider changes in regulations to support new technologies.
- Need for partnerships between states, local governments, and industries – e.g. peak spreading and night time delivery. Plan strategically so that we aren’t duplicating efforts and competing amongst ourselves.

Infrastructure and Growth Leadership

Maintain Transportation System in State of Good Repair

- Maintain current infrastructure and plan new infrastructure.
- Reconstruction of bridges to accommodate weight and clearance.
- There is no more space to expand runways – how to address future capacity needs.

Improve the Efficiency of the Existing Transportation System

- Discuss the effect of transportation efficiencies including technology to prevent crashes on how we enforce state and local laws.
- Safer vehicles; dedicated freight corridors.
- Need for staging areas in developed areas for same day delivery.
- Using technology and strategies, such as managed lanes, to manage flow of traffic and manage corridors that support connectivity.
- Channel upgrades and maintenance; we need to be able to accommodate larger vessels.
- Passenger rail requirements and demand on limited capacity.
- Port synergies – between rail and port.
- Using ILCs in rural areas to reduce congestion in urban areas.
- Maximizing capacity in the existing system using strategies such as Intelligent Transportation Systems and other technologies, such as reversible lanes.
- Affordability, efficiency, reliability, and connectivity both around and outside of the state

Modernize the Existing Transportation System

- Rethink and re-evaluate mobility through technology.
- Impact of technology across the board, including unmanned systems for air, land, and sea.
- Mobility “App” – a seamless, automated system based on technology that captures your movement and allows you to pay for the use of that movement.
- Use of technology for healthcare (telemedicine) and for how people access work. How does technology change our behavior?
- Repurposing corridors with complete streets accommodations. Plan for 21st century corridors.
- Use of unmanned vehicles/automated vehicles, self parking cars, and shared vehicles. Autonomous vehicle accommodation and integration into the transportation system
- Unmanned aerospace vehicle corridors (promote safety). On demand air service.
- Maglev (pods and vacuum tubes concept); lighter than air vehicles (blimps) that doesn’t require infrastructure that follow an organized trajectory; personal vehicles (Segways) that can be gathered together on a track and used for long distance travel, almost like a moving sidewalk.
- Pavements that create energy rather than use it.
- Transit technology - Real time information for bus routes; Transit signal priority.

- Airspace management; 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.
- Repurposing of existing infrastructure.
- Retrofitting, maintaining, and the new corridors. These all need to be multimodal with accommodations for all kinds of infrastructure including utilities.
- Interstate highway systems may change to integrate rail as well as automobile.
- Elevated road for trucks, rail below, automobiles on either side, and utilities incorporated (super corridors).
- Multi-lane corridors that accommodate multiple modes and maximization of investments.
- Sharing of infrastructure to coordinate all modes of transportation and optimize our transportation system.

Expand Modal Choices for Moving People and Freight

- Increased growth in the pure volume of people (residents and visitors) using the transportation system.
- Increase in both freight and people using the same roadways.
- Rise in transit demand. Reduction of vehicle-miles traveled (VMT) and focus on renewable energy.
- Demand for more transportation choices to get to work -- walk, bike, mass transit, fly, etc.
- Planning for right of way acquisition for future corridors. One issue is to minimize the liability on the part of the private sector.
- High occupancy toll lanes and Bus Rapid Transit.
- Innovation, such as rail with trails.
- Appropriate land use considerations to protect existing rail corridors.

Improve Interregional and Interstate Connectivity

- Connectivity and access to broadband for rural areas; there are some major gaps here.
- Direct international flights and more air service in the state of Florida.
- Closer linkages of financial incentives to regional planning to encourage regional cooperation.

Ensure Resilient Transportation System

- Integrate risk resilience into transportation planning -- plan for natural hazards and sea level rise.
- Consider vulnerability when designing communities and infrastructure to ensure sustainable infrastructure.

Quality of Life and Quality Places

Consider Implications of Changing Demographics on Transportation Demand

- Support how our transportation system matures as our demographics change.
- Make sure the aging population's mobility needs are kept in mind.
- Impact of the greater diversity in residents and visitors on travel expectations.
- Renaissance of the cities from two big demographics - boomers and millennials - moving into urban areas. How do we provide transit options and walkability for these groups?
- Aging of the population and accommodating more retirees with safety and mobility challenges.
- Age appropriate cities (e.g., cities for older residents) focused on autonomous vehicles, etc.
- Value of one's time (time with family, recreation, entertainment) and relationship to quality of life. Specific quality of life issues for demographic groups, especially the 65 and up generation.

Coordinate transportation decisions to support travel choices, and vibrant and healthy communities

- Encourage multimodal transportation investments that promote quality of life and community livability, including changes in technology.
- Focus on quality of life to attract talent.
- Improving bicycle and pedestrian safety.
- Interest from residents and visitors to experience the state as a whole (natural resources, theme parks, shopping, etc.)
- No-vehicle zones in major cities could help create walkable centers, but would conflict with our principle of choice.
- Networks of sidewalks and bike paths so that kids can get to school without parent drop off or bus. Also useful for the elderly who want to age in place but cannot drive.
- Create a place that people want to live (walkable "cool place"). 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.
- 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.
- 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.
- Noise and airspace issues.
- Land use around airports.
- Coordinate land use (schools for example) near the right transportation infrastructure not just the cheapest land. Careful community planning.

- Compact development and redevelopment.
- 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.
- 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.
- 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.

Make Transportation Decisions to Promote Responsible Environmental Stewardship

- Build on public's commitment in environmental stewardship as reflected in Amendment 1. Continue the strong role of environmental stewardship in the transportation planning process, including more up front coordination.
- Better align transportation and conservation planning.
- How to keep "Old Florida" while we continue to advance.

Improve safety for transportation users

- No specific comments recorded.

Enhance security for transportation users

- No specific comments recorded.

Provide transportation solutions to support residents and visitors during emergencies

- No specific comments recorded.

Cross Cutting Issues

Investments

- More new corridors throughout the state that are supported by integrated infrastructure investment.

Regional Collaboration

- Apply recent experience and lessons learned from prior processes including the East Central Florida Corridor Task Force.
- Continue to encourage strong regional planning
- Increasing use of sector planning, which is similar to a sub-regional vision.
- Increasing community pushback or “not in my back yard” (NIMBY).
- There isn’t one solution that is equally adaptable throughout the state. Importance of the regional visions (every local government is terminally unique).
- There should be a paradigm shift from planning for concurrency to supporting appropriate development such as transit and existing infrastructure redesign and maintenance.
- 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.