



2010 SIS Strategic Plan Update

Implementation Issues Breakout Group Meeting #1

Florida Department of Transportation

April 24, 2009



Agenda

- Breakout Groups Charge
- Implementation Issues
- Background on Partner Coordination
- Key Questions on Partner Coordination
- Discussion – Open Forum
- Next Meeting



Breakout Groups Charge

- Purpose
 - Clarify issues and draft potential recommendations for Leadership Committee before May meeting

- Process
 - 2 teleconferences through May meeting; potential follow-up call between May and June

- Roles
 - Group members (or designees) participate in discussion and develop consensus recommendations
 - Opportunity for public comment at each meeting
 - Facilitators guide discussion
 - Support team (FDOT staff and consultants) provide technical input



Leadership Committee: Implementation Issues

1. SIS Partner Coordination
2. SIS Integration with Regional Plans and Systems
3. SIS Investment Decision Making
 - a) Prioritization Process
 - b) Funding Eligibility and Flexibility
 - c) Funding Partnerships
4. Implementation issues referred by other breakout groups



Partner Coordination: Background

- Florida Law
 - Covers partner coordination during updates to SIS Plan
 - MPOs, RPCs, counties, cities, transportation and public agencies, citizens to have opportunities to participate
 - Silent on partner coordination during SIS implementation

- 2005 SIS Strategic Plan
 - Developed with extensive partner involvement
 - 41-member Steering Committee
 - 30 public workshops
 - Over 150 partner briefings
 - Calls for continued and enhanced partner coordination
 - Public and private sector
 - Economic development, growth management, environmental interests



Partner Coordination: Background

- 2005 SIS Strategic Plan Implementation Guidance: FDOT will work with partners to:
 - Strengthen linkage between SIS and economic development and land use planning
 - Assist rural areas to develop integrated long-range transportation plans
 - Ensure SIS protects or improves communities and environmental quality
 - Improve coordination with private sector operators of SIS facilities
 - Continue coordination with full range of statewide, regional, local partners
 - Provide an organizational structure for ongoing coordination among transportation, land use and economic development statewide partners



Partner Coordination: Background Implementation Experience To Date

■ Accomplishments

- 41-member Steering Committee was critical to SIS legislation, funding
- Created a new culture of partnerships at state, regional, local levels
- Circle of partners has expanded over time to over 60
- Expansion of partner involvement to modal planning efforts

■ Challenges

- Less emphasis on partner coordination during SIS implementation
- Underlying SIS policy foundation no longer well understood by partners
- Different planning processes, horizons, priorities among state, regional local agency partners, and modal partners
- Private sector's need for quick response to market conditions and government's longer project planning timeframes
- Lack of early partner coordination in project planning by nontraditional partners



Partner Coordination: Background Potential Approaches

- Potential approaches synthesized from
 - Original worksheet issues
 - Subsequent Leadership Committee comments and discussion
 - Partner briefings during 2008 (and ongoing)
 - Partner interviews conducted in 2008
 - Interviews with FDOT staff conducted in 2007-08



Partner Coordination: Background Potential Approaches

- Implement an ongoing statewide awareness effort to partners and public focusing on SIS benefits to economy, quality of life
- Provide proactive outreach and briefings to new elected and appointed officials, private sector partner groups
- Enhance coordination with regional and local agencies to include more communication on regional and local issues and priorities
- Enhance coordination with modal partners on the SIS, including transit agencies



Partner Coordination: Background Potential Approaches

- Enhance coordination of SIS planning with modal and private sector planning cycles
- Enhance FDOT coordination with sister agencies, with full engagement at highest levels of all agencies
- Integrate partner coordination early in planning of projects by nontraditional partners
- Others to be identified



Key Questions for Breakout Group

1. How can we achieve improved coordination among the transportation modes on the SIS?
2. How can we improve coordination among the state, regional and local governments involved in planning and investing in the SIS?
3. How can we strengthen coordination of FDOT with partner agencies (economic, growth management, environment)?
4. How can partner coordination be integrated more effectively in planning by nontraditional partners?
5. What other implementation policy changes related to partner coordination should be considered as part of this update?



Summary of Presentation

- Breakout Groups Charge
- Implementation Issues
- Background on Partner Coordination
- Key Questions: Partner Coordination
- **Discussion – Open Forum**
- Next Meeting



Next Meeting

- Date(s)
- Time
- Duration
- Agenda
 - Additional Presentations?
 - Additional Discussion
 - Development of Preliminary Policy Statements
- Support Team Tasks

Thank you for your input!





Questions or Comments?

Buckle up, every trip, every time!

