

## Urban Issues Breakout Group Draft Policy Recommendations

### Questions:

1. How does the SIS support intraregional movement of people and goods, recognizing the economic importance of Florida's urban areas?
2. How do we reduce the impact of urban congestion on interregional, interstate, and international trips using the SIS?
3. How should the role of regional and local road systems linked to the SIS be addressed?
4. Should we re-examine the role of public transportation systems (transit and commuter rail) on the SIS?
5. Should we re-examine the relationship between the SIS and land use planning/growth management in urban areas?

### Draft Recommendations:

- A. Recognize as part of SIS planning and implementation the importance of transportation investments within a region, especially in urban areas, to the prosperity and competitiveness of Florida's economy.
- B. Invest in transit capital projects through the separate Transit New Starts program, and provide sustainable funding for this program.
- C. Provide flexibility to use SIS funds to invest in parallel reliever systems (e.g., local/regional roads and transit projects) to relieve congestion on SIS facilities in cases in which the reliever project would remove local trips from the SIS facility and improve the performance of the SIS facility at a lower cost than adding capacity to the SIS facility.
- D. Support development of coordinated, regional transportation and land use strategies that ensure a balanced mix of land uses adjacent to SIS facilities and support the emphasis of the SIS on statewide and interregional needs by reducing the number of local trips on the SIS. Provide multiple transportation and land use strategies that reflect the unique needs of urban, transitioning, and rural areas.
- E. Support potential changes to urban growth management policies to link development approval to multimodal measures of mobility rather than to highway level of service. These mobility measures should consider impacts on both intraurban mobility and statewide mobility using the SIS.

### Other Issues:

- Potential clarification on the definition of commuter rail eligibility.

- Potential to re-evaluate the 50-mile criterion for Emerging SIS passenger terminals (*referred by the Emerging SIS Breakout Group*).
- Potential to consider the match requirement for transit when compared to highways (*referred to the Implementation Breakout Group*).
- Potential revision of minimum size threshold for passenger terminals related to a national or state total.
- Potential need to establish a minimum size threshold for interregional /interstate passenger rail corridors.
- Potential need for more flexibility in connector criteria and policies (i.e., multiple connectors per hub, greater differentiation in connector standards based on function).
- Potential consideration of 'hub-to-hub connectors' designation.