

Florida Trucking Association Conference Meeting Summary

August 6, 2009

System designation: increase/decrease size?

- What's on, not on system is still a question, how highways are working and how they interact with other modes

Should SIS include drayage routes, access to military bases?

- Agree with drayage. More 'short haul' movements – cited Tampa example. Things will change in the next decade – trucks more involved with intermodal (rail and seaports) and so we will need road infrastructure that supports that kind of traffic

Thinking about shorter trips vs. longer trips, what about an inland port?

- Who pays? Ports are competitive. It would waste taxpayers' dollars not to go to better infrastructure.
- Time delay with handling is important. Trucks could be out of state while handling still continues.
- Difficulty with failing intersections and roads. State Road 70/441 is example – they put a lot of truck traffic there – this intersection affects truck traffic but not the rest of the drivers/community.

Update goals and objectives – how SIS addresses local and global growth?

- Environment/conservation strong now in planning efforts. Climate change/regulations are focused on congestion which translates into appropriations from the legislature. Urban vs. less population is still challenging. Put more money to public transit.
- Individual agencies need to be thinking/asking, 'Where will we be in the future? How will different modes play together?' They need to be thinking decades away, not just thinking about the next few years. And when things happen decades in the future, how will it dovetail.

Is freight mobility adequately considered?

- Comment about moving produce. Time for a reality check – where we put resources in the state. Is it for temporary congestion or for year round congestion? Signals and turn lanes are options for shorter term congestion relief.

- The difficulty is funding. Echoed example about hurricane evacuation – roads aren't built for the 'one' in 20-, 50-, or 100-year events.

How to prioritize projects? When/how are partners' input important? How to get it?

- Have a representative from every mode in small committees and sub committees, where you can get more done. Ask everyone to be candid and be open to discuss setting priorities. That still lets each one 'win' in the long term.

Should flexibility in funding be offered to meet new economic opportunities – should we shift money?

- State needs a holistic view – and also view how just one would weigh in. The idea to capitalize on an opportunity should be considered but it should really rank high against others in line.

What about military opportunities? Should we include the military in our plans for transportation/investment?

- They should be treated as any other industry unless there are national security issues.
- Isn't that why we have interstates?
- Not all bases, etc. have direct access to the interstate. New economic impact?
- Shouldn't be included. It should be federal money.

Funding principles that should guide investments on SIS?

- Priority is based on needs/traffic volumes, we should not change priorities. Troubled by what average household pays in gas tax vs. trucks.

Who should be considered for/as funding partners?

- Involve the public more – make roads more user friendly for trucks. Remind people all goods are delivered by trucks – they forget that.

Implementation – coordinate SIS with private sector including trucks – what could we do? More?

- There's value in smaller work groups. Make more opportunities for participating in the planning processes – every five years isn't often enough. Encourage participation all the time.