

Strategic Intermodal System and Regional Planning Priorities

Presented by

Laura Kelley, Executive Director
Florida Transportation Commission

Florida's Statewide Plan for Economic Development defines the key building blocks for Florida's future. One of the key foundations of Florida's economy is transportation infrastructure.

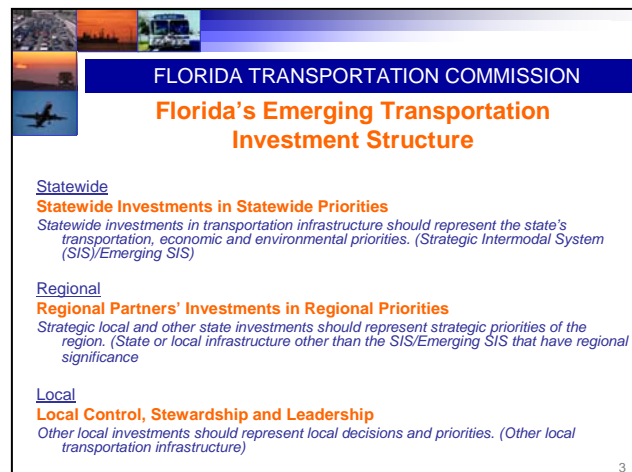
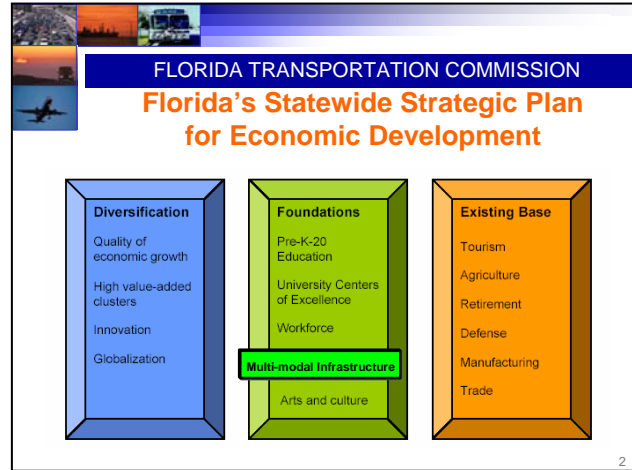
One of the goals of the Economic Development Plan is to diversify Florida's economy for global competitiveness by raising Florida's earnings from 88% to 92% of the U.S. average by 2009. This cannot happen without aggressive transportation infrastructure development.

The vehicle miles traveled on Florida's public roads over the past 10 years have grown at a rate that is double the national average.

The strategic plan recommends that the State Department of Transportation and the Florida Ports Council develop cost effective capital improvement programs to enhance trade-related infrastructure.

Florida's emerging transportation investment structure is based on three major investment categories in priority order – statewide, regional and local needs. The Department's capacity program priorities are focused on projects of statewide economic significance; in other words, the Strategic Intermodal System/Emerging SIS.

One in five Florida residents commutes across county lines to go to work each day. Most people traveling on Florida's roads and highways are not aware, or even care, when they cross county and city boundaries – they just want to get where they're going quickly and safely. Careful regional planning is needed for seamless fluid movement across invisible borders.

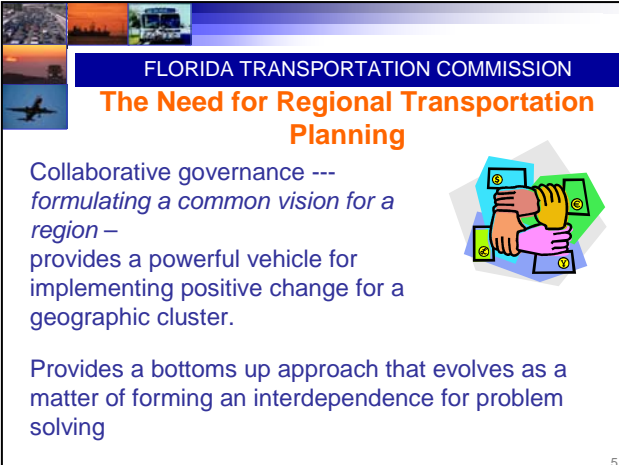


Many positive steps toward regional transportation planning have been taken by MPOs around the state this past year. MPOs are working together to develop a framework for effective regional planning by entering into inter-local agreements to develop interdependent regional transportation programs.

One of the most difficult issues hindering regionalism is the lack of commitment and/or political will to collaborative governance. Collaborative governance --- formulating a common vision for the region -- can be a powerful vehicle for implementing change.

A great example, that you probably have heard a lot about, is the successful effort by Jacksonville and the surrounding areas to bring the next Super Bowl back to Florida.


The City of Jacksonville alone could not have hoped to attract this mega-event because of the lack of infrastructure required to accommodate the crowds expected to number about 348,000. But through collaboration with others within the region, they managed to get the bid.



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The Need for Regional Transportation Planning

Collaborative governance ---
formulating a common vision for a region --
provides a powerful vehicle for implementing positive change for a geographic cluster.



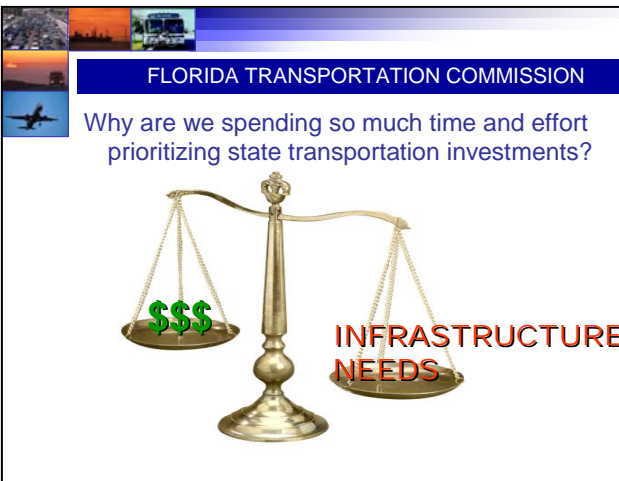
Provides a bottoms up approach that evolves as a matter of forming an interdependence for problem solving

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The event is anticipated to have an economic impact in excess of \$366.9 million on the region. This regional collaboration should be a shining example. When there is too much fragmentation within local governments, it is difficult to come to a point of regional collaboration, and opportunities are often lost.


Let's face it -- if transportation user fees were keeping up with demand we would not have the need to spend so much time carefully evaluating every aspect of our priorities.

Hybrid, fuel efficient vehicles will continue to erode our traditional funding base -- gas taxes. Over the long term, an alternative direct user fee is likely to be developed over the next ten to fifteen years. But what do we do in the meantime?



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Why are we spending so much time and effort prioritizing state transportation investments?

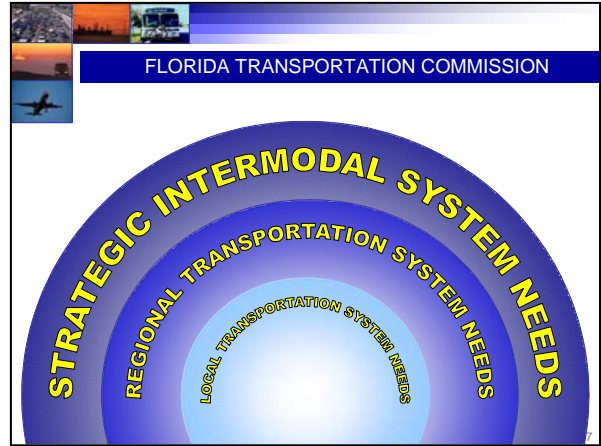


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We need to look at near-term opportunities to achieve our economic development goals - possibly user fees that have not kept up with inflation.

Motor vehicle fees have not changed in Florida for over 20 years! Florida's motor vehicle fees and title fees are relatively low compared to other states. Billions of dollars of purchasing power from these user fees has been lost since 1983. Indexing fees to inflation means user fees have a chance of keeping up with public demand for transportation facilities.

We need to also be aware that most regional and local funding sources have not kept up with the cost of building roads either. Any fee or tax that is not tied in some fashion to the related user demand is inefficient and will ultimately come up short.



Enterprise Florida has developed a strong economic development plan - a roadmap for attracting globally competitive business, generating high paying jobs, and enhancing our quality of life throughout Florida.

Now we must do our part to ensure the foundation is built for Florida's future.