



TALLAHASSEE, FLORIDA – MARCH 6, 2002

- Current plans to build a new airport; Tallahassee Airport is considering expansion for increased cargo.
- Trade with Cuba is expected to grow sharply in the next decade.
- Idea for a 1,000-acre multimodal interchange that could be developed near the City of Crestview.
- The Appalachicola Northern Railroad, one of the best railroad infrastructures, is dormant due to a lack of traffic.
- There are a number of environmentally sensitive areas along I-10.
- Lack of north-south connector roads and access channels to trunk line railroad carriers.
- Current and predicted lack of multimodal linkages for the Florida Northwest region.
- New connectors needed at the three seaports: Pensacola, Panama City and Port St. Joe.
- Interchanges and connectors of I-65 and Highway 85 are supported throughout the region.
- Improve the connection between Fort Walton Beach and Crestview, as well as connection between I-10 and airport.
- Better use of current technologies (radio) and greater use of Intelligent Transportation Systems (ITS) and advanced fiber optic networks (written comment suggested fiber drops at interchanges, information centers and rest areas, communications to local/regional transportation management centers, and dynamic message signing at fixed locations along the corridor).
- Increase impact fees on users and benefactors in order to raise needed revenues.
- Continue to use the school system to communicate to the public and generate awareness.
- Build small coalitions to consolidate efforts and focus on area cities and counties.
- Better use of alternative fuels to lower transportation costs.
- Expand current use of air cargo, intracoastal and intercoastal waterways.
- Find new funding sources including possible taxes on tourism, new residents and alternative fuel sources. Open road tolling is being considered.
- What is the condition of the existing I-10 Corridor, and what are the results of the 1999 FDOT study on District 3?

- Written comments stated:
 1. The need for solution to truck traffic using State Road 221 and State Road 90 as a short cut from I-75 to I-10
 2. The possibility of bundling HOV lanes as Special Use Lanes with trucks using at certain time of day in order to improve HOV acceptance
 3. Is there an initiative to have an organization like R.I.E. I-95 Coalition for I-10?

JACKSONVILLE, FLORIDA – MARCH 7, 2002

- I-10 Master Plan to begin that will encompass a 30-year plan from Madison County Line to I-295. Suggested this study be included in the national I-10 study. Examples of local initiatives include:
 1. The impact of widening I-10 to six lanes
 2. Installment of ITS surveillance system to be operational in June
 3. Congestion/capacity problems at I-10/I-95 split
- Studies are currently being conducted on passenger movements by bus and rail.
- New or planned facilities include:
 1. 8,000,000 square foot warehouse complex north of Gainesville on I-95
 2. Planned Cecil Field Commercial Park which will increase congestion from I-295 to I-10/I-95 split
 3. Planned expansion of the Federal Express facilities
- Additional lanes are planned for the Fuller-Warren Bridge at Jacksonville, State Road 121 to I-295, U.S. 301, and Martin Luther Parkway.
- Increase in truck back-ups and queuing at seaport gate locations
- Continued increase in number of visitors to State Parks who use I-10 and nearby access routes
- Steady increase in number of foreign trucks and drivers hauling international freight and produce
- Increase in cargo transport through the Jacksonville International Airport; continued increases in security at Jacksonville airports and seaports will contribute to cargo truck backups.
- Increased congestion where State Road 9-A/Phillips Highway is connected to I-95
- Relieve congestion on roadway access to the Talleyrand Terminal Complex at JAXPORT.
- Construction on the I-95 / I-295 interchange causes problems.
- Suggested improvements include new interchanges at:
 1. U.S. Highway 49 and State Road 605
 2. U.S. Highway 49 and I-10
 3. I-10 / I-95
 4. Chaffee Road / I-10
 5. Brandon Field Road / I-10
- Florida's federally funded "NO ZONE" Drivers Education Program, focused on teenagers, discourages driving too close to large trucks on highways. The benefits to all were noted.

- Establishment of local Freight Mobility Task Force and freight mobility study by the Duval County MPO
- More aggressive use of Intelligent Transportation Systems (ITS) and Commercial Vehicle Operations (CVO)
- Develop better incident management methods to minimize delays in the supply chain and transportation system.
- Funding suggestions included:
 1. Changing rules, regulations and laws to allow more flexibility in the use of public and private funds
 2. Flexible funding and innovative financing techniques for intermodal transportation initiatives
 3. Aggressively seeking new funding sources
 4. Privatizing current transportation systems