



FTP Implementation Committee Meeting # 4

December 8, 2021

9:00 a.m. to 4:00 p.m.

[Go To Meeting](#)

MEETING OBJECTIVES

- Review draft SIS Policy Plan
- Discuss FTP Implementation strategies related to workforce, strategic investments and sustainable funding
- Provide update on partner activities
- Discuss Committee work plan for 2022

MEETING ATTENDEES

Implementation Committee Member			Alternate(s)	
Brad Thoburn, Chair	Florida Department of Transportation	<input checked="" type="checkbox"/>	Huiwei Shen	<input checked="" type="checkbox"/>
Paul Owens	1000 Friends of Florida	<input type="checkbox"/>	Vivian Young	<input type="checkbox"/>
Laura Cantwell	AARP Florida	<input checked="" type="checkbox"/>	Ann-Marie Flannery	<input type="checkbox"/>
Andra Cornelius	CareerSource Florida	<input type="checkbox"/>	Dehryl McCall	<input checked="" type="checkbox"/>
Jamie Christian	Federal Highway Administration	<input type="checkbox"/>	Karen Brunelle Cathy Kendall	<input type="checkbox"/> <input type="checkbox"/>
Michael Stewart	Florida Airports Council	<input type="checkbox"/>	Lisa Waters	<input type="checkbox"/>
The Honorable Doug Smith	Florida Association of Counties	<input checked="" type="checkbox"/>	Eric Poole	<input type="checkbox"/>
Anna Grace Lewis	Florida Chamber of Commerce	<input checked="" type="checkbox"/>		
David Darm	Florida Commission for the Transportation Disadvantaged	<input checked="" type="checkbox"/>	Karen Somerset	<input checked="" type="checkbox"/>
Eric Frey	Florida Council of 100	<input checked="" type="checkbox"/>	Steven Birnholz Bob Ward	<input checked="" type="checkbox"/> <input type="checkbox"/>
Terry McCaffrey	Florida Defense Alliance	<input type="checkbox"/>		<input type="checkbox"/>
Ryan Fierst	Florida Department of Economic Opportunity	<input type="checkbox"/>		<input type="checkbox"/>

Implementation Committee Member			Alternate(s)	
James Stansbury	Florida Department of Economic Opportunity	<input checked="" type="checkbox"/>		<input type="checkbox"/>
Chris Stahl	Florida Department of Environmental Protection	<input checked="" type="checkbox"/>		<input type="checkbox"/>
Ursula Weiss	Florida Department of Health	<input type="checkbox"/>	Michelle Harkness	<input checked="" type="checkbox"/>
Lt. Col. Troy Thompson	Florida Highway Patrol (Florida Department of Highway Safety and Motor Vehicles)	<input type="checkbox"/>	James Hightower Jeff Dixon	<input type="checkbox"/> <input checked="" type="checkbox"/>
Lucienne Pears	Florida Economic Development Council	<input type="checkbox"/>	Beth Cicchetti	<input type="checkbox"/>
The Honorable Matthew Surrency	Florida League of Cities	<input checked="" type="checkbox"/>	Jeff Branch	<input type="checkbox"/>
Emily Fisher	Florida Ports Council	<input checked="" type="checkbox"/>	Mike Rubin	<input checked="" type="checkbox"/>
Karen Deigl	Florida Public Transportation Association	<input type="checkbox"/>	Lisa Bacot	<input type="checkbox"/>
Craig Camuso	Florida Railroad Association	<input type="checkbox"/>		<input type="checkbox"/>
Pat Steed, Vice Chair	Florida Regional Councils Association	<input checked="" type="checkbox"/>	Denise Imbler	<input checked="" type="checkbox"/>
Ananth Prasad	Florida Transportation Builders Association	<input checked="" type="checkbox"/>		<input type="checkbox"/>
David Genson	Florida Transportation Commission	<input checked="" type="checkbox"/>	Ralph Yoder Sonya Morris	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
Alix Miller	Florida Trucking Association	<input checked="" type="checkbox"/>	Holly Brooks	<input checked="" type="checkbox"/>
Sally Patrenos	Floridians for Better Transportation	<input checked="" type="checkbox"/>		<input type="checkbox"/>
Greg Slay	Metropolitan Planning Organization Advisory Council	<input type="checkbox"/>	Mark Reichert	<input type="checkbox"/> <input checked="" type="checkbox"/>
Ken Bryan	Rails-To-Trails Conservancy	<input checked="" type="checkbox"/>		<input type="checkbox"/>
Chris Doolin	Small County Coalition	<input checked="" type="checkbox"/>		<input type="checkbox"/>
Steve Szabo	Space Florida	<input checked="" type="checkbox"/>		<input type="checkbox"/>
The Honorable Sean Parks	TEAM Florida	<input type="checkbox"/>	Brady Nepple	<input checked="" type="checkbox"/>
Janet Bowman	The Nature Conservancy	<input checked="" type="checkbox"/>		<input type="checkbox"/>
John Renne	Urban Land Use Institute Florida	<input checked="" type="checkbox"/>		<input type="checkbox"/>
Katie Juckett	Visit Florida	<input type="checkbox"/>		<input type="checkbox"/>

Staff/Consultant Support		
Huiwei Shen	FDOT, Chief Planner	<input checked="" type="checkbox"/>
Kenyatta Lee	FDOT, Chief of Modal Development	<input checked="" type="checkbox"/>
Dana Reiding	FDOT, Office of Policy Planning (OPP)	<input checked="" type="checkbox"/>
Becky Marsey	FDOT, Office of Policy Planning (OPP)	<input checked="" type="checkbox"/>
Jennifer Carver	FDOT, Office of Policy Planning (OPP)	<input checked="" type="checkbox"/>
John Kaliski	Cambridge Systematics (consultant support to OPP)	<input checked="" type="checkbox"/>
Sarah Walker	Cambridge Systematics (consultant support to OPP)	<input checked="" type="checkbox"/>
Paula Perez	Cambridge Systematics (consultant support to OPP)	<input checked="" type="checkbox"/>

Others in Attendance	
William Cobb	Florida Transportation Commission
Brian Waterman	HDR (consultant support to SIO)
Jeff Weidner	Marlin Engineering
April Combs	FDOT, Office of Policy Planning (OPP)
Rusty Ennemoser	FDOT, Office of Policy Planning (OPP)
Romero Dill	FDOT, Office of Policy Planning (OPP)
Abra Horne	FDOT, Office of Policy Planning (OPP)
Lora Hollingsworth	FDOT, Safety Office
Chris Edmonston	FDOT, Systems Implementation Office (SIO)
Gerald Goosby	FDOT, Systems Implementation Office (SIO)
Jennifer King	FDOT, Systems Implementation Office (SIO)
Carey Caldwell	HDR (consultant support to SIO)
Briana Ozor	HDR (consultant support to SIO)

MEETING SUMMARY

Welcome and Introductions

Brad Thoburn, FDOT, thanked participants for attending the meeting. He emphasized the importance of this meeting for advancing the goals of the Vital Few in relation to mobility and workforce. He noted that supply chain issues have become increasingly important, and this meeting creates an opportunity to discuss FDOT's accomplishments in this area and to continue to strategize with multi-modal operators. He noted that while the supply chain issues are complex, Florida has remained open for business. Funding was another topic for discussion which is timely with the passing of the Federal Infrastructure Bill and has implications for our budget and work program.

Brad recognized new attendees, Anna Grace Lewis from the Florida Chamber of Commerce and Steve Szabo representing Space Florida. Rebecca Marsey, FDOT, reviewed the meeting procedures and take an attendance. Dana then reviewed the meeting objectives and the agenda.

SIS Policy Plan Review

Gerald Goosby, SIS Planning Manager, provided an update on the SIS Policy Plan including a review of the three cross-cutting issues, the five focus areas, and steps toward implementation. He outlined the timeline for completing the SIS Policy Plan as follows:

- 30-day public comment period from December 9, 2021, through January 7, 2022 with the SIS Virtual Room being open to receive comments.
- SIS Policy Plan to be adopted by early 2022 and implementation to commence in 2022

Participants had the following questions and comments:

- Explain how pilot programs will be identified for rural areas seeking to enhance productivity and economic development. Further information is requested on timelines and priority areas that could be shared with partner agencies working with rural areas.
 - As part of FDOT's implementation efforts, criteria are being developed to guide future investments. The criteria will include the potential to use SIS funds on non-SIS facilities to improve the performance of the SIS. FDOT is in the early stages of identifying pilot projects and will be asking the District offices to submit projects for consideration. Funding sources also need to be identified for potential projects. The pilot projects will assist in developing the selection criterion for future projects.
- Request for website links supporting rural transportation development. FDOT was also commended for their work with local communities.

FTP Implementation Element Update

Dana provided an update on the FTP Implementation Element. The Implementation Element will include specific short- and medium-term actions to achieve the FTP goals and objectives. She noted that today's discussion will feed into the current draft. Work is currently underway to develop the narrative. A completed draft for review will be available in early 2022.

Develop and Retain and Skilled Transportation Workforce: Presentation and Group Discussion

John Kaliski presented on transportation workforce trends, needs, and potential actions. He reiterated the importance of transportation workforce development among the three foundational strategies. He recognized Daryl McCall from Career Source Florida. John's discussed workforce trends including declining participation rates, the "great resignation" phenomenon, and the growing demand for increased work flexibility and gig/contract work. In this context, FDOT's Vital Few addresses work force development and retention. Key opportunities for action were classified into three main categories: Targeted Workforce Skills and Gaps, Workforce Transportation, and Talent Pipeline. John asked that participants identify potential actions into five areas (similar to the rest of the Implementation Element): collaboration, customers, performance and data, planning and decision making, and regional and local flexibility.

Participants had the following questions and comments:

- The importance of CareerSource Florida was discussed including how their work supports transportation labor needs. CareerSource Florida engages in targeted activities, training grants, and planning and research for workforce development. Focus is placed on industry sectors that matter most to Florida.
- Other states, such as Utah, engage in aggressive marketing campaigns to promote job creation linked to the university system. In Florida, many are still not aware of existing vacancies. A statewide marketing campaign would provide an opportunity to identify how available skills can meet labor demand.
 - It was agreed that the need for marketing has been identified. Partnering with FDOT was also considered, but it is important to ensure that training providers have the capacity to meet training needs. Supply chain constraints are not only confined to trade and logistics issues.
 - Questions were raised about how labor supply shortages are being addressed. *"Is this story being told enough?"* It was noted that FTL's messaging has been extremely effective being a TV-based campaign which engages major media markets.
 - The need for statewide initiatives to market opportunities in various sectors was emphasized. To achieve this, an understanding of the training gaps is required.
 - A suggestion was made to engage the state colleges in the program. Targeting this audience into future marketing efforts would significantly increase coverage.

Recognition was given to a previous presentation from CareerSource Florida which provided several insights on non-emergency medical transportation. The shortage of drivers has also affected transportation needs for the disabled. There is a need to increase collaboration within our system. A recent meeting with CareerSource Palm Beach gave insights on how to be flexible with the recruitment of drivers. Navigating issues related to hiring generation Z and millennials has become increasingly important. There needs to be more collaboration with CareerSource Florida and workforce development partners to fill employment vacancies.

Another issue is the need to collect data to monitor performance. Urban transit and transportation disadvantaged systems are experiencing increasing delays. Data is needed to evaluate the source of these delays and to find solutions to improve on-time performance and increase geographical coverage. The reversal of trends has also been noticed, since demand for para-transit services has rebounded after the demand from highly vulnerable populations contracted severely in the previous year.

- One of the barriers to becoming a truck driver is the cost of obtaining a Commercial Driver's License (CDL). The Florida Trucking Association is collaborating with the Fleet Truck Driving School in Winter Haven to improve this process, including programs which encourage driving companies to cover the tuition cost, offer placements immediately after certification and offer sign-on bonuses. Immediate solutions are being implemented to have an impact. Other initiatives include working with FDOT to seek grant funding to cover the cost of the CDL.
 - Aside from the labor shortages, other issues also affect the trucking sector. Several independent contractors also drive trucks, and the cost of insurance has become prohibitive due to increasing lawsuits. Another issue at the federal level is allowing drivers under 21 years to obtain a CDL. The federal laws do not allow for a driver under 21 to go from one state to another. However, in the case of Florida, the capacity building projects to address trucking issues provides immediate solutions.
- The Florida Chamber Foundation had led research on how to grow the trade and logistics industries in Florida. What is the status of these efforts?
 - The Florida Trade and Logistics Study, t, initiated by the Florida Chamber Foundation in partnership with FDOT, set a goal of creating 150,000 jobs statewide in transportation, distribution, and manufacturing level over a five-year period. The goal was achieved with more than 200,000 jobs being created over the last seven years, with recent gains mainly due to the growth in e-commerce activity.
 - It was noted that the job pool for Florida's on-port activities is adequate. However, supply chain issues exist with warehousing and logistic centers.
- Another issue raised was the shortage of construction labor and its implication for workforce development.
 - FDOT is working with agents in the high schools to sell a career path in construction. The intention is to start the campaign on the social media and television. To make this industry attractive, prospective worker must see that the long-term path can allow one to start companies and be successful. At the same time, wages and benefits also need to be competitive with other industries.
 - Partnership models exist for construction training that incorporate the local school district and community colleges. These models set up dual enrollment and provide resources which allow high school graduates to be prepared for work. Regional consortium programs also exist in rural areas.
 - The importance of changing public perception on transportation careers were re-iterated. Initiatives to attract and retain talent should also include university partnerships such a transportation master's program. Concerns about the phasing out of these jobs arising

from automation and innovation should also be addressed. FDOT should capitalize on opportunities arising from innovation and automation and minimize negative perceptions.

Attendees were encouraged to share their ideas on effective and replicable practices via email to Dana.

Strategically Align Investments with Goals: Presentation and Group Discussion

Alison provided an overview of FDOT's investment decision making processes and how the FTP could support these processes. She further explained how programs and partnerships are aligned to ensure investments meet the statutory requirements. Examples of top-down and bottom-up approaches were provided including project prioritization for the Highway Safety Improvement Program and Strategic Intermodal System as well as examples of MPO decision-making. Opportunities for key improvements lie with resource allocation/project prioritization and project scoping.

Participants had the following questions and comments:

- What is FDOT's investment performance and its ability to sustain infrastructure needs? Also, if constraints to investments were identified, what is the extent to which FDOT has control over the barriers to investment?
 - FDOT's investment capacity is constrained by its ability to keep pace with growth. To address this issue, original solutions must be considered to meet future needs. Regulatory hurdles are not the issue.
 - Another key constraint is the timing of funding. To overcome this issue, the rightsizing of projects provides a possible solution by tailoring the response to fit an immediate problem, while allowing a phased-in option for future projects as the search for full funding continues. TSMO also provides a 'system of systems' solution which allows technology to facilitate a network approach.
- What is the treatment of rural development projects needed to spur economic activity, but may not be significant from a SIS facility standpoint?
 - A crosswalk of projects is identified, and funding is matched based on the type of project and the availability of funds in each bucket. There are examples of programs targeted at small counties, such as SCOP and SCRAP.
- In the example shared, why would it take ten years to commence the Osceola County project in spite of being identified as one of the most congested corridors?
 - The high construction cost made it difficult for FDOT to source the funding needed to execute the project in its entirety. However, by implementing the project in phases made it possible to source the funds needed at each stage.

- How can FDOT collaborate with other agencies to explore network type solutions?
 - At the MPO level, several discussions focus on identifying priorities and funding allocations. However, education efforts are based mainly at the state level. There is a greater need to communicate priorities and translate this at the granular level.
 - The average member of the public is in a black box when it comes to transportation funding. This provides as opportunity for communication particularly with new federal funding in place.
 - Are we choosing solutions that are sustainable and effective for the problems identified? In several instances, customers and communities push back because of misperceptions. There is a need to improve communication to achieve customer buy-in when considering project solutions.
- Another significant change is the proliferation of competitive grants that may be well-suited for FDOT, while others are better suited for local partners or require collaboration between several organizations. The task to align our investments is very challenging and it is incumbent on FDOT to build partnerships and pursue opportunities that advance the goals of the FTP.
 - The growth in the number of grant programs have been significant with 21 new discretionary programs.
 - Another challenge is the introduction of new formula programs, which require FDOT to address several different considerations within an individual project, such as incorporating resilience and equity.
 - It must be reiterated that the investment strategy supports the nine strategies previously covered and while these processes are complex, they should be kept integrated over time.
- Another issue to consider is FDOT's ability to meet its performance targets. A closer look needs to be placed on updating FDOT's tools and ensuring that these tools support the decision-making process. At the same time, performance measures and targets at the Federal level are very broad, and more specific measures may be needed to measure the Department's performance.
 - For flexibility at the regional level, we should make sure that we are coordinating solutions that provide major benefits to the overall system.
- Regarding investment needs for port projects and other modes: how is FDOT prioritizing modal-specific projects and using investments strategically?
 - Florida's freight growth has exceeded other states. Accessing multiple new grant programs will be a challenge but we are working with the Department to identify a project list and ensure that we are meeting the pre-requisites for federal funding. Funding applications are not solely for on-port investments but also last-mile facilities with roads and rail.
 - It is important to create an interconnected network once you get off the port facilities, such that freight and other modes are connected. Although we have focused traditionally

on the impacts on SIS facilities, we will have to think beyond facilities to create a true network.

Break for Lunch

Review of Afternoon Agenda

Brad welcomed attendees back. He then asked Dana to review the afternoon's agenda.

Provide Sustainable and Reliable Transportation Funding Sources: Presentation and Group Discussion

Brad presented on funding policy. He explained that the FTP has two major funding strategies – to maintain a diverse portfolio of revenue sources and to improve the sustainability and stability of revenue sources. The latter concept addresses issues such as the anticipated decline in revenue from fuel taxes and stabilization of investments during fluctuations arising from economic and fiscal cycles. He discussed sources of transportation funding and their application at the MPO and state levels. He then provided an overview of the Infrastructure Investment and Jobs Act (IIJA) and its implications for transportation funding for Florida.

Participants had the following questions and comments:

- What is the need to implement tolls or Vehicle Miles Travelled (VMT) fees to offset the impact of declining gas taxes arising from the impending growth in Electric Vehicle (EV) adoption?
 - Several pilot programs are being tested nationally, including user fees for EVs. FDOT is monitoring trends in this area and keeping an eye on what can be applied in the state.
 - Several pilot programs are being evaluated. While some states have already begun charging for EV use, VMT fees have not gained traction due to the lack of political support. This might not happen quickly, so we might be looking for simpler solutions.
 - The number of toll facilities in Orlando or other cities are examples of funding transportation based on user fees..
 - Another funding issue is the interoperability of toll or other payment processes between states. The E-Z Pass is now extended to more than 15 states.
- What is the availability of federal funding over the next six to 12-month period?
 - While FDOT does not have the obligation authority now for new programs in IIJA, it is reasonable to expect that it will happen within the next six to 12 months. However, given the large number of new programs, FHWA and FTA could face a significant administrative burden that could delay some implementation.

- Following up, does the current Florida administration support mile-based user fees given that the previous administration did not?
 - The current administration is exploring all options and the viability of VMT-based fees is being viewed with healthy skepticism.
- FDOT's system condition is the envy of many other state DOTs in the country. However, the growth in motor tax revenues has slowed, which may be a reflection of vehicles becoming more fuel efficient. What actions are being taken to address the loss in funding.
 - The issues are more complex than declining gas taxes. Administrative costs are higher, and the political climate does not support VMT fees on either side of the aisle.
 - The implication of replacing state funding with local sources raises the possibility that FDOT's importance would be diminished in the long run, and infrastructure funding would be more fragmented as well.
 - We need to consider the policy implications of the failure to take action. At the national level, supplementing motor fuel tax and other trust fund revenues with annual funding from the general fund suggests a delinking from the user fee concept. This will provide future challenges for planning effectively and lose the ability to innovate with transformational products.
 - The importance of linking the transportation system across county lines and regions must be emphasized.
- It was noted that there are a number of ways that local governments can create their own funding sources. Are there ways in which FDOT can support this process?
 - Local governments have been successful in passing ordinances to generate funding by raising transportation revenues, but this policy has also failed in other places.
 - Many local governments are using redevelopment funds – but these funds are realized over time. Is there a way to start leveraging the state infrastructure local programs to service these local projects?
 - Is there is a growing sense of urgency that something needs to be done in this area? MPOs should play a bigger role in solving the revenue problem and would like the MPOAC to be more active in addressing the issue.
 - Part of the issue requires educating the public since many believe that new taxes will arise on top of everything else. This issue presents an education/communication challenge and will require a couple of years before it gets traction.
 - The EV fee registration is a red herring since these fees will not fully solve the gas tax shortfall. We need to look at the issue comprehensively. There is a scenario at the local level, where funding should address the shifting modes of transportation.
- As automated technology improves, policy makers should make more efficient use of the current system. How do we change our city structure and environment to accommodate autonomous

vehicles? Do we need parking structures? What are the implications for transportation revenues? In the long term, can we dial back that investment? It is a more complicated discussion than plugging in the current rules

- Are there pilot programs related to VMT that are politically tenable?
 - For VMT programs, the simpler programs are better as the more complex ones are difficult to administer. Issues pertaining to the fear of privacy loss raise several concerns.
- Does the new federal funding help with the backlog of projects?
 - The new federal funding does help to address the backlog. With the increase in funding, we should expect to see a healthy increase in the work program over the next couple of years.
 - Several attempts have been made to quantify the level of unfunded needs over time. It is difficult to come up with a consistent estimate because of the timing of statewide and MPO plan updated. However, the compilation of unfunded needs for the SIS across MPOs has been pretty large.
- Another issue raised is the lack of information on TNCs and micromobility.
 - The information is tracked, but no formal reports are available.
 - Consider how the Airbnb model was recalibrated to incorporate hotel taxes, which were not included when operations began. This issue was addressed for airports with taxis and TNCs.
 - The average driver pays \$330 a year in fuel taxes and licensing fees. This number will be updated with the state fuel tax index at the end of the year. This includes fuel taxes, licensing and registration fees.

Partner Roundtable on Supply Chain

Brad opened the floor for participants to provide updates and to focus on supply chain issues pertinent to their sector.

- Alix Miller, Florida Trucking Association, said the shortage of drivers has existed for over 10 years. Generally, trucking can be very nimble and freight flows can be redirected very quickly. While freight delays have increased recently, the trucking economy is exhibiting the typical cycle of booms and busts. However, in this instance the boom period has been protracted. The quick fix suggestions proposed in California- longer service hours and reducing driver age-limits- fail to provide a permanent solution. Instead, a vocational pipeline to supply trucking demand is needed. This can be feasible with collaboration with FDOT, CareerSource Florida, and DEO.
 - Agreed. Although a shortage of truckers exists, too much focus is placed on this bottleneck when examining supply chain issues. At what point are 80,000 truckers tipping the balance? This shortage has been in existence over the decade. One issue that is overlooked is the role of fuel haulers and supply chain resiliency. An example of this is

fuel haulers refusal to deliver to the Florida Keys before a hurricane. This is difficult issue focused on a highly specialized area of transport. It must be recognized that trucking is not a homogeneous service. There are certain areas which may not be impacted by an event, while other areas may be severely impacted.

- Mike Rubin, Florida Port Council (FPC), said the Council is working on marketing efforts and FDOT has played an important part in assisting. The FPC will be ready for discussions in February. Florida's ports do not suffer from the on-port congestion faced in California. Further, the FPC has been working with Kenyatta Lee and Ricky Fitzgerald from FDOT to advance capacity projects at specific ports.
- Anna Grace Lewis, Florida Chamber of Commerce, said the Chamber's Foundation is working on the Florida Trade and Logistics 2030 report. This report will provide a focus on manufacturing jobs and economic development.
- Steve Szabo, Space Florida, noted that space cargo is small and valuable. The current supply chain issues are not very applicable to this sector.
- Eric Frey, Florida Council of 100, said that many of the organization's members have been affected by the supply chain crisis and workforce shortages. To address supply chain issues, Florida has embraced innovations to move the state forward from an economic competitiveness standpoint. Innovation should be viewed from the lens that job displacement in one area leads to job creation in another area with higher wages.
- Pat Steed, Florida Regional Council Association, noted that supply chain challenges also affect the agricultural sector. Many crops in Florida have short maturity windows at the time of shipping. If the contract window is lost, there are other states and countries which can easily replace the shipment. These disruptions put the product quality at risk and missing a supply window further diminishes profitability. Another issue is the need to improve trucking on-time reliability and reduce congestion. Because trucks take up more lane miles, the timing of traffic signals is not equipped for the growth in the number of trucks on the road.
- Sally Patrenos, Floridians for Better Transportation, raised the issue of legislative proposal to delete the requirement to link the fuel tax to the Consumer Price Index. She explained that Florida's transportation funding resilience reflects the ability for gas tax revenues to absorb the impact of inflation. These initiatives would undermine our fiscal resiliency. Programs are needed to educate the public on existing policies and the implications of changing them. Another similar issue is the "Buy American" policy. This policy suggests that even doorknobs in rest rooms need to be produced within the United States. However, these inputs are not produced nationally. This policy may have a significant impact on our program.
- Major Jeff Dixon, Florida Department of Highway Safety and Motor Vehicles, noted that his department has not been directly impacted by the supply chain crisis. The main factors affecting Florida Highway Patrol are retention and recruitment of law enforcement staff, which ties into the issue of supply chain resilience. Crash statistics are up to 350,000, which is similar to last year's numbers. To reduce crashes, 200 vacancies need to be filled since greater law enforcement presence influences driving behavior. Fewer crashes reduce traffic congestion and improves the supply chain process. Currently, FLHSMV is using technology to influence driver behavior. Predictive analytics is being used to predict where crashes may occur any given day of week,

time of day and time periods. FLHSMV are also using unmanned aerial vehicles (UAV) in four regions of the state. The intention is to broaden the program and use drones in traffic homicide investigations. The total station technology can document the evidence on the scene within 15 minutes. The department works closely with Florida Trucking Association and FMCSA and collaborates with other entities to support supply chain resilience, including the trucking industry. The department will receive funding from FMCSA totaling more than \$100 million over the next five years.

- Janet Bowman, The Nature Conservancy, discussed the opportunity to support Florida's agricultural sector. Sourcing products within Florida could have an upside and improve resilience. She noted that Walmart may experience less supply chain problems because they source more manufacturing products within the United States.
- David Darm, Florida Commission for the Transportation Disadvantaged, said that beyond a driver shortage, capital equipment is needed to improve services rendered by transportation provider organizations. Many transportation providers cannot provide services because of the shortage of equipment. The Commission is looking at ways to address funding and to increase flexibility into recruitment and hiring practices. The latter includes revising job descriptions and postings. This will provide an opportunity to re-evaluate how we meet the needs of the younger workforce.
- Ken Bryan, Rails-To-Trails Conservancy, noted that there is a shortage of bicycle components due to supply chain issues. However, at the same time persons are using trails more during this period not only for leisure but also to get from homes to work.

FDOT Corridor Policy

Huiwei presented on FDOT's proposed Corridor Policy. She explained that the proposed policy was based on guiding principles developed in previous corridor planning initiatives in Florida including the recent M-CORES Task Forces. She discussed the importance of corridor planning, the corridor planning process, and the guiding principles. She also discussed how the planning policy supports FTP goals. FDOT will circulate the draft to key partners including the FTP Environmental Partners Working Group, MPOAC, and FRCA.

Participants had the following questions and comments:

- Appreciative of this initiative, which would provide consistency when approaching corridor development. One concern is the public participation element. However, some of these issues can be very controversial due to public dissent. Addressing controversial matters will require further thought to strengthen that part of the policy.
- Corridor planning presents a significant opportunity to move people through the system with greater speed and reliability. Is this still an important objective?
 - Improving mobility is still a key objective of the policy. Also, travel time reliability is of increasing importance to FDOT. At the same time, the policy focus is taking a broader perspective on how transportation supports economic development, community development, and environmental stewardship in the state.

- Travel time reliability supports the consistency and predictability of traffic flows. This is a great direction to go especially in terms of corridor development.
- We appreciate how FDOT is developing a policy that comprehensively address several issues affecting Florida.

Public Comment

There were no comments from the public.

Next steps

Dana reviewed next steps with the members. Items include:

- The draft SIS policy plan will be posted for public comment on December 9, 2021, and the SIS Virtual Room will be open for comments until January 7, 2022. The final SIS Policy Plan is expected to be adopted in early 2022.
- A first draft of the FTP implementation Element will be available to review in early 2022. The committee will discuss at its next meeting.
- The Florida rail system plan and the transit strategy will be updated in the coming year, with opportunities for input from this committee.

Adjourn

Brad thanked everyone for their robust discussions and participation in today's meeting. The meeting was adjourned at 3:30 PM.