

# Florida Freight Advisory Committee Meeting

February 7, 2022



**FREIGHT  
& RAIL**

# Call to Order

# Roll Call

Name	Organization Represented
John Abrams	Loves Travel Stops
Joe Arbona	Genesee Wyoming Railroad
Aubrey Brown	CSX
Gene Conrad	Lakeland Linder International Airport
William Crowe	Canaveral Port Authority
Jaha Cummings	City of Punta Gorda
Kevin Daugherty	Titusville / Cocoa Airport Authority
Laura DiBella	Florida Harbor Pilots Association
John Dohm	Florida TransAtlantic Holdings
Lauren Farrell	Space Florida
Patrick Feeney	Kenan Advantage Group
Bruce Lyon	Winter Haven Economic Development Council
Terri Malone	Escambia County
Robert Midgett	Walmart
Carol Obermeier	Southwest Florida International Airport (RSW)
Seckin Ozkul	University of South Florida (USF)
Samuel Pearson	UPS
Nick Primrose	Jacksonville Port Authority (JAXPORT)
Mike Rubin	Florida Ports Council
Tori Rumenik	Florida Fruit and Vegetable Association
Andre Samuel	Enterprise Florida Inc
Gregory Stuart	Broward Metropolitan Planning Organization
Alexander Trauger	MetroPlan Orlando
Kevin Walford	Miami-Dade Transportation Planning Organization
Barbara Wilson	RailUSA, LLC
Desiree Ann Wood	REAL Women in Trucking, Inc.



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& RAIL**

# Approval of Meeting Minutes

# Welcome & Housekeeping

*Theme: Enhance Mobility*

- SIS Policy Plan Update
- Trucking Workforce
- Translating a Freight Need into a Funded Project



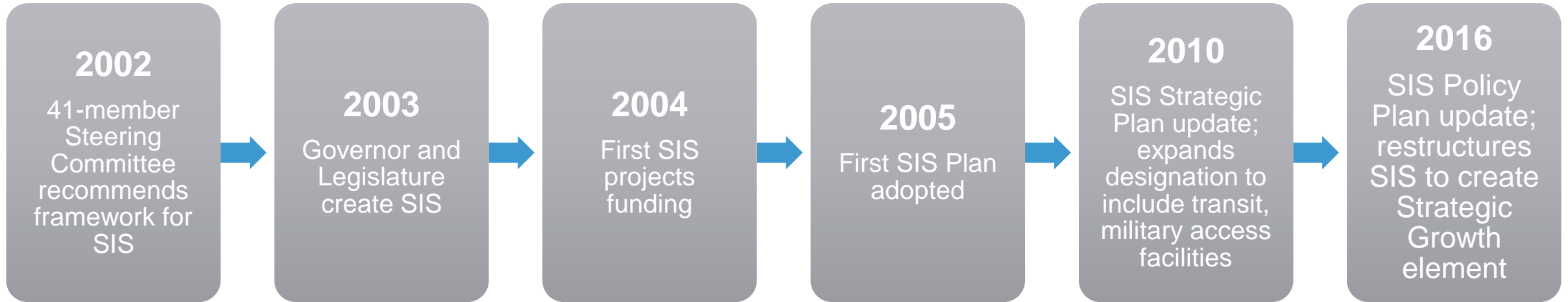
# SIS Policy Plan Update

Safety. Innovation. Mobility.



Strategic  
development

# 20 YEARS OF THE STRATEGIC INTERMODAL SYSTEM



# Preparing SIS for the Next Generation



- **Expanded view of capacity**
  - Mobility and connectivity
  - Technology and innovation
  - Resilience
  - Safety
- **More flexibility in implementation**
  - Large urban, developing urban, rural
  - Ability to flex SIS funding to projects not on designated SIS facilities
- **Greater balance between statewide and regional needs**



# Strategic Intermodal System Plan

Statutory Requirements, F.S. 339.64

REQUIRED ELEMENTS	WHERE COVERED
Needs assessment	<ul style="list-style-type: none"><li>• <b>SIS Policy Plan (policy direction)</b></li><li>• Multimodal Unfunded Needs Plan</li><li>• Funding Eligibility Guidance</li></ul>
Prioritization process	<ul style="list-style-type: none"><li>• <b>SIS Policy Plan (policy direction)</b></li><li>• Funding Eligibility Guidance</li></ul>
Map of SIS facilities	<ul style="list-style-type: none"><li>• <b>SIS Policy Plan (policy direction)</b></li><li>• Adopted Designation Criteria</li><li>• SIS Atlas</li></ul>
Finance plan based on anticipated revenues, including 10- and 20-year cost feasible components	<ul style="list-style-type: none"><li>• <b>SIS Policy Plan (policy direction)</b></li><li>• SIS Funding Strategy (5-Year Plan, Second 5-Year Plan, Cost-Feasible Plan Highway Component)</li></ul>
Assessment of impacts of proposed improvements to SIS corridors on military installations	<ul style="list-style-type: none"><li>• <b>SIS Policy Plan (policy direction)</b></li><li>• Periodic Study</li></ul>

# SIS Policy Plan Schedule

*Targeted Outreach*

*Draft SIS Policy Plan*

Start of Public  
Comment  
Period

End of Public  
Comment  
Period

Final SIS  
Policy Plan  
Adopted

Jul

Aug

Sep

Oct

Nov

Dec

Jan. 7

Feb  
2022

2021-2022

# SIS Policy Plan Elements

**OBJECTIVES**

**FOCUS AREAS**

**POLICIES/STRATEGIES**

**IMPLEMENTATION GUIDANCE**

# SIS Policy Plan Focus Areas Align with Vital Few



# VITAL FEW

**SAFETY**

**RESILIENCE**

**TECHNOLOGY & INNOVATION**

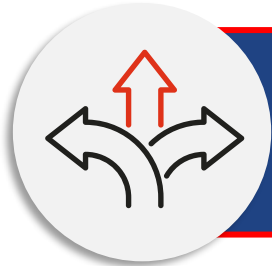
**URBAN MOBILITY & CONNECTIVITY**

**RURAL MOBILITY & CONNECTIVITY**

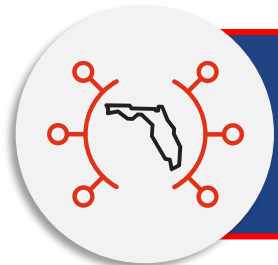
# Cross Cutting Areas



**Redefining Capacity**



**Increasing Flexibility**

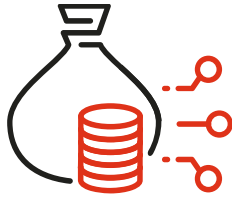


**Clarifying Interregional**

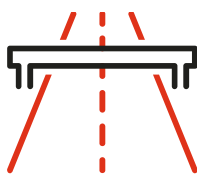
# Redefining Capacity



**REDEFINE** capacity as emphasizing throughput of people and freight, rather than vehicles



**CLARIFY** ability to use SIS funds to improve mobility/connectivity/reliability, including safety, operational, technology improvements



**MODIFY** SIS funding eligibility to include projects that increase resilience of capacity across modes, including adaptation/retrofit of existing infrastructure

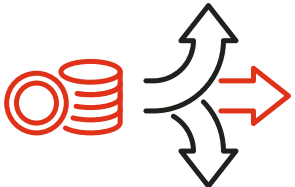
# Increasing Flexibility



**ADJUST** implementation to facilitate quick-response projects that address emerging mobility or safety solutions



**UPDATE** funding guidance and prioritization processes to align needs with SIS funding in large urban, small urban, and rural areas

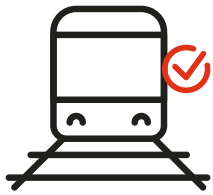


**MODIFY** policy to increase flexibility to use SIS funds on non-SIS facilities to improve performance of the SIS

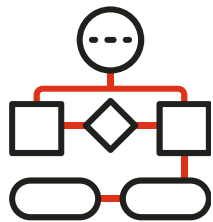
# Clarifying Interregional



**CLARIFY** definition of interregional, consistent with statute



**REVISE** designation criteria for fixed-guideway transit corridors that function as part of an interconnected statewide system



**ENHANCE** needs and prioritization processes to emphasize both statewide/interregional and regional priorities

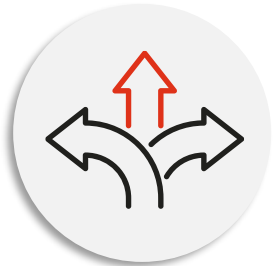


# SIS and Florida's Supply Chain

## *Enhancing Freight Mobility*



**Redefining capacity** to increase freight mobility and supply chain resilience



**Increasing flexibility** to target investments that support critical freight mobility needs in major urban, developing urban, and rural areas



**Balancing statewide/interregional and regional/local mobility needs** to recognize both the critical long-distance and local trips handled by many SIS facilities

# What's Next?

- **Finalize and Adopt SIS Policy Plan**
- **Begin implementation**
  - Revisit designation criteria and thresholds
  - Refine project needs and prioritization policies
    - Anticipate small number of pilot projects to help implement new approaches
  - Update Multimodal Unfunded Needs Plan
  - Update Cost-Feasible Plan

# Questions



**Gerald Goosby**

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Systems Implementation Office  
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**ONE LIFE LOST IS *TOO MANY***

**8** **FATALITIES**

**4** **SERIOUS INJURIES**

**ON FLORIDA'S ROADS *EACH DAY***

# Trucking Workforce

# National Overview – Truck Driver Shortage

## Increasingly critical obstacle in the supply chain

- Top-ranked issue in ATRI's list of critical issues 5 years in a row

## American Trucking Association study estimates

- In 2021 – shortage of 80,000 drivers
- By 2030 – the shortage could surpass 160,000 drivers

## Exacerbated by COVID-19 pandemic

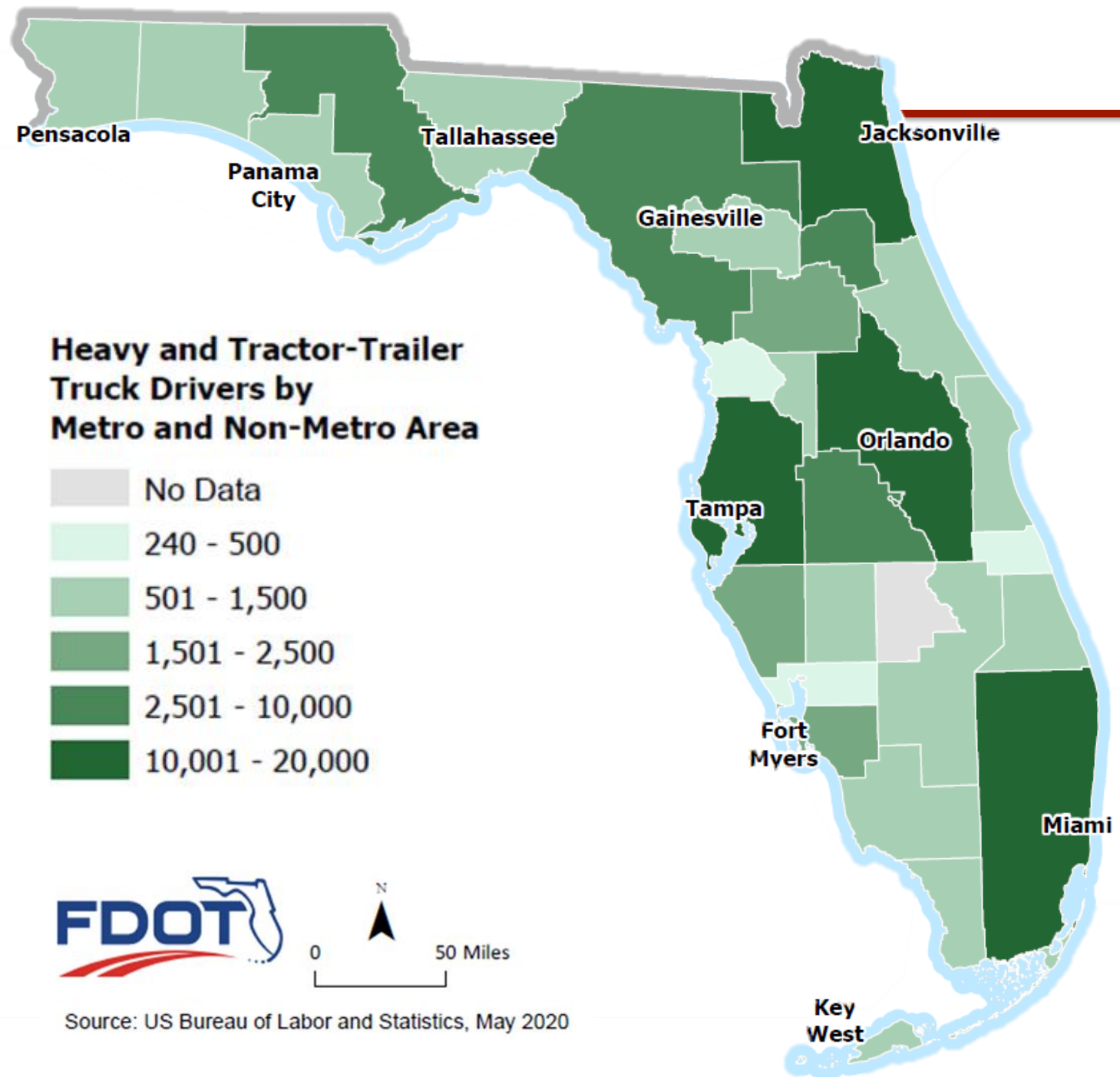
- Health concerns
- Closed driver training facilities/licensing backlogs
- Worsening operational inefficiencies/conditions for drivers

### Causes Include:

- Aging workforce
- Relatively few women/minorities in the workforce
- Structural lifestyle issues
- Infrastructure and operational issues
- Current federal requirement to be 21 in order to operate across state lines

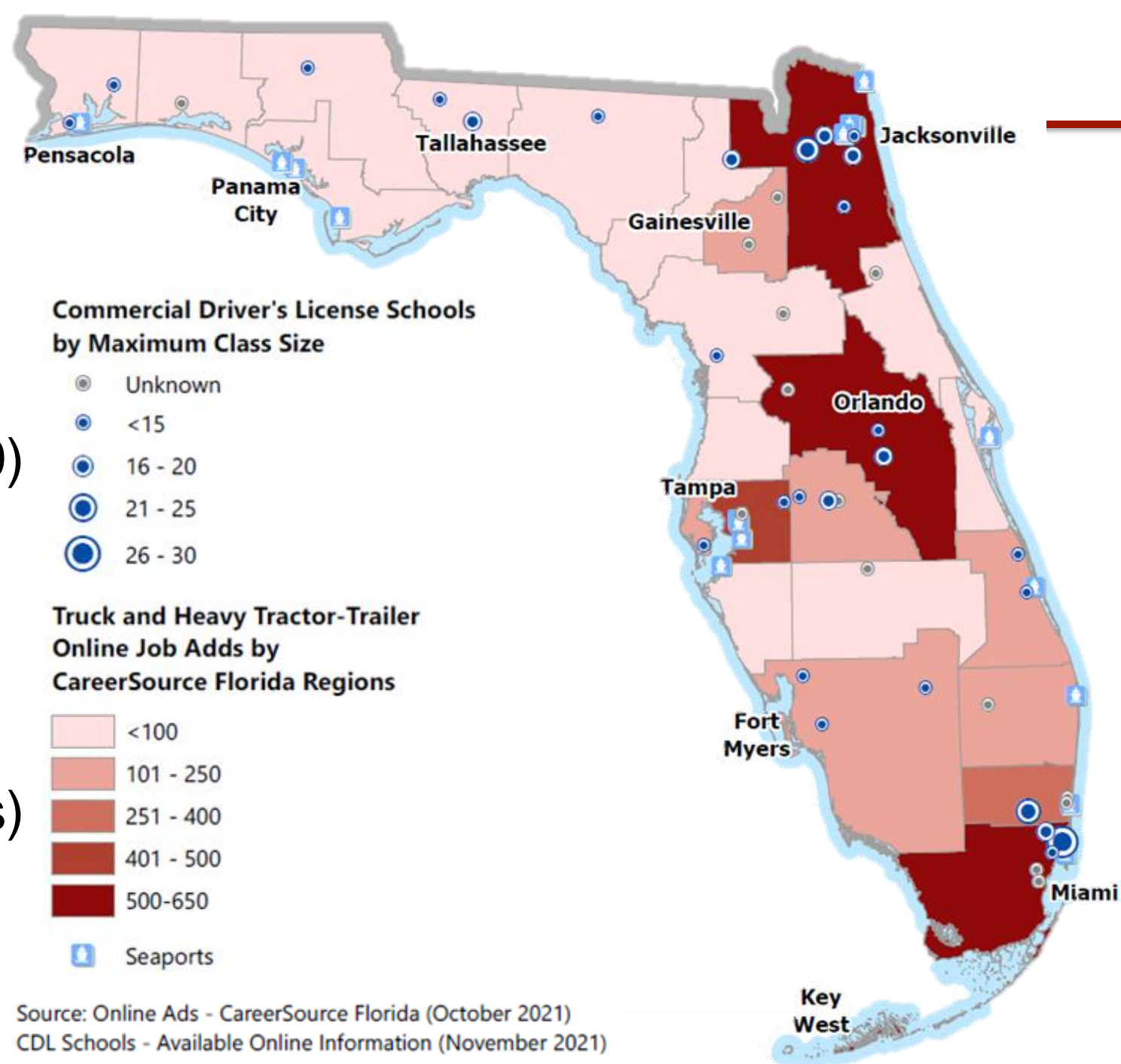
# Existing Conditions

- Freight tonnage moved by truck –
  - National: 70+%
  - Florida: 80+%
- 2020 heavy and tractor-trailer truck drivers –
  - National: 1,797,710
  - Florida: 86,790
- Mean annual wages –
  - National: \$48,710
  - Florida: \$43,140



# Quantifying the Shortage in Florida

- In October 2021, there were 4,096 online ads posted for heavy and tractor-trailer truck drivers in Florida (up 93% compared to October 2020)
- We overlaid the 43 schools offering CDL training by maximum student capacity to identify high-need areas (most ads) without schools to train them



# State Efforts - Draft Objectives

Challenges	Objectives	Actions
Aging Workforce	Attract a younger and more diverse workforce	<ul style="list-style-type: none"> <li>• Fund an advertisement campaign to promote the trucking profession targeting young adults, members of the military, women, and minorities</li> </ul>
		<ul style="list-style-type: none"> <li>• Promote the DRIVE Safe pilot program to high schoolers, targeting 18-to-20-year-olds</li> </ul>
Representation of Women & Minorities		<ul style="list-style-type: none"> <li>• Work to establish and promote a better work-life balance for truckers</li> </ul>
		<ul style="list-style-type: none"> <li>• Partner with CareerSource Florida to assist with their short-term and long-term talent pilot solutions</li> </ul>
Structural Lifestyle Issues	Remove barriers to schooling	<ul style="list-style-type: none"> <li>• Subsidize CDL training and testing</li> <li>• Remove operational barriers by providing waivers and harmonizing licensing procedures</li> </ul>
	Improve the financial incentive to drive trucks in Florida	<ul style="list-style-type: none"> <li>• Increase wages for truck drivers to be competitive with other top driver states</li> <li>• Promote the companies offering signing bonuses and provide visibility into industry wages to promote competition</li> </ul>
Infrastructure & Operational Issues	Continue to alleviate operational inefficiencies for drivers	<ul style="list-style-type: none"> <li>• Coordinate with ports and distribution centers to tackle waiting times</li> </ul>
		<ul style="list-style-type: none"> <li>• Continue to invest in truck parking</li> </ul>



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# Federal Efforts – Truck Action Plan

## Actions

## Details

**Reduce barriers to drivers getting CDLs**

- FMCSA to provide \$30+ million in funding to help states expedite CDLs
- FMCSA is sending all 50 states a toolkit to expedite licensing
- FMCSA will track delays, identifying states that have challenges with issuing CDLs, and communicate with governors about ways they can reduce delays in issuing CDLs

**Kick off a 90-day Challenge to accelerate the expansion of Registered Apprenticeships**

- A national effort to recruit employers interested in developing new Registered Apprenticeship programs and expanding existing programs to help put more well-trained drivers on the road in good trucking jobs

**Conduct veterans-focused outreach & recruitment**

- The DOL Veterans' Employment and Training Service (VETS) and the Department of Veterans Affairs (VA) will work to enable transitioning service members and veterans to attain good jobs in the trucking industry.

**Launch joint DOT-DOL Driving Good Jobs initiative**

- A new partnership between the DOT and DOL that will include:
- hosting listening sessions that engage drivers, unions and worker centers, industry, and advocates
- working together to implement research and engagement efforts including studying the issue of truck driver pay and unpaid detention time
- identifying effective and safe strategies to get new entrants in the field from underrepresented communities
- setting up a task force to investigate predatory truck leasing arrangements

# Discussion Questions

- Are you feeling the impacts of the truck driver shortage?  
How is it specifically impacting you?
- Are we understanding the challenges?
- What can we do about it?
- Who should be doing it?
- What are we missing?

# Translating a Freight Need into a Funded Project

# The Bipartisan Infrastructure Law (BIL)

- Builds upon the National Highway Freight Program (NHFP) created under MAP 21 (2012) and the FAST Act (2015) Transportation Bills
- Improves the efficient movement of freight on the NHFN and supports several goals by:
  - Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduces congestion, reduces the cost of freight transportation, improves reliability, and increases productivity;
  - Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
  - Improving the state of good repair of the NHFN;
  - Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
  - Improving the efficiency and productivity of the NHFN;
  - Improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and
  - Reducing the environmental impacts of freight movement on the NHFN.

# The Bipartisan Infrastructure Law (BIL)

- The BIL continues all funding features that applied to the NHFP under the FAST Act (unless specified elsewhere)
- Allows for the transfer of up to 50% of NHFP funds to other Federal-Aid apportioned programs
- Allows other Federal-Aid programs to transfer up to 50% of their allocated amounts to the NHFP.
- Establishes an office under the Office of the Secretary of Transportation (OST) to carry out national multimodal freight policies and activities.

# The Bipartisan Infrastructure Law (BIL)

- Establishes, Renews, and/or Expands 20 Different Competitive Discretionary Grant Programs
  - Four specifically mention Freight elements

## RAISE Grants (Rebuilding American Infrastructure with Sustainability and Equity)

- Program expanded to \$15 B for surface transportation projects of local/regional significance
- Can include, but is not limited to, freight projects

## INFRA Grants (Infrastructure for Rebuilding America)

- Program expanded to \$14 B for freight infrastructure
- Primarily intended for Freight related projects

## Port Infrastructure Development Program

- Program expanded/doubled to \$2.25 B for investment in coastal ports and inland waterways

## Rural Surface Transportation Program

- New program making \$2 B available to expand surface infrastructure in rural areas to increase connectivity and improve the safety and reliability of the movement of people and freight, and to generate regional economic growth

# National Highway Freight Program (NHFP) Funding

Fiscal year (FY)	FAST Act (extension)		Bipartisan Infrastructure Law (BIL) Total Program Allocations (Nationwide)			
	2021	2022	2023	2024	2025	2026
<b>Contract authority</b>	\$1.487 B	\$1.374 B*	\$1.401 B*	\$1.429 B*	\$1.458 B*	\$1.487 B*

\*Calculated (sum of estimated individual State NHFP apportionments)

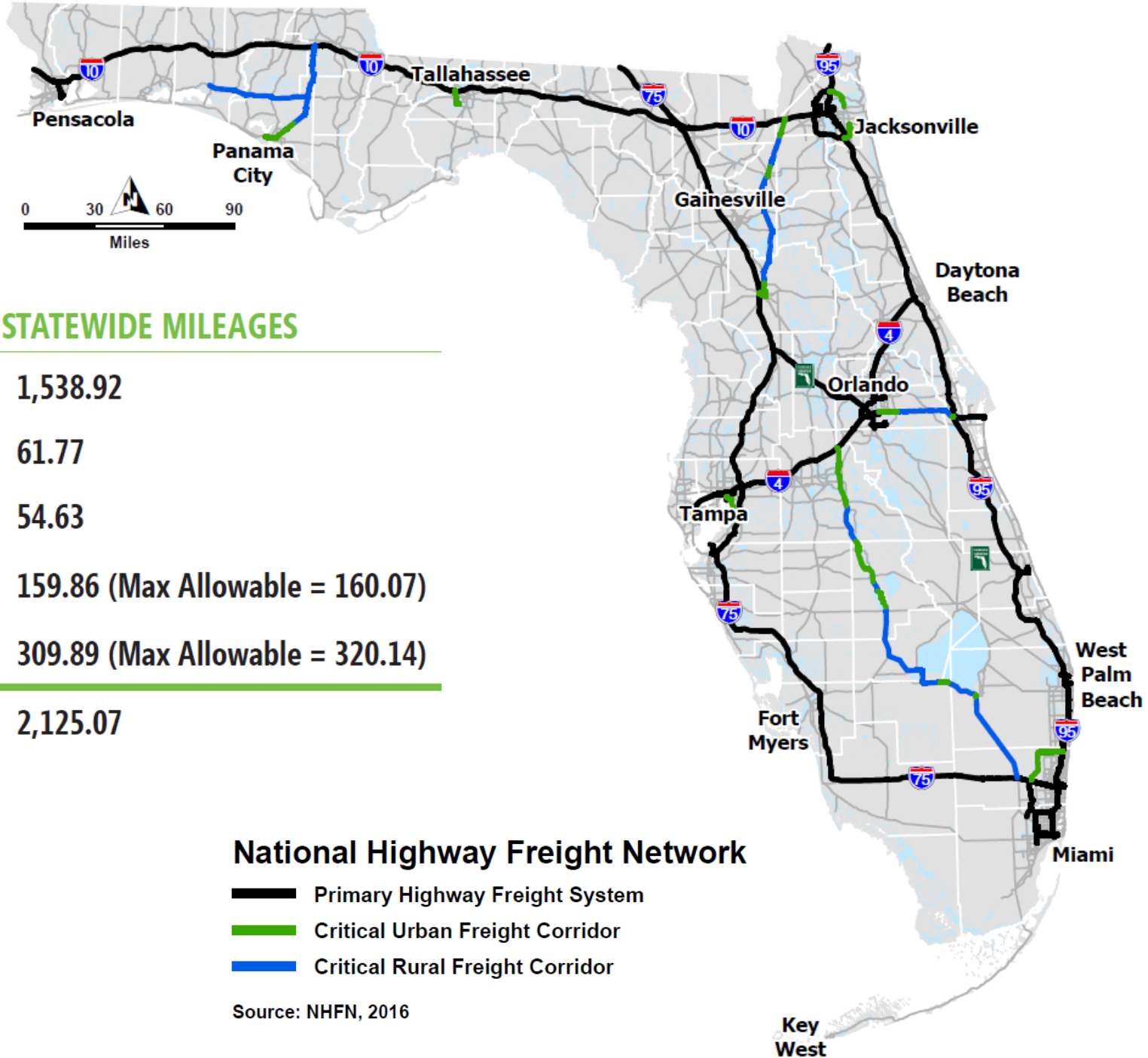
- Florida has been apportioned \$65,707,643 in NHFP funds for Fiscal Year 2022 (before 2% set aside).
  - Estimated at \$64.3 M after the 2% set-aside for State Planning and Research (prior to adjustments for obligation limitations)
  - Actual apportionments have not yet been released for FY23 – FY26
  - As each subsequent FY increases, it is expected that FDOT will continue to have at least \$64.3 M available for each future fiscal year.
- The Florida Freight Mobility and Trade Plan estimated \$60 M for each year from FY22 – FY26

# Key Freight Program Elements

- National Highway Freight Network (NHFN)
  - Primary Highway Freight Network (PHFN)
    - Designated by USDOT
    - Comprised of Interstate segments and Intermodal Connectors
  - Critical Urban Freight Corridors (CUFC)
    - Designated by MPO's and FDOT (subject to certain criteria)
    - Maximum allowable centerline miles in Florida = 160.07 miles
  - Critical Rural Freight Corridors (CRFC)
    - Designated by FDOT (subject to certain criteria)
    - Maximum allowable centerline miles in Florida = 320.14 miles
  - National Highway Freight Program (NHFP) Funds are limited to being used on the NHFN
    - Some exceptions provided for freight intermodal, rail, and marine highway facilities



# National Highway Freight Network



## NHFN SUBSYSTEMS

PRIMARY HIGHWAY FREIGHT SYSTEM (PHFS) ROUTES

PHFS INTERMODAL CONNECTORS

INTERSTATE NOT ON THE PHFS

CRITICAL URBAN FREIGHT CORRIDORS (CUFC)

CRITICAL RURAL FREIGHT CORRIDORS (CRFC)

**TOTAL**

## STATEWIDE MILEAGES

1,538.92

61.77

54.63

159.86 (Max Allowable = 160.07)

309.89 (Max Allowable = 320.14)

2,125.07

### National Highway Freight Network

- Primary Highway Freight System
- Critical Urban Freight Corridor
- Critical Rural Freight Corridor

Source: NHFN, 2016

# Key Program Elements (cont.)

- Freight Strategic Plans
  - Establishes a National Freight Strategic Plan and Goals
  - Requires States to develop (and periodically update) State Freight Plans in order to access NHFP funding
    - State Freight Plans must address certain elements
    - Freight projects must be identified in the State Freight Plan in order to utilize NHFP funds
    - More emphasis on identifying & addressing CMV/Truck Parking issues
- Encourages States to create Freight Advisory Committees
- Freight Performance Measures defined

# Eligible Projects

- Continues the prior 23+ possible NHFN project eligibility criteria established in the FAST Act.
- Allows states to utilize up to 30% of their NHFP funds on freight intermodal or freight rail projects (vs. 10% under the FAST Act) (subject to certain restrictions).
- Adds new eligibility criteria for freight intermodal projects if the project is functionally connected to the NHFN and likely to reduce on-road mobile source emissions.

# Resource Gaps - What We Heard From You

- What aspect of the process of turning a freight need into a funded project would you like more insight on?

How projects are vetted, i.e. what metrics and/or data carry the most weight in the decision-making process

Is there a role for local government to assist, i.e. resolutions? What is the role that Regional Planning Councils play as well?

Completion percentages and deadline changes (and what the hold-ups were)

How can we get truck parking projects funded?

# Resource Gaps - What We Heard From You

- Are there any resources that could clarify the process?

How Inland Ports receive funding support?

FDOT's communication portals?

Better communication with the transportation associations to let them know timelines

Funding is not the problem – it is “Not in My Back Yard” issues and the cost of land

# Resource Gaps - What We Heard From You

- Are there any existing resources you think are valuable?

SWFL Regional Planning Council's work on Inland Ports

Relationships with the transportation associations and the states are good ways to communicate updates and successes

My presentation on truck parking, getting involved at a local level to spur innovative thinking

FDOT communication portals along with official correspondence from the Governor's office

# Public Comments

# Member Comments

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John Abrams	Loves Travel Stops
Joe Arbona	Genesee Wyoming Railroad
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Desiree Ann Wood	REAL Women in Trucking, Inc.



# Future Meeting Dates

- Tentative Schedule for next Florida Freight Advisory Committee (FLFAC) Meeting:

*Spring/Summer – Theme TBD*

# Adjourn



# Rickey Fitzgerald

## Manager, Freight & Multimodal Operations

### Florida Department of Transportation

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