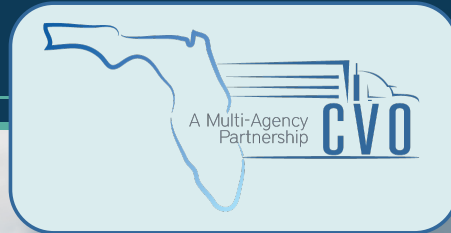




Commercial Vehicle Operations



BUSINESS PLAN

FEBRUARY 2021

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Executive Summary

The movement of goods is an economic driver and a national and state priority. The safe and efficient movement of freight on the state and national highway system has a direct impact on the global competitiveness and economic prosperity of the nation. This Commercial Vehicle Operations Business Plan outlines the goals of **improving safety** and **enhancing mobility** by **embracing innovation**. This, in turn, provides for focused tactics and actions in support of the Florida Department of Transportation's (FDOT) mission of providing a safe transportation system that ensures the mobility of goods and enhances economic prosperity.

The Commercial Vehicle Operations (CVO) division provides continuity between various FDOT plans, including the Florida Transportation Plan, the Freight Mobility and Trade Plan, the Motor Carrier System Plan, the Transportation Systems Management and Operations Strategic Plan, and the Motor Carrier Size and Weight Business Plan.

This business plan was developed as a collaborative effort with FDOT offices including Freight Logistics and Passenger Operations, Planning, Transportation Data and Analytics, and Traffic Engineering and Operations. Partner agencies include the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) and the Florida Highway Patrol - Office of Commercial Vehicle Enforcement (FHP/OCVE). Additional partners include the Florida Department of Revenue (DOR), the Florida Department of Agriculture and Consumer Services (FDACS), and the commercial vehicle industry, as represented by the Florida Trucking Association (FTA). The CVO business plan supports the goals of the Federal Motor Carrier Safety Administration (FMCSA), Federal Highway Administration (FHWA), and the Commercial Vehicle Safety Alliance (CVSA).

The goals included herein are defined by the following tactics and actions, which will be carried out during the next five-year period (FY 2021 through 2025) by the CVO division:

- **Coordination:** Activities focus within CVO and freight to increase awareness of the specific criteria and needs associated with safety and mobility through outreach and in-reach activities.
- **Technology:** A primary tactic of the business plan that includes six focus areas:
 - Focus on the physical security and cyber security of FDOT technology and assets associated with CVO.
 - Interagency interface for increased efficiency in data sharing.
 - Advancements to the Permit Application System (PAS) for safety and mobility.
 - Development of a commercial vehicle application for interaction with roadside devices and information dissemination, including expanding connected vehicle applications.
 - Data and governance activities.
 - Roadside device deployment in support of mobility, safety, and efficiency goals.
- **Policy:** Focusing on emerging technologies, interstate synchronization, and congestion management.
 - **Commercial Motor Vehicle Review Board:** Activities focus on increased efficiency through the development of a Citation Tracking Tool (CTT) for trend analysis and review by the board members, training and reference material, and a web-based interface.
- **Funding:** Identification and capturing of funding opportunities and strategies for pooling funds for increased efficiency in deployment and maintenance activities.

1 INTRODUCTION

1.1 Purpose and Scope of Document

This document describes the Florida Department of Transportation’s (FDOT) approach to the policy and regulatory requirements of commercial motor vehicle operations on the state’s roadway network. This document serves as the business plan for the Commercial Vehicle Operations (CVO) division and outlines the goals, strategies, and interactions with other FDOT offices, partner agencies, and industry stakeholders.

The document includes the functions of the CVO division, including the role in the administration of the Federal Motor Carrier Safety Administration (FMCSA) Innovative Technology Deployment (ITD) Program.

1.2 Department Plan and Vision Alignment

The movement of goods is an economic driver and a national priority, as shown by funding allocation in recent transportation bills. The Fixing America’s Surface Transportation Act (FAST Act) provides funding of \$6.3 billion for freight projects on the National Highway Freight Network (NHFN) and \$4.5 billion for a discretionary, freight-focused grant program for states, metropolitan planning organizations (MPOs), local governments, and other entities.

Commercial Motor Vehicles (CMV) play a critical role in the movement of goods, with 67 percent of the value of goods moved by CMVs in 2015 and an expected increase of 60 percent in truck volume projected by 2045.¹ The FDOT has addressed the role of freight movement, specifically CMV freight movement, consistently in strategic planning documents.

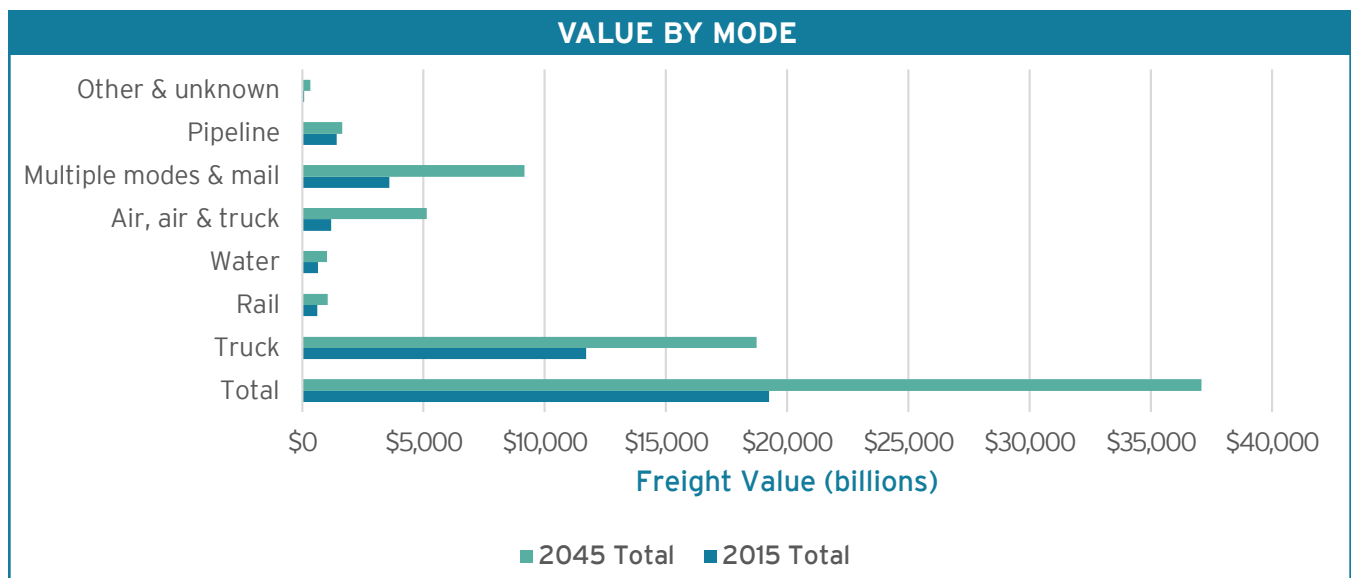


Figure 1. USDOT estimated freight value by mode.

Improving safety, enhancing mobility and embracing innovation are the Vital Few goals set forth by the FDOT. The CVO division plays a key role in delivering these goals through its coordination and collaboration with various FDOT plans.

¹ U.S. Department of Transportation, Bureau of Transportation Statistics, Federal Highway Administration, Freight Analysis Framework, Version 4.2, 2016



Florida addresses freight movement consistently in planning documents such as the Florida Transportation Plan (FTP), Freight Mobility and Trade Plan (FMTP), Motor Carrier System Plan, Motor Carrier Size and Weight (MCSAW) Business Plan, and the Transportation Systems Management and Operations (TSM&O) Strategic Plan.

CVO is aligned with these plans by:

- Raising awareness of the FDOT's role in the safe and efficient movement of freight.
- Outreach to the industry on regulatory changes and briefing partner agencies.
- Outreach to educate and train FDOT and partner agencies.
- Technology deployments to increase mobility and safety.
- Planning and deployment enhancements to increase freight considerations in projects.

1.3 Commercial Vehicle Operations Division Responsibilities

The CVO is a division is a division of the Traffic Engineering and Operations (TEO) office under the Engineering and Operations function of the FDOT. The CVO division's role includes the policy and operations associated with moving freight in commercial vehicles and the activities to regulate these operations.

In the delivery of the FDOT's mission of providing a safe transportation system that ensures the mobility of goods and enhances economic prosperity, the CVO division works collaboratively with offices across the FDOT organization. These include Engineering and Operations, Finance and Administration, and Strategic Development. Additionally, close communication and coordination is maintained with partner agencies, including:

- Florida Highway Safety and Motor Vehicles (FLHSMV)
- Florida Highway Patrol - Office of Commercial Vehicle Enforcement (FHP/OCVE)
- Florida Department of Revenue (DOR)
- Florida Department of Agriculture and Consumer Services (FDACS)
- Federal Motor Carrier Safety Administration (FMCSA)
- Federal Highway Administration (FHWA)
- Commercial Vehicle Safety Alliance (CVSA)
- Florida Trucking Association (FTA)

1.4 CVO Business Plan Development

In preparation for the development of this business plan, a workshop was held with staff from various FDOT offices; partner agencies including the FLHSMV, FHP, DOR, and FDACS; representatives from the FTA; and commercial vendors of freight-related technology. The workshop was a joint venture between the CVO and MCSAW divisions, as the two coordinate closely and work directly with the partner agencies. Members of the Freight, Logistics, and Passenger Operations (FLP) Office, Transportation Data Analytics (TDA) and TEO offices were also present to incorporate strategies to address the plans previously described. See the Appendix for additional information.

2 STRATEGIC GOALS

The following outlines the goals identified within this plan. The goals are identified within each strategy and described by specific actions, which are further defined in subsequent chapters. The goals were established to provide planning consistency and align with the FDOT's mission and support the Department's vital few aims: **improving safety, enhancing mobility and embracing innovation.**

2.1 Safety

Safety is the priority of the FDOT and is incorporated in the "Vision Zero" program to drive traffic-related deaths on Florida's roadways to zero. The measure of safety improvements is the reduction in crashes involving commercial vehicles.

2.2 Mobility

The mobility of CMV is paramount to the economic prosperity of Florida and the nation and impacts the efficiency of the global supply as goods are moved to and from the state's air, sea, rail, and space ports. The measure of success for mobility is improved truck travel time reliability.

2.3 Efficiency

Efficiency not only impacts the mobility of freight movement but also includes the daily activities of the FDOT and partner agency staff, as well as project development and deployment. Increased efficiency of the CVO division leads to increased customer service and productivity in the delivery of the department's mission. The measure of efficiency is the reduction in administrative time performing tasks, and time associated with project and program delivery.

2.4 Tactics and Actions

The strategic goals outlined above are achieved through the implementation of the following tactics with the actions defined in subsequent chapters.

- › Coordination
- › Technology
- › Policy
- › Funding



3 COORDINATION

3.1 Background - Communications

Communication is the core tactic to increase awareness, consideration, and incorporation of freight-related activities and achieve the goal of **efficiency**, while at the same time increasing freight mobility. Through the focused, deliberate communication activities described below, the role and goals of the CVO division will be conveyed to other FDOT offices, partner agencies, and the public for incorporation into activities directly resulting in increased freight consideration.

3.2 Activities

Activity	Goal Addressed	Time Line
Awareness of CVO and Freight	Efficiency	1 year
Participation in ITD Quarterly Meetings	Efficiency	Ongoing
Outreach	Efficiency	
Increase awareness of CVO to public	Efficiency	Ongoing
Increase messaging to commercial motor vehicle operators	Efficiency	Ongoing
In-reach	Efficiency	
Education materials	Efficiency	1-2 years
Freight coordinators	Efficiency	1-2 years
FDOT Trade & Logistics Academy	Efficiency	3-5 years

Table 1. Communication Activity Summary.

The activities associated with the Communication tactic address the goal of **efficiency** and, in turn, **mobility**. The activities focus on four areas as described below: Awareness of CVO and freight, participation in ITD meetings, outreach, and in-reach.

3.2.1 Awareness of CVO and Freight

Awareness and mainstreaming of freight considerations provides an opportunity to include CVO that improve safety, mobility, and efficiency continuously through the FDOT project process, from planning through operations and maintenance. The awareness initiative follows closely with the mainstreaming activities outlined in the 2017 TSM&O Strategic Plan.

- Build the image for the CVO division, mainstreaming the importance of CVO:
 - Quarterly newsletters
 - Annual presentation to executive leadership

3.2.2 Participation in ITD Quarterly Meetings

The increased collaboration of participating members of the ITD group, consisting of representatives of the state partner agencies and FDOT staff, will enhance all goals developed herein. By promoting the inclusion of all members, the goals outlined within the following chapters will be further coordinated and will increase the efficiency of deployment.

3.2.3 Outreach

Ensuring that the public is heard in conjunction with all stakeholders is imperative to the goals set by the CVO division. Following are the activities established for the outreach tactic:

3.2.3.1 Increase awareness of CVO to public

- › Review current techniques, efforts, and audience to identify gaps.
- › Use the Metropolitan Planning Organization Advisory Council (MPOAC)/Metropolitan Planning Organization (MPO)/Transportation Planning Organization (TPO) as an outreach channel to help educate.
- › Investigate funding or other resources for specific campaigns (e.g., safety and operations).
- › Evaluate additional services to increase use of weigh-station parking (vending, Wi-Fi, etc.).
- › Educate commercial vehicle community on weigh station/comfort station availability.
- › Provide video or other media in weigh station kiosks.
- › Increase the development of the Truck Parking Availability System (TPAS) through coordinated efforts.
- › Use Commercial Motor Vehicle Review Board (CMVRB) reporting trends to develop new campaigns for outreach and training.
- › Deliver presentations at various professional events, including FDOT, FMCSA, CVSA, FHWA, and other events associated with freight and safety.

3.2.3.2 Increase messaging to commercial vehicle operators and motor carriers

- › Video or other messaging at weigh stations via kiosks.
- › Talking Trucking Tours to engage CVO participants.
 - Include all motor carriers for one-on-one type interaction.
- › Messaging regarding the use of weigh station comfort areas and the further deployment of TPAS.
 - Work with the FTA on a survey for additional amenities (vending, Wi-Fi, lower lighting levels, etc.).

3.2.4 In-reach

To further incorporate the goals of the CVO division within the daily activities of the FDOT, it is necessary to provide information related to the needs associated with freight operations. Through this in-reach tactic, specific coordination through educational materials, increased collaboration with the district freight coordinators, and the revitalization of the FDOT Trade & Logistics Academy are specific activities that have been identified.

To further the collaboration efforts associated with in-reach, the CVO division will continue to hold workshops every two years with stakeholders, similar to the efforts which led to the development of this business plan. These workshops will focus on sharing the progress of activities since the previous workshop, coordination of current stakeholder initiatives, and provide direction for the next two-year period in alignment with various strategic plans. The meeting will be documented and serve as continued guidance for the program.

The CVO division will engage with the District Freight Coordinators during quarterly meetings. The intent of this engagement is the further coordination with the District to meet specific needs and identify project opportunities to address commercial vehicle safety and operational improvements, which is discussed in greater detail in Chapter 8.

Working in collaboration with the FLP Office, the CVO division will work to establish Task Teams or Work Groups to address specific commercial vehicle activities as defined within this or other strategic plans.

The following activities have been established to achieve the goals for in-reach:

3.2.4.1 Education

- › Provide information to new MCSAW and FHP/OCVE members on the role of CVO.

- › Develop workshops or computer-based training (CBT) modules to educate FDOT offices on the specifics of CVO.
- › Include freight and non-freight stakeholders in decision-making.
- › Increase participation in freight-centric workshops.
- › Provide internal FDOT communication through routine briefing documents to discuss CVO issues.

3.2.4.2 Collaboration with Freight Coordinators

- › Increase participation in the quarterly District Freight Coordinator meeting.
- › Provide a tracking mechanism for specific commercial vehicles and freight types that leverages the planning, design, construction, operations, and best practices of the transportation network into daily activities that foster the understanding of freight as an important, interconnected, multifaceted feature in this network.
- › Involve partner agencies in the review of planning, design, and operations (e.g., FHP for pull-over locations to enhance safety, etc.).

3.2.5 FDOT Trade & Logistics Academy

The Trade & Logistics Academy, developed and supported by the FDOT, provided for a detailed learning environment of the activities associated with freight mobility. Through the academy, participants were provided hands-on information through all aspects of freight logistics, including visits to ports, intermodal distribution centers, as well as carrier facilities.

Through this educational academy, participants' knowledge base of freight industry needs was expanded, setting the stage for real-world application in their daily activities. Future Trade & Logistics Academy efforts will work towards creating a 'Freight Considerations' publication that would include a summary of best practices identified by participants.

This activity is to work with other offices within the FDOT to reinvigorate the consideration of freight mobility issues through leadership and support activities.

3.3 Background - Planning and Development

Consideration of freight operational needs during the project planning and design phase is critical to the mobility and efficiency of goods movement. These activities build upon the in-reach activities associated with Chapter 4, Communication.

Title 23 of the Code of Federal Regulations (CFR) establishes the goal of increasing accessibility and integration connectivity of modes of freight as a scope item of the transportation planning process. Further, the CFR states that the planning process shall also establish a performance-based approach to transportation decision-making in support of the national goals established in the United States Code (USC) section 23 U.S.C. 150(b). These goals include the improvement of the NHFN through freight movement to increase economic vitality.

3.4 Activities

Activity	Goal Addressed	Time Line
MPO and LRTP Guidance	Efficiency	1-2 years
Consideration of Freight Needs in Projects	Efficiency	1-2 years
Evaluation of Routes	Mobility	3-5 years
Design Coordination	Efficiency	1-2 years

Table 2. CVO Planning and Development Summary.

The following goals have been established to support federal goals in planning and deployment of projects to increase freight efficiency and mobility. These goals will be achieved through collaboration with various offices within the FDOT, namely the Office of Policy Planning, the Freight Logistics and Passenger Operations office, and the TEO office.

The specific activities for planning and development align with strategies outlined in the 2017 TSM&O Strategic Plan, including an increase of arterial and freeway management and information systems. Much like the TSM&O Strategic Plan, these goals focus on mainstreaming efforts for increased collaboration with MPOs and other agencies.

3.4.1 Metropolitan Planning Organization (MPO) and Long-Range Transportation Plan (LRTP) Guidance

Freight operations differ from the general planning considerations included during the LRTP development process. These include identifying needs and including strategies to include and manage freight in goals, objectives, and policies, with a short chapter on freight. Identification of major freight corridors and hubs in each MPO area or region can be leveraged early in the planning process to achieve national goals.

3.4.2 Consideration of Freight Needs in Projects

Whereas freight route determination has been part of the multi-modal development of the LRTP process and truck considerations have been included in project planning, specific freight needs should be examined as well - to increase safety, efficiency and mobility. By engagement of the CVO division in the review of LRTP, planning, and design of projects on the national and state freight network, consideration for operational needs can be included early to avoid project delays. This support of freight movement will yield long-term returns on the efficiency of the freight network.

3.4.3 Evaluation of Routes

As new or improved freight routes evolve due to economic development, multi-modal distribution, and other activities, the evaluation of the routes by the CVO division for operational considerations could reduce project delays and costs. Like the consideration of freight needs in project activities, specific considerations during route evaluation will foster additional collaboration and opportunities to achieve increased safety and mobility of freight movement.

3.4.4 Design Coordination

The CVO division will work in collaboration with the Office of Design for review and update of standards related to the inclusion of freight considerations in project development. This approach will be based on the evaluation included in Evaluation of Routes activity as well as reporting on actual truck size and weight as provided by the MCSAW FOX system. Areas of focus will include traffic control design considerations for work zones, intersection and interchange geometry (such as diverging diamonds and roundabouts), rest area configuration, and other operational and safety considerations.

4 TECHNOLOGY

4.1 Background

Technology is the backbone of direct interaction between transportation agencies, the freight industry, and numerous related stakeholders and is crucial to the delivery of the goals established in this business plan. Through the effective identification, development, and deployment of technology systems, in alignment with FMCSA ITD goals, various FDOT office strategies, and partner agencies, the mission of delivering a safe transportation system ensuring the mobility of goods can be achieved.

4.2 Activities

Activity	Goal Addressed	Time Line
Interagency Interface		
CVIEW Deployment	Efficiency	2-3 years
FOX	Efficiency	Ongoing
FDACS Technology Deployment	Efficiency	2-3 years
Electronic Bill of Lading Integration	Efficiency	3-5 years
Permit Application System		
Improvements to Route Planning	Mobility	2-3 years
Work Zone Information	Safety	2-3 years
Commercial Vehicle Application		
Work Zone Notices	Safety	3-5 years
Unique Identification	Mobility	1-2 years
Emerging Technology Use - Onboard Unit	Mobility	3-5 years
Freight Signal Priority and Freight Advance Traffic Information System (FRATIS)	Mobility	3-5 years
Enhanced Port Connectivity	Mobility	3-5 years
Data and Governance	Efficiency	Ongoing
Roadside Device Deployment	Safety/Mobility	Ongoing
Security	Safety	Ongoing

Table 3. Technology Activity Summary

The activities associated with the Technology tactic address all goals: safety, mobility, and efficiency. The activities focus on four areas as described below: interagency interface, the Permit Application System (PAS), a commercial vehicle application, data and governance, and roadside device deployment.

4.2.1 Interagency Interface

The interface of data across multiple agencies is key to addressing all goals of this business plan. The interface includes stakeholders internal to the FDOT, partner state agencies, and federal agencies. By incorporating data integration, efficiency in efforts associated with delivering the overall goals of safety and mobility will be greatly enhanced.

4.2.1.1 Commercial Vehicle Information Exchange Window (CVIEW)

The sharing of data between agencies and other states is a major goal of the CVO division as it relates to the efficiency of the program and freight mobility. The criteria to meet FMCSA's ITD Core requirements compliance is the deployment of three capability areas:

- Electronically collecting and exchanging safety performance and credentials information.
- Deploying technology to electronically screen commercial vehicles.
- Credentials administration.

Specific to the roles and responsibilities of this CVO Business Plan, the development and deployment of a Commercial Vehicle Information Exchange Window (CVIEW) system for sharing of intra- and inter-state data is critical to the efficient operations of the office and partner agencies. The CVIEW application will serve as the interface between the partner agencies.

The following specific activities and tactics associated with the development of CVIEW have been established:

- Develop a memorandum of understanding (MOU) for data sharing with partner agencies (FLHSMV/FHP, FDACS, and DOR).
- Evaluate and purchase a commercially available CVIEW product.
- Deploy and integrate CVIEW with partner agencies and the FDOT.

4.2.1.2 Freight Operation Exchange (FOX)

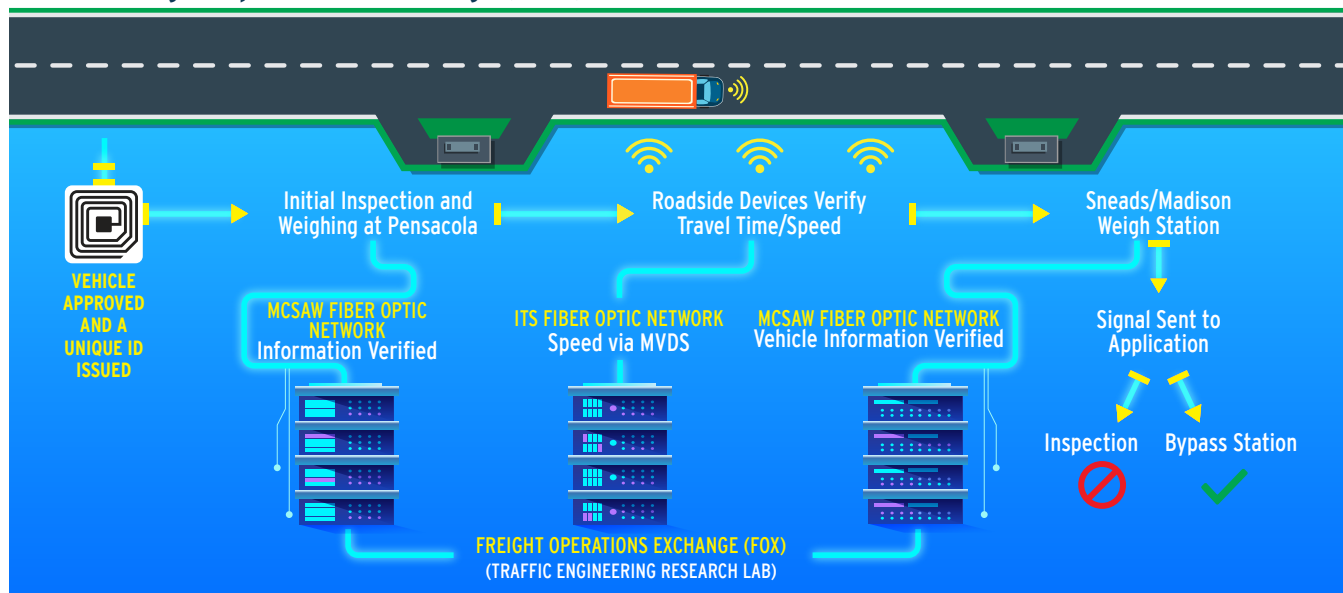


Figure 2. Interfaces and Communication via FOX Expansion.

FOX is a centrally-located repository and exchange platform for information related to the roles and responsibilities of the CVO and MCSAW division. FOX currently houses data from the roadside devices deployed by MCSAW and facilitates remote retrieval of the information. The FOX also interfaces with remote systems of the partner agencies and is used to retrieve and disseminate information such as the FMCSA Performance and Registration Information Systems Management (PRISM) program.

The tactic associated with FOX includes increased provisions for interface with other systems to facilitate additional information exchange. Specific actions include the following:

- Include permit tracking application via the MCSAW Weight Inspector Reporting Application (WIRA).

- › Include future identification features (placards, classification, commodities) in coordination with TDA.
- › Include unique vehicle identifiers (UVI) for route verification and trend analysis.
- › Reporting
 - Expand reporting capabilities for other offices:
 - Planning
 - Design
 - Construction
 - TEO

This increased interface with other systems will allow FOX to support the following initiatives:

- › Verify the permitted load against the registered weight.
- › Interact with SunGuide® for information related to travel time, speeds, and incident management.
- › Incorporate Geographical Information Systems (GIS) architecture for permit route guidance.
- › Evaluate available information from Intelligent Transportation Systems (ITS) and Telemetered Traffic Monitoring System (TTMS) & Weigh-In-Motion (WIM) System devices operated by other FDOT offices for increased reporting capabilities.
- › Support Traveler Information Systems, Freight Signal Priority, and Work Zone Notifications.

4.2.1.3 FDACS Technology Deployment

FDACS operates 23 inspection stations, strategically located along the state highway system, to monitor all trucks entering or exiting the state. The inspection stations focus on protecting the state's agriculture and ensuring a safe food supply.

By deploying technology at these locations, the freight network will be expanded to further increase the realization of the goals established herein. The deployment of this technology will increase freight mobility and data sharing between agencies.

4.2.1.4 Electronic Bill of Lading Integration

A bill of lading (BOL) is a legal document that details the type, quantity, and destination of goods, between the carrier and the shipper. The Department of Revenue and FDACS utilize the BOL for review of tax revenue and verification of transported goods by commercial vehicle operators. By incorporating the electronic version of the BOL into the technology applications described herein, increased efficiency and mobility will occur through the following methods.

Automated Bypass of FDACS Facilities: All trucks must currently enter the FDACS inspection facilities, regardless of the commodity being transported. The FDACS inspectors then manually enter the BOL for those carriers of agriculture, aquaculture, or horticulture into their systems. Proprietary systems allow for the bypass of these facilities, at a charge to the carrier. A goal of this plan is to electronically "connect" the electronic BOL to the specific vehicle. The incorporation of this electronic BOL into the overall freight network will allow for remote monitoring by roadside devices of the commodities being transported and automated bypass of the FDACS facilities for those vehicles not carrying goods that require inspection, thus increasing mobility.

Increased Data Capture: The Electronic Bill of Lading and the incorporation into the freight network will provide detailed data of commodity flow that will create efficiency in the planning and operations of the highway freight network beyond the current means of analysis.

4.2.2 Permit Application System

The Permit Application System (PAS) is a web-based application for managing permit applications and permit issuance for Oversized/Overweight Road Use permits. PAS was developed in-house by FDOT and

currently offers self-issued permits (no interaction with the Permit Office) for Trip and Vehicle Specific Blanket permits with the following dimensions:

- › Up to 16 feet wide
- › Up to 18 feet high (50 miles radius or less)
- › Up to 150 feet long
- › Up to 200,000 pounds (140,000 for self-propelled equipment) future enhancements help to improve

4.2.2.1 Improvements to Route Planning

There have been multiple enhancements to PAS since its deployment however, PAS is 17 years old now and the technology used to build PAS is either becoming outdated or is no longer supported by the provider. The Department plans to re-write PAS using new technology, improved streamlining and lessons learned. The project to re-write PAS is currently scheduled to begin July 2021. This activity is to evaluate proposed and incorporated technology operated by FDOT that can increase the accuracy and efficiency of the routing function of the PAS and provide support to enhancing the system.

4.2.2.2 Incorporation of Lane Closure Information System Work Zone Information:

PAS utilizes the Automated System for Approximate Bridge Evaluation (ASABE), which reads data from BrM to determine bridge capacity on route. PAS also uses Navteq street data for routing however, it does not analyze routes for geometric constraints based on the size of the proposed load. PAS does not include a comprehensive inventory of temporary changes to the highway system for activities such as construction. This activity is to investigate and develop, in conjunction with other FDOT offices, an interface to alert the commercial vehicle industry to obstructions in the route due to the temporary impacts associated with construction, which will result in increased mobility and safety of the state highway system.

4.2.3 Commercial Vehicle Application

Leveraging the success of the Florida 511 Traveler Information System (FL511), this tactic aims to develop a specific mobile web-based application to increase the safety and mobility of the commercial vehicle industry. This tactic will be a collaborative effort with the TEO office and can include the following information dissemination through a hands-free, mobile application available at no charge to the industry:

- › Truck parking information through TPAS deployment
- › Routing through an interface with PAS
- › Truck lane restrictions
- › Size and weight restrictions through coordination with the Office of Maintenance
- › Sorting information based on technology deployments by the MCSAW office
- › Sorting information through electronic BOL
- › Traffic information, such as:
 - Active work zones
 - Traffic Incident Management (TIM)

4.2.3.1 Work Zone Notices

Active work zones often result in changes to lane geometries, including alignment and width, necessary to accommodate construction activities. By providing advanced notification of work zones, drivers can make decisions and plan accordingly to avoid the work zone through alternate routes or allow additional travel time. Advanced notification will also increase the driver awareness of changing conditions. Overall, the use of work zone notices will increase the safety of the transportation system for all users.

4.2.3.2 Unique Identification

Inclusion of a registration system for the application will allow for unique identification to be established with the operator and vehicle. This identification will allow for specific information to be conveyed to the operator, such as sorting at the weigh stations or FDACS inspection facilities, and notification of off-route travel for permitted loads. The inclusion of the unique identification can also allow for electronically-connecting data, including permits and credentials, to the vehicle for enhanced screening of vehicles. Verification by roadside devices through this unique identification will result in the reduction of compliant carriers required to enter the facilities, increasing mobility and travel time reliability.

4.2.3.3 Emerging Technology Use - On-board Unit

The development of Connected Vehicles continues to increase, with the industry deploying vehicles with increased vehicle-to-vehicle (V2V), vehicle-to-infrastructure (V2I), and vehicle-to-everything (V2X) communications abilities. The FDOT has a robust initiative aimed at increasing safety through the Connected and Automated Vehicle (CAV) Program that will leverage this technology through messages displayed through the onboard unit (OBU), by roadside devices, and other methods. By including the commercial vehicle industry in the development of these communications, the OBU can serve as the tool for information dissemination.

4.2.3.4 Freight Signal Priority and Freight Advance Traffic Information System (FRATIS):

The movement of freight beyond the NHFN along the arterial system is a key component to achieving mobility goals. By leveraging deployments included herein with efforts of the TEO office, an advanced system to effectively move freight can be achieved by providing traffic information and prioritizing signal systems based on freight needs. This activity requires the coordination and development of multiple offices; thus, the primary activity of this tactic is to continue to collaborate and openly share data established through other activities included herein.

4.2.3.5 Enhanced Port Connectivity

The multi-modal coordination of data associated with freight movement will further enhance mobility. By extending the highway freight technology infrastructure to include connectivity to the air, rail, sea, and space ports located throughout the state, the goal of travel time reliability can be achieved by coordination of logistics, route planning, parking for staging, etc. The activity associated includes the continued collaboration with offices within the FDOT and the various ports throughout the state to establish data exchange platforms for integration with the commercial vehicle application.

4.2.4 Data and Governance

The expanded deployment of technology will increase the amount of data generated. The purpose of this effort is to implement a standards-based Data Governance, Acquisition, and Management Program, tailored to the needs of the FDOT and its partner stakeholders, to ensure that agency data pertaining to CVO's programs are managed properly according to policies and best practices. The Data Governance Program will guide data management functions and will make decisions about data and how people and processes are expected to behave in relation to data. The Data Governance Program will incorporate the FDOT Reliable Organized Accurate Data Sharing (ROADS) initiative and incorporate security and cybersecurity as outlined in the Transportation Technology Office (TTO) plans.

The overarching tactics of data governance are to:

- Enable CVO to more effectively manage and obtain greater value from these data sets.
- Define, approve, communicate, and implement principles, policies, procedures, metrics, tools, and responsibilities for data management of these data sets.

- Monitor and guide policy compliance, data usage, and data management activities of these data sets.

4.2.5 Data Acquisition

The TDA Office is FDOT's central clearinghouse and principal source for highway, traffic, travel time, multimodal, and freight and passenger data information. A primary function of this office is the data acquisition on commercial vehicle information through the telemetered traffic monitoring system (TTMS) equipped with WIM technology. To increase overall FDOT efficiency, a key tactic is the coordination of future WIM deployment at TTMS sites as part of an overall statewide freight network. The coordination activity will leverage the MCSAW fiber optic network for communication, and, in conjunction with MCSAW devices, will increase the density of data available along the NHFN within Florida, allowing for increased information for decision-making.

4.2.6 Roadside Device Deployment

As described herein, the CVO division has established goals focused on improving the safety of Florida's highways. One area includes additional technology that can be deployed in the form of roadside devices to provide for safety screening of CMV. To enhance safety, the CVO division will explore existing and emerging technologies that address safety for incorporation into the technology network.

Examples of existing technology for consideration include tire pressure monitoring and thermal brake imaging systems. These devices allow for identification of potential equipment failures at operating speeds within the weigh station facilities, allowing for MCSAW staff to retain the vehicles until further, detailed evaluation can be performed by the appropriate agency and corrective action taken, as necessary. As tire and brake issues are typically not evident until a failure has occurred, the proactive evaluation of these systems will increase the safety of the state roadway network.

4.2.7 Security

The FDOT's Information Security Administration Office is responsible for statewide coordination and administration of the Department's security policies, procedures, and standards including security awareness training, security compliance assessment, and maintaining security access records for Information Technology resources.

It is the policy of the FDOT to treat information and information technology resources as strategic assets and to protect those assets from misuse, abuse, and loss through the management of a comprehensive information technology resources security program. Information technology resources include computer hardware and devices (such as desktop computers and workstations, mainframe computers, notebooks, tablets, or laptop computers, and mobile devices, software, networks, connections, applications, and data. These resources may be owned, leased, or contracted services of the FDOT.

5 POLICY

5.1 Background

Setting policy is a primary function of the CVO division. As emerging technology deployments continue to gain adoption at increasing frequency, it is paramount that the CVO division maintains the FDOT's forethinking and commitment to increase the safety and mobility of the commercial vehicle industry to support the economic prosperity of Florida and the nation. Freight regulations are also dependent on the interaction of neighboring states and it is a tactic of the CVO division to synchronize policy elements to increase the interstate mobility of commercial vehicles.

5.2 Activities

Activity	Goal Addressed	Time Line
Connected and Automated Vehicle (CAV)	Mobility	Ongoing
Truck Platooning	Mobility	Ongoing
Permits		
Permit synchronization with neighboring states	Mobility	2-3 years
Managed Lanes	Mobility	Ongoing
Multi-State Data Sharing	Mobility	1-2 years

Table 4. Policy Activity Summary.

The CVO division will continue to coordinate with other offices within the FDOT and with partner agencies in the evaluation of new regulations affecting CVO. During the period of this business plan, the CVO division will remain engaged with the industry on policy-related activities. The following are a sample of the current activities.

5.2.1 Connected and Automated Vehicles

Vehicle automation continues to evolve with Florida leading the way in adoption of innovative technologies. Currently, Florida Statutes 316.85 allow for the operation of automated vehicles on Florida's roadways. These CAVs are not limited to passenger vehicles and include commercial vehicles. To continue to support the **safety, mobility, and efficiency** goals contained herein, this tactic focuses on working with the FDOT, partner agencies, and industry stakeholders to identify and facilitate further study and development of changing needs resulting from the adoption and incorporation of this technology.

An example of impacts related to CAV could include the need for pullover or change locations for freight vehicles to facilitate the switch from automated to driver mode when transitioning from interstate to arterials.

5.2.2 Driver Assistive Truck Platooning (DATP)

DATP is the electronic "linking" of commercial vehicles through V2V technology that facilitates a connection between vehicles whereby the lead truck establishes the speed of the platoon. The following truck maintains a set distance and automatically adjusts speed and braking based on the established communication link. The goal of DATP is to increase the efficiency of the vehicles primarily through the reduction in aerodynamic effects. For this effect to be optimized, the trucks must follow at a distance less than that established through Florida Statute 316.0895. Currently, DATP has only been approved for a pilot deployment to study the impacts within Florida, as directed by Florida Statute 316.0896. It is anticipated, however, that future legislation may be enacted allowing for full deployment on Florida's roadways.



To address DATP, the following activities have been identified:

- Coordinate with the freight logistics, trucking companies and partner agencies in the piloting, evaluation, and policy impacts of DATP.
- Determine the need for an approach to permitting vehicles wishing to engage in DATP or identification when the vehicle is engaged in platooning.

5.2.3 Permits

Each state is responsible for the issuance of permits for the transportation of goods by the commercial vehicle industry. Interstate commerce requires the coordination of permits for each state goods have traveled through. In many instances, permit requirements are not consistent from state to state.

This tactic will focus on the evaluation of permit requirements of neighboring states and the potential to synchronize requirements to increase the mobility of the freight industry.

5.2.4 Managed Lanes

As the demand on the state roadway system continues to increase, a variety of strategies are deployed to enhance mobility and provide for travel time reliability.

Managed lanes can include the use of the shoulder as a part-time lane, reversible lanes, truck only lanes, and other “managed” systems to address operational needs.

The tactic associated with managed lanes is to continue to coordinate the impacts on the commercial vehicle industry with the development and deployment of managed lanes facilities.

5.2.5 Multi-State Data Sharing

As previously mentioned, freight movement is a national priority and is not confined within any individual state. To meet the goals of this document, the coordination of data sharing among neighboring states supports the mobility, safety, and efficiency of CVO.

The actions associated with this tactic include the following:

- Development of a MOU outlining the requirements and responsibilities for each agency involved in the data sharing.
- Development of data governance and interface protocols (see Section 5.2.4).

5.3 COMMERCIAL MOTOR VEHICLE REVIEW BOARD

5.3.1 Background

Per Florida Statute 316.545(7), the CVO division is responsible for administering the CMVRB. The CMVRB is established to review penalties imposed upon vehicles or persons and to modify, cancel, revoke, or sustain penalties protested. The Board consists of three permanent members along with three appointed by the governor and one appointed by the FDACS Commissioner from four key industries:

- › Secretary of Transportation - permanent
- › FLHSMV Executive Director - permanent
- › FDACS Commissioner - permanent
- › Road Construction - Governor appointee
- › Trucking Appointee - Governor appointee
- › General business - Governor appointee
- › Agriculture - FDACS appointee

The Secretary of Transportation, or authorized representative, shall serve as the Chair of the CMVRB. The CMVRB is responsible for hearing and authorizing the modification, cancellation, revocation, or sustainment of civil penalties (“citations”).

The CMVRB meets in Tallahassee, Florida, with participation at each of the FDOT district offices via video conferencing. In preparation for the meeting, protested citations are collected and organized into bound documents for each of the CMVRB members. The documents include the original citation, back-up information, and other pertinent data. Specific citations may also be routed to the MCSAW, FHP, or other staff for review and additional documentation.

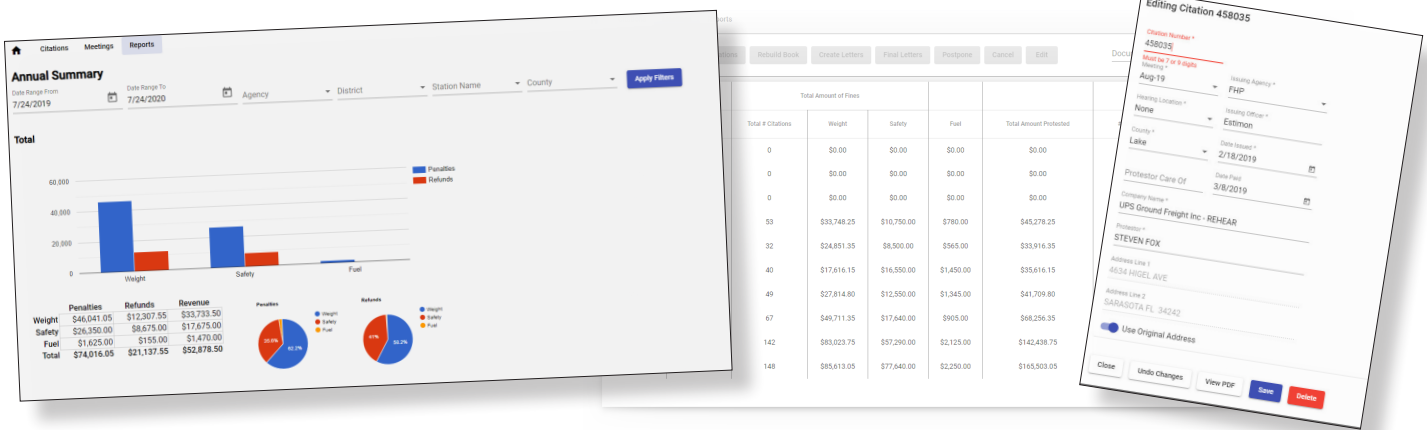
Results of each citation reviewed by the CMVRB is captured. The information includes the results of the ruling by the board, as well as any modification to the penalty, including monetary adjustment amounts.

5.4 Activities

Activity	Goal Addressed	Time Line
Citation Tracking Tool	Efficiency	1 year
Trend Analysis	Efficiency	1 year
All Electronic CMVRB Books	Efficiency	2-3 years
CMVRB Training and Reference Material	Efficiency	1 year
Web-Based Interface	Efficiency	3-5 years
Board Member Access	Efficiency	3-5 years
Public Access	Efficiency	3-5 years

Table 5. CMVRB Activity Summary.

The activities associated with the CMVRB address the goal of **efficiency**. The activities focus on three areas as described below: citation tracking tool (CTT) development for protested citations, training and reference material for the board members, and a web-based interface for material.



5.4.1 Citation Tracking Tool Development

A CTT for information related to protested citations will achieve the goal of **efficiency** through the centralization of information. The CTT will also support data quality by standardizing the collection, reduction of entry error, retrieval, and analysis of information related to the protested citations. Through integration with other systems, such as SmartCop and PRISM, there is less need for redundant or additional entry of information related to an issued citation. Using standardized lookup values, and a database structure that complements the business processes of the CVO division, users will be less prone to enter incorrect or erroneous information.

Upon completion of the CTT, subsequent activities will include the development of specific report generation, which is a key feature that will further enhance the efficiency of the CVO division. By monitoring trends in protested citations, targeted outreach to the industry can be developed for noted issues. Additionally, focus on specific areas can be provided for the weigh station and FHP/OCVE staff for further training needs.

The movement toward a more paperless processing approach will allow for increased efficiency as the documentation can be provided electronically to the CMVRB for review. The paperless process will also facilitate the recording of decisions made by the CMVRB, calculation of relief amounts of protested citations, etc.

5.4.2 CMVRB Training and Reference Materials

Membership changes to the Review Board require material to support the role. The material is related to various federal and state codes and regulations and is thus updated routinely. The action is to develop an electronic repository for training and reference material for use by the CMVRB and to update the material at minimum annual intervals.

5.4.3 Web-Based Interface

A web-based interaction will allow for the input of information, including documents, into the CTT for review by the CMVRB. The interface may include the ability to monitor the progress of the citation, view the scheduled hearing date and time, and provide data quality by reducing the required manual input of information. The web-based interaction may also facilitate subsequent verification of information through data exchange with partner agencies.

From MCSAW as well as FHP, there is a desire to be able to perform more processes having immediate or close proximity expectations with the CVO division. These include the ability to comment on protesting status, the recording of correspondence conducted with the protesting entity, and the ability to include additional attachments (such as photos). There is also an opportunity to utilize the web to allow more public transparency, through the ability to allow a protested citation to be submitted via the web, or for Board hearing results (with full reporting history) to be viewed online for a specific citation.

6 FUNDING

6.1 Background

Funding for projects and programs deployed by the CVO division are provided from many sources, including state transportation funds and federal grants. The focus of these tactics and actions are to increase the funding opportunities to leverage additional program resources and support.

6.2 Activities

Activity	Goal Addressed	Time Line
Federal Funding	Efficiency	Ongoing
State Funding	Efficiency	Ongoing

Table 6. Funding Activity Summary.

Specific activities of this tactic focus on increasing the funding to support the goals of this plan. In addition, through coordination efforts with other FDOT offices as described herein, pooling funds can realize increased efficiency to achieve multiple stakeholder goals and objectives.

One tactic that is consistent for all the activities associated with funding is the development of specific performance measures associated with the funding source. By establishing metrics associated with the expected outcome of the issuance of funding, performance can be measured, and adjustments made as necessary to achieve the stated goals. The use of performance measures will result in quantifiable documentation of the proposed improvements associated with the funding.

6.2.1 State Funding

The FLP Office provides for funding of projects to meet freight objectives as outlined in various strategic planning documents. To increase the efficiency of project identification and prioritization, the CVO division will provide support and coordination of funding opportunities. These activities will leverage the interaction with District freight coordinators, stakeholders, and other initiatives (e.g., CAV deployment, TSM&O improvements, and general capacity projects). The projects will focus on the NHFN as well as Strategic Intermodal System (SIS) facilities.

Program and project efficiencies can be realized by combining resources from multiple offices and agencies in support of common goals. Through the collaborative efforts described throughout this document, this tactic aims at increasing the efficiency of the CVO division in the use of funding by including freight-related components in the programs deployed by other offices. The pooling of funds will increase efficiency by the following:

- › Reduction of costs by combining similar tasks in a single contract (e.g., mobilization).
- › Reduction in the overall project or program schedule.

6.2.2 Federal Funding

Federal grants are routinely available to support transportation initiatives. These grants are often available to support freight-related development and deployment of projects to meet safety and mobility goals. The activities associated with this tactic include the following:

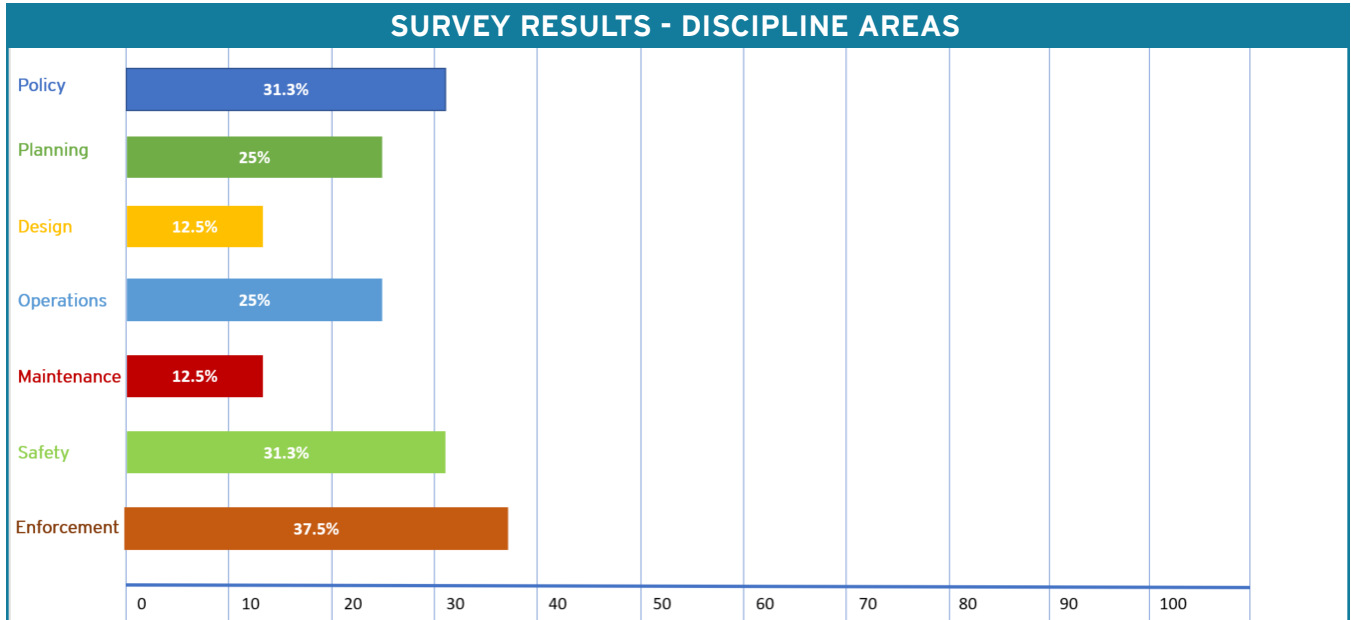
- › Early identification of projects eligible for grants.
- › Coordination with the FDOT offices for the prioritization of projects.
- › Collaboration with federal agencies on the identification, notification, and issuance of grant opportunities (Notice of Funding Opportunities - NOFO).

List of Acronyms

- **BOL** - Bill of Lading
- **CAV** - Connected and Automated Vehicles
- **CBT** - Computer-Based Training
- **CFR** - Code of Federal Regulations
- **CMV** - Commercial Motor Vehicles
- **CMVRB** - Commercial Motor Vehicle Review Board
- **CNDB** - Container Number Database
- **CTT** - Citation Tracking Tool
- **CVIEW** - Commercial Vehicle Information Exchange Window
- **CVO** - Commercial Vehicle Operations
- **CVSA** - Commercial Vehicle Safety Alliance
- **DATP** - Driver Assistive Truck Platooning
- **DOR** - Florida Department of Revenue
- **FAST Act** - Fixing America's Surface Transportation Act
- **FDACS** - Florida Department of Agriculture and Consumer Services
- **FDOT** - Florida Department of Transportation
- **FHP/OCVE** - Florida Highway Patrol's Office of Commercial Vehicle Enforcement
- **FHWA** - Federal Highway Administration
- **FLHSMV** - Florida Department of Safety and Motor Vehicles
- **FLP** - Freight, Logistics, and Passenger Operations
- **FMCSA** - Federal Motor Carrier Safety Administration
- **FMTF** - Freight Mobility and Trade Plan
- **FOX** - Freight Operations Exchange
- **FRATIS** - Freight Advance Traffic Information System
- **FRDC** - Freight Roadway Design Considerations
- **FS** - Florida Statutes
- **FTA** - Florida Trucking Association
- **FTP** - Florida Transportation Plan
- **GIS** - Geographical Information Systems
- **HB** - House Bill
- **ILC** - Intermodal Logistics Center
- **ITD** - Innovative Technology Deployment
- **ITS** - Intelligent Transportation Systems
- **LRTP** - Long-Range Transportation Plan
- **MCSAW** - Motor Carrier Size and Weight
- **MOU** - Memorandum of Understanding
- **MPOAC** - Metropolitan Planning Organization Advisory Council
- **MPO** - Metropolitan Planning Organization
- **NHFN** - National Highway Freight Network
- **NOFO** - Notice of Funding Opportunities
- **OBU** - Onboard Unit
- **OS/OW** - Oversize/Overweight
- **PAS** - Permit Application System
- **PP/TLD** - Program Plan/Top-Level Design
- **PRISM** - Performance and Registration Information Systems Management
- **QA/QC** - Quality Assurance/Quality Control
- **ROADS** - Reliable Organized Accurate Data Sharing
- **SIS** - Strategic Intermodal System
- **TDA** - Transportation Data Analytics
- **TEO** - Traffic Engineering and Operations
- **TEOO** - Traffic Engineering and Operations Office
- **TIM** - Traffic Incident Management
- **TPAS** - Truck Parking Availability System
- **TPO** - Transportation Planning Organizations
- **TSM&O** - Transportation Systems Management and Operations
- **TTMS** - Telemetered Traffic Monitoring System
- **TTO** - Transportation Technology Office
- **USC** - United States Code
- **UVI** - Unique Vehicle Identifiers
- **V2I** - Vehicle-to-Infrastructure
- **V2V** - Vehicle-to-Vehicle
- **V2X** - Vehicle-to-Everything
- **WAN** - Wide Area Network
- **WIM** - Weigh-In-Motion
- **WIRA** - Weight Inspector Reporting Application

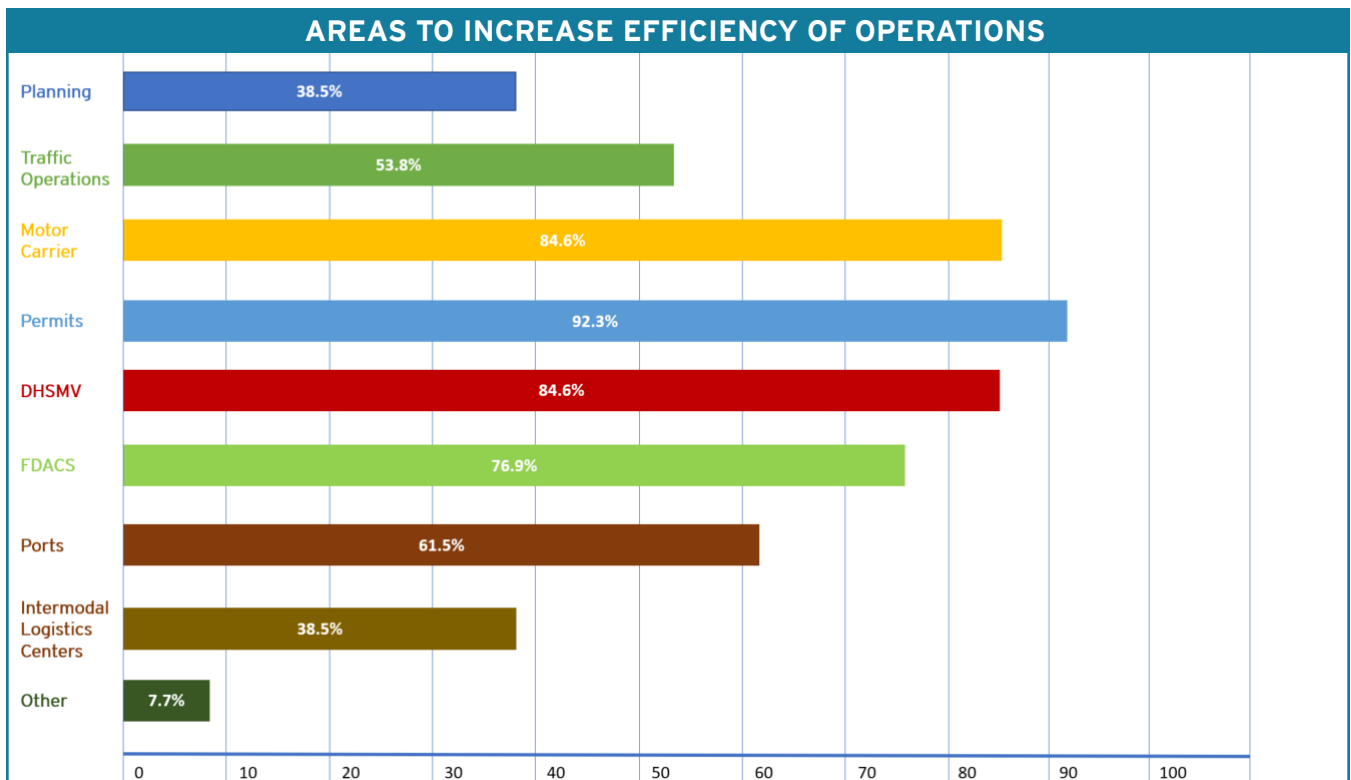
Appendix

Prior to the workshop, a survey was distributed to the participants to garner insight into critical issues. The survey participants included a broad distribution of roles and responsibilities. Included in the survey analysis were the following discipline areas:



Appendix Figure 1. Survey discipline areas by response percentages.

The need for increased data sharing opportunities between offices and agencies is an area of importance in delivering the mission of the FDOT, specifically the CVO division, and partner agencies. The following data sources were identified as areas to potentially increase the efficiency of operations:



Appendix Figure 2. Response Percentages When Choosing Top 5 Areas to Increase Efficiency.

A sample of the technology needs of the participants was described as the following:

- Database management/reporting
- Database development
- Development of analysis tools, trends, routes, and key commodities
- Interagency data sharing

Workshop Results

A collaborative workshop was held on July 24, 2018, in Tallahassee, Florida, and consisted of an interactive format with engagement by the participants previously described. A review of the 2017 workshop held for the MCSAW office was provided. The 2017 workshop focused on short-term MCSAW goals and the following achievements were highlighted, which also facilitate the goals of this CVO Business Plan:

- **Container Number Database (CNDB) Upgrades:** The CNDB, now FOX is the backbone of data for the efficiency of MCSAW and, in collaboration with other technology deployments, will serve as the clearinghouse of freight data to support not only MCSAW but other FDOT departments, including CVO, TDA, planning, design, and traffic operations.
- **Weight Inspector Reporting Application (WIRA):** This web-based application allows for the automated reporting of daily inspector logs and will facilitate data-driven decisions for staffing, upgrading, and reporting for use by the Commercial Vehicle Review Board. The WIRA will also serve as the engine for future upgrades, including electronically linking permits to vehicles for increased mobility and efficiency and improved performance reporting of weigh station activities.
- **Mainline Screening:** The FDOT is deploying mainline-screening technology, which will increase the safety and mobility of freight movements by reducing the frequency at which compliant carriers are required to enter the weigh stations by screening at interstate speeds.
- **Full-Fiber Connectivity:** By connecting the MCSAW facilities on a high-speed, secure fiber optic network, increased efficiencies can be gained through mainline-screening, which eliminates duplicative and unnecessary screening. The wide area network (WAN) will also help increased data sharing between facilities with FOX, including data of partner agencies used by FDOT.

The following summary of high-level goals, as applicable to this CVO Business Plan, was captured from the workshop.

Appendix Table 1. CVO Business Plan Goals Summary.

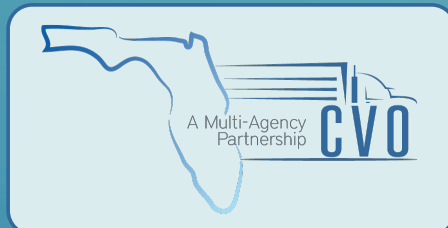
GOAL	STRATEGY
Planning & Deployment	The continual collaboration of all parties for efficiency. Leverage deployments by other offices (TDA, TEO).
Outreach	Education and outreach for MPO/Transportation Planning Organizations (TPO), and trucking industry. Trend analysis via WIRA for increased safety outreach programs.
In-reach	Freight “mainstreaming” for daily interaction and consideration by all FDOT offices. Increased freight awareness in FDOT planning, design, and construction (i.e., work-zone safety, detour routing).
Data	Collaborative research and development for data sharing efficiency. Leverage the FDOT System of Engagement to achieve mutual success.
Policy	Continue collaboration with emerging technologies, including Connected and Automated Vehicles (CAV). Increased engagement of industry at quarterly meetings.
Funding	Strategize on federal funding packages to increase opportunities. Integration of FDOT offices in prioritization and pooling of resources.
Safety	Explore innovative technologies to increase safety (thermal brakes, tire monitoring). Integrate other systems (lane closure, Intelligent Transportation Systems [ITS]) for permit routing and traffic incident management.

Appendix Table 2. FTP-SIS Connection

Focus Area	Sub-Focus Area	Activity	Sub-activity	Item #	CVO Goal Addressed	FTP Goal Addressed	SIS Goal Addressed	FMTF Goal Addressed
Coordination	Communication	Awareness of CVO and Freight		3.2.1	Efficiency		Interregional Connectivity	Forge Partnerships
		Participation in ITD Quarterly Meetings		3.2.2	Efficiency		Interregional Connectivity	Forge Partnerships
		Outreach	Increase awareness of CVO to public	3.2.3.1	Efficiency	Safety and Security	Interregional Connectivity	Forge Partnerships
			Increase messaging to commercial motor vehicle operators	3.2.3.2	Efficiency	Safety and Security	Interregional Connectivity	Forge Partnerships
		In-reach	Education materials	3.2.4.1	Efficiency		Interregional Connectivity	Forge Partnerships
			Freight Coordinators	3.2.4.2	Efficiency		Interregional Connectivity	Forge Partnerships
		FDOT Trade & Logistics Academy		3.2.5	Efficiency			Forge Partnerships
	Planning and Development	MPO & LRTP Guidance		3.4.1	Efficiency	Infrastructure and Mobility	Interregional Connectivity	Increase Local and Regional Planning
		Consideration of Freight Needs in Projects		3.4.2	Efficiency	Infrastructure and Mobility	Interregional Connectivity	Resilient Freight System
		Evaluation of Routes		3.4.3	Mobility	Infrastructure and Mobility	Interregional Connectivity	State of Good Repair
		Design Coordination		3.4.4	Efficiency	Infrastructure and Mobility	Interregional Connectivity	Resilient Freight System

Technology	Interagency Interface	CVIEW Deployment	4.2.1.1	Efficiency	Infrastructure and Mobility	Interregional Connectivity	Leverage data and technology
		FOX	4.2.1.2	Efficiency	Infrastructure and Mobility	Interregional Connectivity	Leverage data and technology
		FDACS Technology Deployment	4.2.1.3	Efficiency	Infrastructure and Mobility	Interregional Connectivity	Leverage data and technology
		Electronic Bill of Lading Integration	4.2.1.4	Efficiency	Infrastructure and Mobility	Interregional Connectivity	Leverage data and technology
	Permit Application System	Improvements to Route Planning	4.2.2.1	Mobility	Mobility and Economy	Interregional Connectivity	Leverage data and technology
		Work Zone Information	4.2.2.2	Safety	Safety and Security	Interregional Connectivity	Leverage data and technology
	Commercial Vehicle Application	Work Zone Notices	4.2.3.1	Safety	Safety and Security	Interregional Connectivity	Leverage data and technology
		Unique Identification	4.2.3.2	Mobility	Mobility	Interregional Connectivity	Leverage data and technology
		Emerging Technology Use-Onboard Unit	4.2.3.3	Mobility	Mobility	Interregional Connectivity	Drive Innovation
		Freight Signal Priority and Freight Advance Traffic Information System (FRATIS)	4.2.3.4	Mobility	Infrastructure and Mobility	Interregional Connectivity	Drive Innovation
		Enhanced Port Connectivity	4.2.3.5	Mobility	Economy	Intermodal Connectivity	Resilient Freight System
	Data and Governance		4.2.4	Efficiency	Safety and Security	Interregional Connectivity	Leverage data and technology
	Data Acquisition		4.2.5		Safety and Security	Interregional Connectivity	Leverage data and technology
	Roadside Device Deployment		4.2.6	Safety Mobility	Safety and Security	Interregional Connectivity	Leverage data and technology
	Security		4.2.7	Safety	Safety and Security	Interregional Connectivity	Leverage data and technology

Policy	Connected and Automated Vehicle (CAV)		5.2.1	Mobility	Mobility	Interregional Connectivity	Drive Innovation	
		Truck Platooning		5.2.2	Mobility	Mobility	Interregional Connectivity	Drive Innovation
		Permits	Permit synchronization with neighboring states	5.2.3	Mobility	Mobility	Interregional Connectivity	Remove Bottlenecks
		Managed Lanes		5.2.4	Mobility	Mobility	Interregional Connectivity	Drive Innovation
		Multi-State Data Sharing		5.2.5	Mobility	Mobility	Interregional Connectivity	Remove Bottlenecks
	Commercial Motor Vehicle Review Board	Citation Tracking Tool	Trend Analysis	5.4.1	Efficiency	Safety and Security	Interregional Connectivity	Leverage data and technology
			All Electronic CMVRB Books		Efficiency	Safety and Security	Interregional Connectivity	Leverage data and technology
		CMVRB Training & Reference Material		5.4.2	Efficiency	Safety and Security	Interregional Connectivity	Leverage data and technology
		Web-Based Interface	Board Member Access	5.4.3	Efficiency	Safety and Security	Interregional Connectivity	Leverage data and technology
			Public Access		Efficiency	Safety and Security	Interregional Connectivity	Leverage data and technology
Funding	State Funding		6.2.1	Efficiency	Infrastructure	Economic Development	Resilient Freight System	
	Federal Funding		6.2.2	Efficiency	Infrastructure	Economic Development	Resilient Freight System	



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