FTP Implementation Committee Meeting #4

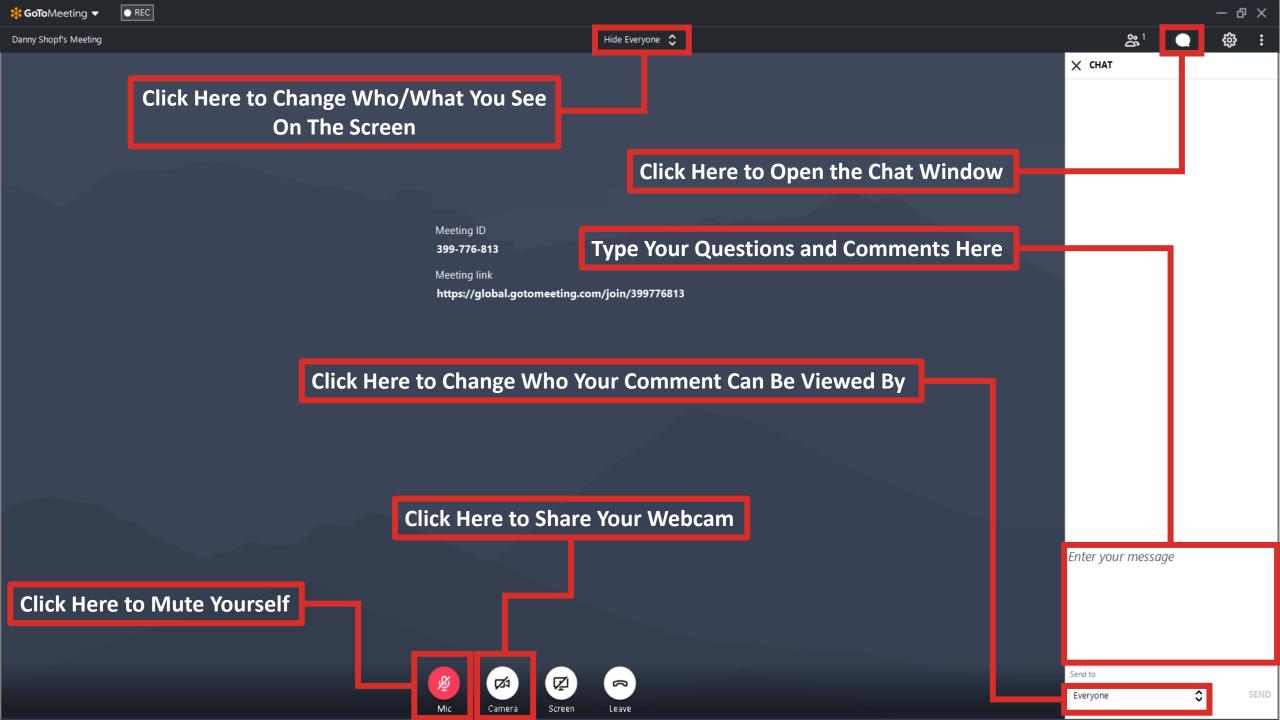
Webinar

presented to

FTP Implementation Committee







Today's Objectives

Review draft SIS Policy Plan

Discuss FTP implementation strategies related to

- Workforce
- Strategic investments
- Sustainable funding

Provide update on partner activities

Discuss Committee work plan for 2022





Morning Agenda

Time	Topic	Presenter(s)
9:00 am	Welcome and Introductions	Brad Thoburn, FDOT, Chair
9:15 am	SIS Policy Plan Review	Gerald Goosby, FDOT
9:30 am	FTP Implementation Element Update	Dana Reiding, FDOT
9:45 am	Develop and Retain and Skilled Transportation Workforce: Presentation and Group Discussion	John Kaliski, Cambridge Systematics
10:30 am	Strategically Align Investments with Goals: Presentation and Group Discussion	Alison Stettner, FDOT

LUNCH BREAK (11:30 am- 1:30 pm)

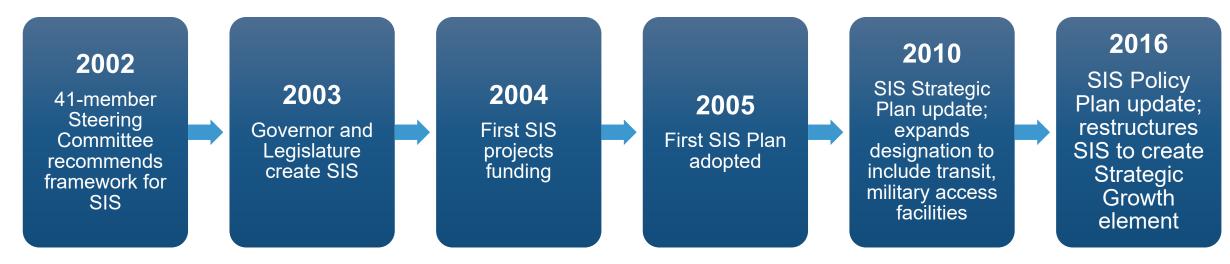
Afternoon Agenda

Time	Topic	Presenter(s)
1:30 pm	Review of Afternoon Agenda	Brad Thoburn, FDOT, Chair
1:35 pm	Provide Sustainable and Reliable Transportation Funding Sources: Presentation and Group Discussion	Brad Thoburn, FDOT
2:30 pm	Partner Roundtable: Supply Chain	Group Discussion
3:15 pm	FDOT Corridor Policy	Huiwei Shen, FDOT
3:30 pm	Public Comment	Brad Thoburn, FDOT, Chair
3:45 pm	Next Steps	Dana Reiding, FDOT
4:00 pm	Adjourn	



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, small urban, rural
 - Ability to flex SIS funding to projects not on designated SIS facilities
- Greater balance between statewide and regional needs

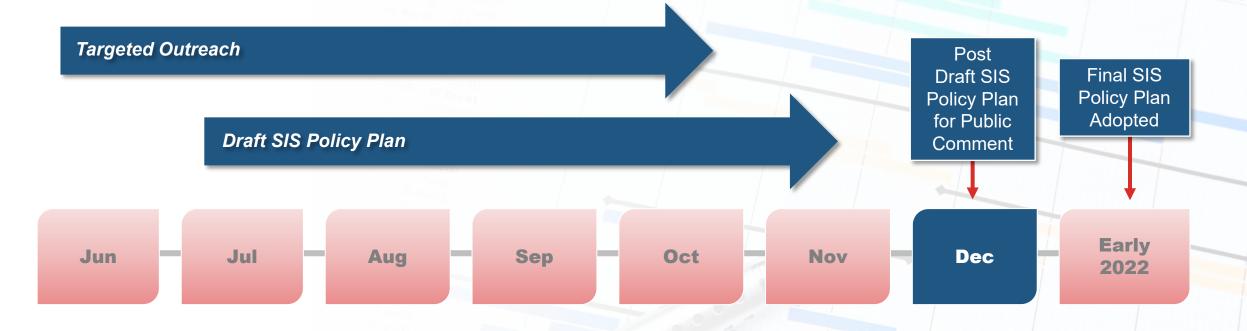


STRATEGIC INTERMODAL SYSTEM PLAN Statutory Requirements, F.S. 339.64

REQUIRED ELEMENTS	WHERE COVERED
Needs assessment	 SIS Policy Plan (policy direction) Multimodal Unfunded Needs Plan Funding Eligibility Guidance
Prioritization process	SIS Policy Plan (policy direction)Funding Eligibility Guidance
Map of SIS facilities	 SIS Policy Plan (policy direction) Adopted Designation Criteria SIS Atlas
Finance plan based on anticipated revenues, including 10- and 20-year cost feasible components	 SIS Policy Plan (policy direction) SIS Funding Strategy (5-Year Plan, Second 5-Year Plan, Cost-Feasible Plan Highway Component)
Assessment of impacts of proposed improvements to SIS corridors on military installations	SIS Policy Plan (policy direction)Periodic Study



SCHEDULE



2021



204

PARTNER AND PUBLIC OUTREACH

Partner briefings

- Statewide
- Regional/Local
- SIS Virtual Room
 - Over 300 visits
 - More than 100 individual comments

	Number of Briefings	Total Attendees
Central Office	12	318
Districts	56	1,568
Total	68	1,886

As of 11.30.21



SIS POLICY PLAN FOCUS AREAS ALIGN WITH VITAL FEW



SAFETY

RESILIENCE

TECHNOLOGY & INNOVATION

URBAN MOBILITY & CONNECTIVITY

RURAL MOBILITY & CONNECTIVITY



KEY PROPOSED CHANGES



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



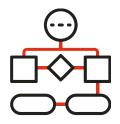
CLARIFYING INTERREGIONAL



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



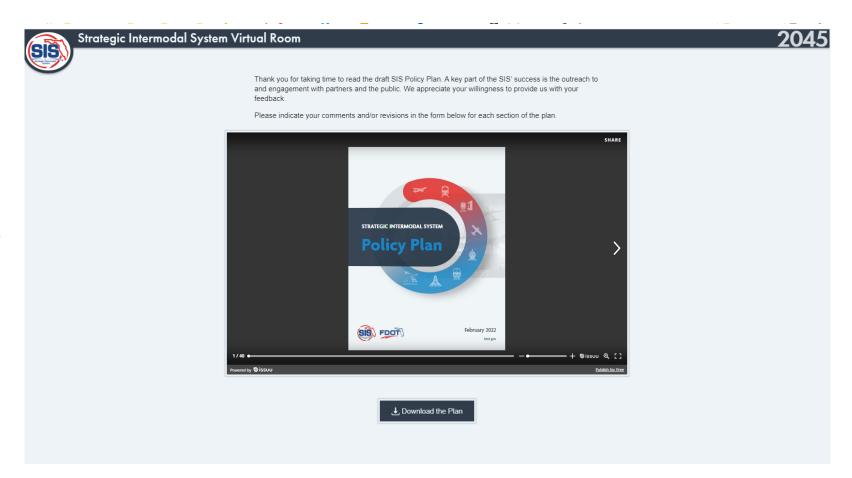
WHAT'S NEXT?

- Public comment on Draft SIS Policy Plan
 - December 9, 2021, through January 7, 2022
- Complete SIS Policy Plan in early 2022
- Begin implementation in 2022
 - Update Designation Criteria and Thresholds
 - Update Funding Eligibility Guidance
 - Conduct pilots to identify projects based on new policies



How to Provide Additional Comments

Share additional comments via the SIS Virtual Room



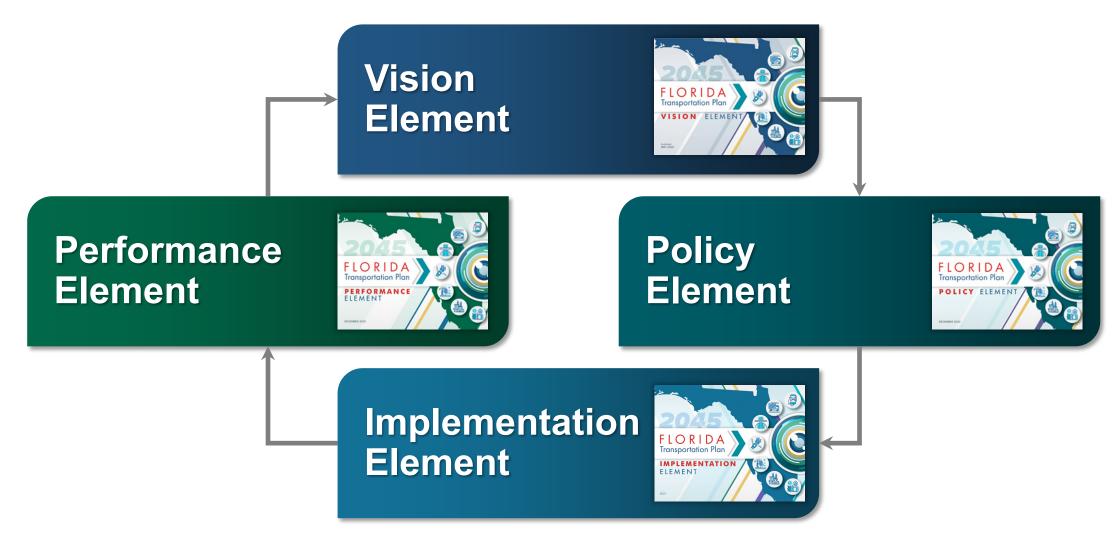
sisvirtualroom.floridatransportationplan.com



Implementation Element Update



Elements of the FTP





FTP Strategies

FOUNDATIONAL STRATEGIES

Strategically align investments with goals

Provide sustainable and reliable transportation funding sources

Develop and retain a skilled transportation workforce

KEY STRATEGIES

Commit to vision zero as our top priority

Identify and mitigate risks to Florida's transportation system

Transform Florida's major transportation corridors and hubs

Strategically complete transportation systems and networks

Expand transportation infostructure

Prioritize mobility for people and freight

Further access to opportunity for those who need it most

Integrate land use & transportation decisions

Develop transportation systems to protect and enhance air quality, water quality and quantity, critical lands, and habitats



Transportation Workforce

Future of Work Changing Rapidly



Declining workforce participation

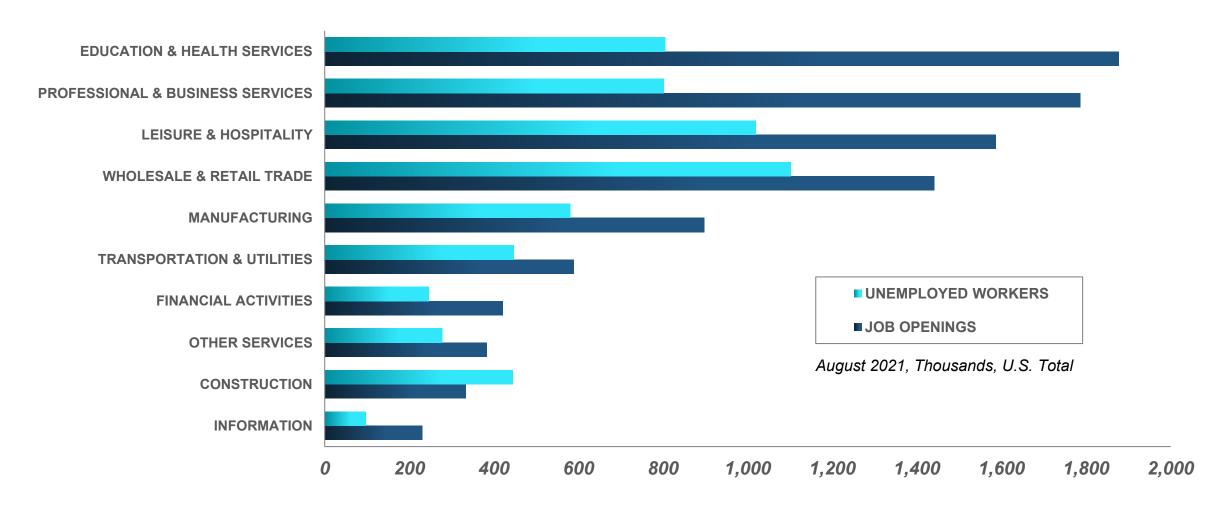


Growth in cognitive and non-routine jobs



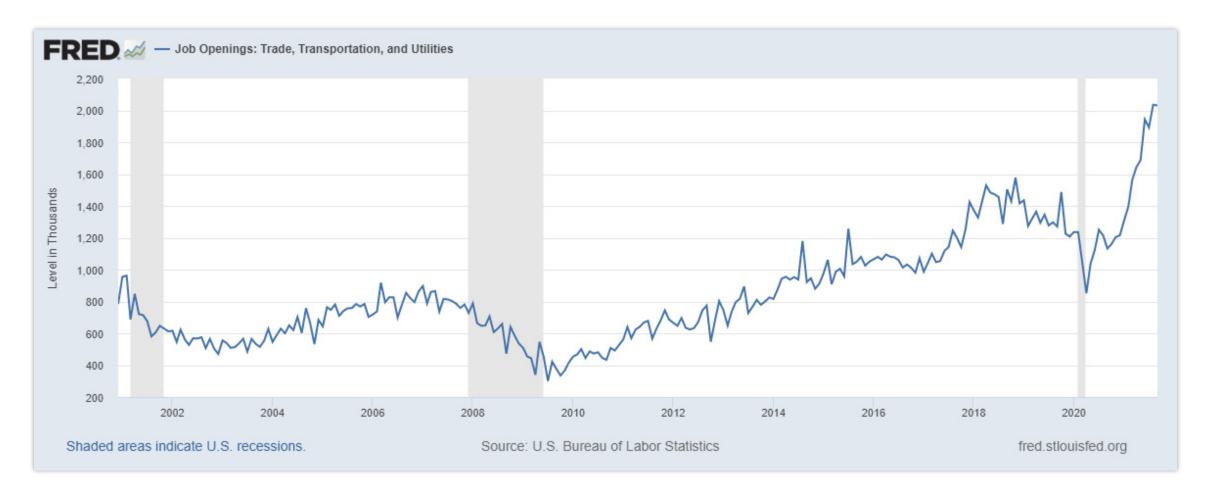
Flexible, remote, and gig work

More Jobs Looking for People than People Looking for Jobs





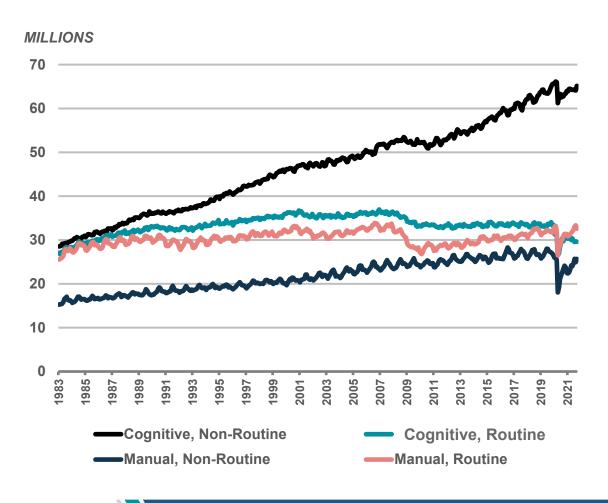
Total U.S. Job Openings: Trade, Transportation, Utilities





Nature of Work Changing

JOBS BY TYPE

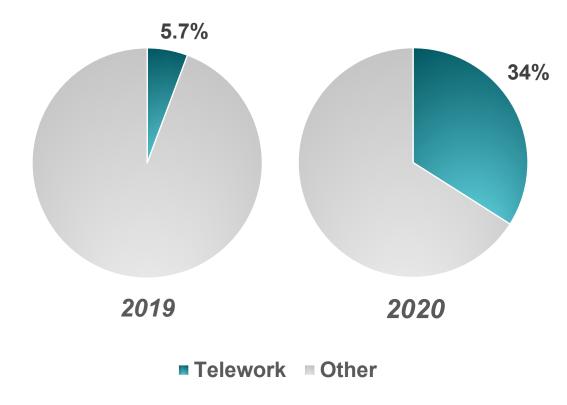


% OF JOBS THAT COULD BE AUTOMATED USING TODAY'S TECHNOLOGY



Nature of Work Changing

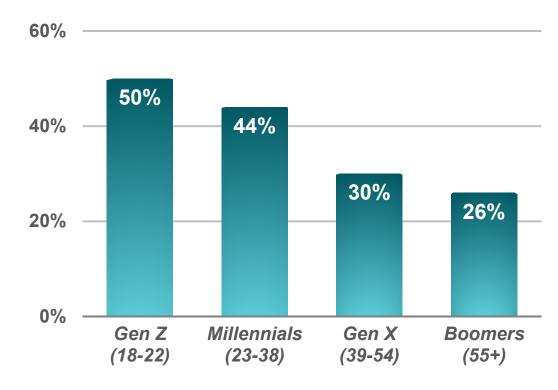
MORE PEOPLE WORKING FROM HOME...



Source: U.S. Census Bureau.

MORE PEOPLE IN THE GIG ECONOMY ...

% of U.S. Workers doing Freelance Work by Generation



Source: Upwork, Freelance Forward 2020.

Example Workforce Initiatives: FDOT







Example Workforce Initiatives: CareerSource Florida

CareerSource®

FloridaFlex Training Grants

Sector Strategies

Credentials Review Committee

Apprenticeships

Gig Economy Toolkit







Workforce Development & Retention: Key Opportunities



TARGETED WORKFORCE SKILLS AND GAPS

- Identify current/future demand and gaps in workforce skills/availability
- Focus on transportation construction/related trades; logistics and distribution

WORKFORCE TRANSFORMATION

 Adapt transportation occupations to changing technologies, flexible hours, remote work, gig assignments

TALENT PIPELINE

- Develop long-term transportation workforce pipeline strategy
- Position Florida as global talent leader for transportation innovation



Identifying Potential Actions



CUSTOMERS



PERFORMANCE & DATA



PLANNING & DECISION MAKING



REGIONAL & LOCAL FLEXIBILITY





Investment Decision Making

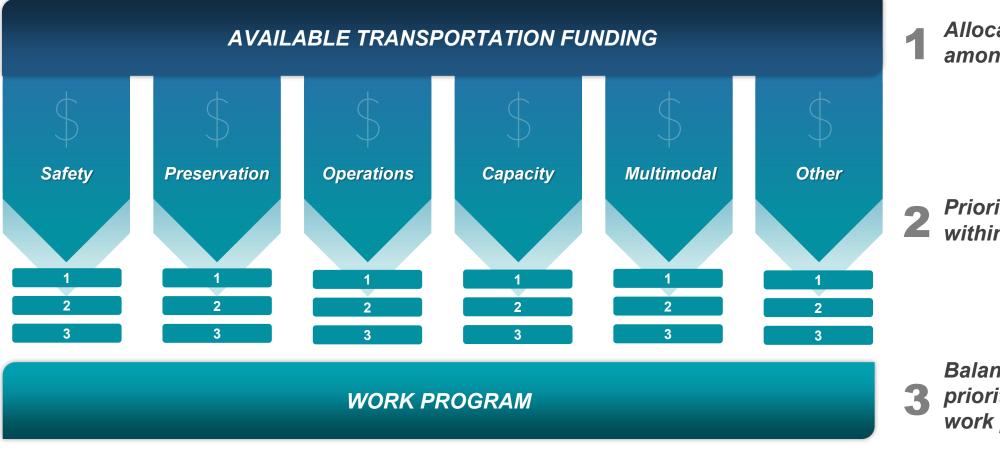
Two Related Strategies

STRATEGICALLY ALIGN INVESTMENTS WITH GOALS



PROVIDE SUSTAINABLE
AND RELIABLE
TRANSPORTATION
FUNDING SOURCES

How Are Investment Decisions Made?

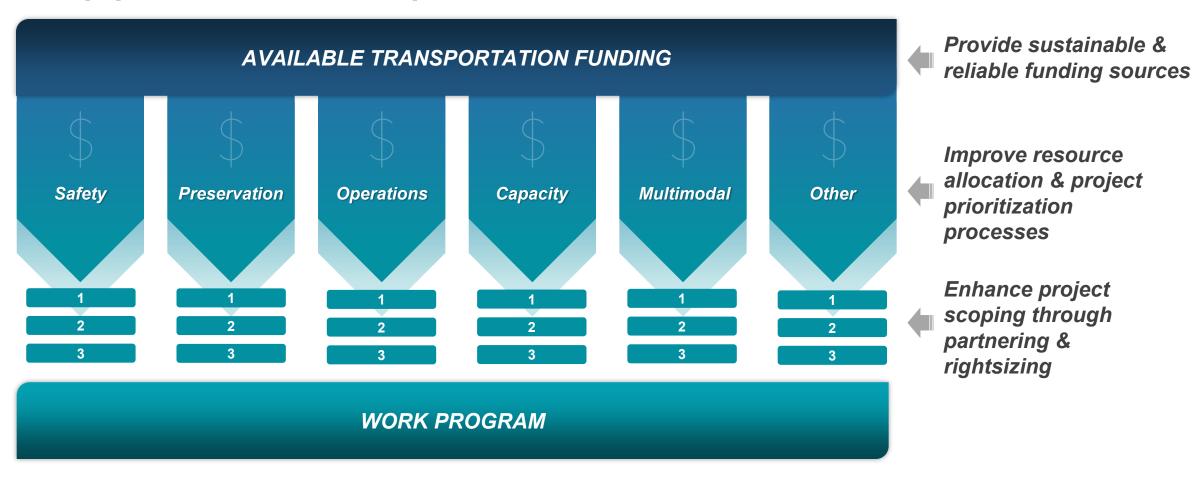


1 Allocate revenues among programs

2 Prioritize projects within each program

Balance and harmonize priorities into a final work program

Where Could We Improve the Process to Support FTP Implementation?



Investment Decision Making: Key Improvement Opportunities



RESOURCE ALLOCATION/PRIORITIZATION

- Frequently evaluate allocation of resources across programs to accomplish FTP goals
- Carefully prioritize investments among projects to support FTP goals
- Expand funding availability for regionally significant projects, rural/small county projects, emerging mobility solutions
- Refresh methods, tools, data

PROJECT SCOPING

- Identify investment opportunities and partnerships to support multiple goals
- Reconsider needs, scopes, planning horizons, and rightsize investments to accommodate changing travel behavior and emerging technologies



Resource Allocation: State Investment Priorities

STATUTORY REQUIREMENTS

FTP GOALS AND OBJECTIVES

PERFORMANCE TARGETS

SAFETY

PRESERVATION

- Bridge
- Resurfacing
- Maintenance

STATUTORY ALLOCATION REQUIREMENTS

TRANSPORTATION SYSTEM CAPACITY/ENHANCEMENTS

- Strategic Intermodal System (SIS)
- Arterials/other non-SIS projects



Resource
Allocation:
State Statutory
Requirements

No statutorily required allocation \$2.4B

51%

Statutorily required for allocation specific statewide programs \$1.4B

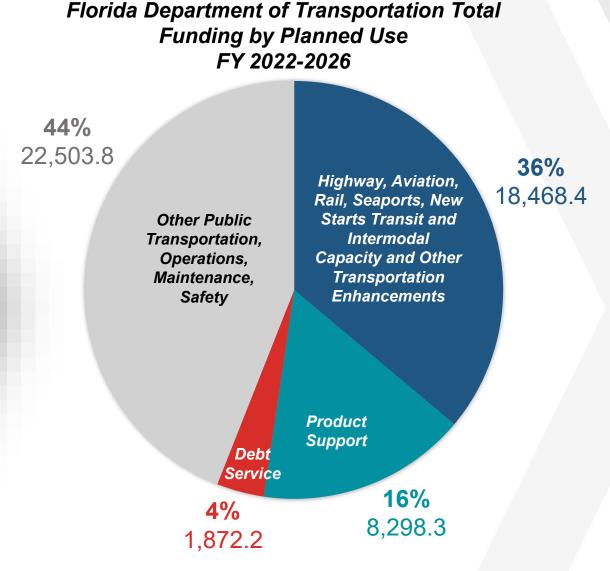
30%

Statutorily allocation to District where collected \$0.9B

19%



Resource Allocation: State Programs



Total 5-Year Adopted Work Program \$51,143M



Resource Allocation: MPO Example



COMMITMENT
2045 MTP FUNDING
PROGRAMS
AND POLICY
ALLOCATION



20% Roadway



10% Transit



15% Systems Mgmt./Safety



20%
Complete Streets &
Localized Initiatives



25% Complete Streets Master Plan



10% Mobility Hubs

Project Prioritization: Typical Inputs

STATE AND FEDERAL REQUIREMENTS/GUIDANCE

LONG-RANGE PLAN GOALS, OBJECTIVES, STRATEGIES

PERFORMANCE MEASURES AND TARGETS

PUBLIC AND PARTNER INPUT

PROJECT READINESS



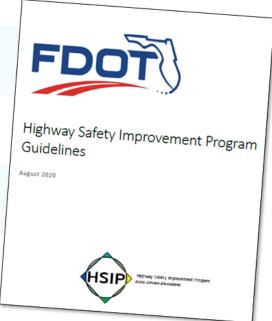
Statewide Project Prioritization Example: Highway Safety Improvement Plan

PRIMARY MEASURE

Benefit cost-ratio

ADDITIONAL CONSIDERATIONS

- Other planned projects at same location
- Distribution across Districts
- Right of way needs and acquisition
- Environmental impacts and mitigation
- Project readiness
- Familiarity with proposed countermeasure
- Public input



Statewide Project Prioritization Example: Strategic Intermodal System





ENVIRONMENTAL STEWARDSHIP

Farmlands • Geology • Archaeological / Historical Sites •
Contamination • Conservation and Preservation • Wildlife and
Habitat • Flood Plains / Flood Control • Coastal / Marine •
Special Designations • Water Quality • Wetlands • Air Quality •
Energy and Sustainability • Social Investment / Justice •
Residential Community Impact

Connec Transit (Distance

INTERMODAL CONNECTIVITY

Connector Location • Truck Volume •
Transit Connectivity • Managed / Special Use Lanes •
Distance to SIS Hub Facilities • SUN Trail Proximity

MPO Project Prioritization Example: Capital Region TPA

Roadway Evaluation Criteria	Weighting
Project Phases Completed	100
Part of an Adopted Plan	50
Natural Environment	20
Social Environment	20
Total Potential Points	190

Prioritization Criteria	Weighting
Safety Improvement	75
Universal Accessibility	60
Growth Center/Economic Development	30
Existing Congestion Reduction	25
Supportive of Bicycle and Pedestrian Mobility and Accessibility	20
Supportive of Transit Priorities and Accessibility	20
Future Congestion Reduction	15
Supportive of Freight Priorities	15
Supportive of Transportation Technology	15
Resilience	10
Evacuation Route	5
Travel and Tourism	5
Tiebreaker: Funding Commitment	1
Total Potential Points	296



Project Scoping: Partnering Opportunities

PUBLIC/PUBLIC

- Federal/state
- State/local
- Regional

PUBLIC/PRIVATE

MULTIMODAL

MULTI-USE

- Broadband
- Water/sewer
- Energy

CROSS-SECTOR

- Community development
- Economic development
- Environmental stewardship

Partnering Example: Tampa Heights

DESCRIPTION

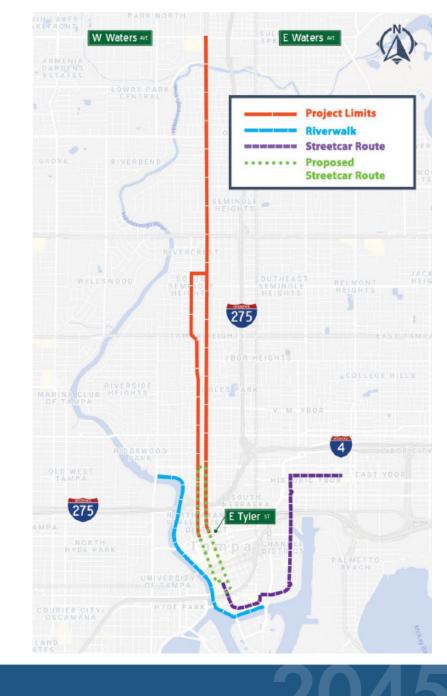
- Repurpose outside travel lane for bus rapid transit
- Widen sidewalks, install new crosswalks
- Improve intersection geometry
- Create multi-use path
- Improve stormwater drainage system

BENEFITS

- Enhance safety
- Improving resiliency
- Expand access to transit, particularly for underserved residents
- Support economic development

FUNDING

\$38M total, including \$18M RAISE grant, FDOT funding through SIS program, local funding



Project Scoping: Rightsizing

RIGHTSIZING

A process by which a transportation agency makes intentional decisions to adjust the size, extent, function and composition of its existing or planned infrastructure and service portfolio in response to changing needs over time.

- Avoid over-/under-build
- Match investment to community vision/market demand
- Encourage adaptable and multi-use infrastructure
- Provide flexibility in design and performance standards
- Adjust timing of investments to changing market needs

Source: NCHRP 19-14, Rightsizing Transportation Investments: A Guide for Planning and Programming



Rightsizing Example: US 17-92, Osceola County

PURPOSE

 Relieve congestion and improve operations at intersection of U.S. 17-92 and Pleasant Hill Road

INITIAL CONCEPT

Grade separated crossing (~\$120 million)

RIGHTSIZED CONCEPT

New quadrant road with innovative intersection design (~\$37 million)



Identifying Potential Actions



CUSTOMERS



PERFORMANCE & DATA

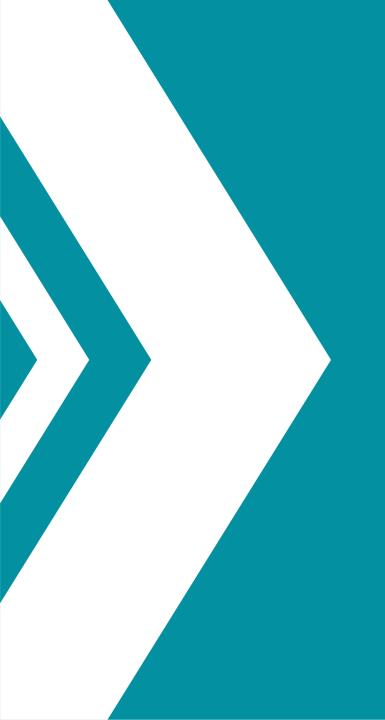


PLANNING & DECISION MAKING



REGIONAL & LOCAL FLEXIBILITY





LUNCH BREAK



WELCOME BACK

Afternoon Agenda

Time	Topic	Presenter(s)
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4:00 pm	Adjourn	



Sustainable and Reliable Funding

Sustainable and Reliable Funding: Key Concepts



DIVERSE REVENUE SOURCES

Continue to maintain a diverse portfolio of transportation revenue sources

ENHANCE SUSTAINABILITY AND STABILITY

- Prepare for anticipated decline in value of motor fuel tax
- Provide more stability in transportation investment during economic and fiscal cycles



Transportation Funding Sources

LOCAL

Motor Fuel Taxes

Local Option Sales Taxes

General Government Contributions

Local Fees

STATE

Motor Fuel Tax

Motor Vehicle License Related Fees

Aviation Fuel Tax

Documentary Stamp Tax

Rental Car Surcharge

FEDERAL

Fuel Taxes

Heavy Trucks and Trailers Sales Tax

Heavy Vehicle Use Tax

Aviation Passenger Taxes, Waybill Taxes

Ad Valorem Task on Waterborne Cargo and Passenger Cruise Ships

> General Fund Appropriations

USER FEES

Toll Revenue

Passenger Fares

PRIVATE SECTOR

Private investment in privately owned facilities

Private/public partnerships

Example: MetroPlan Orlando 2045 MTP

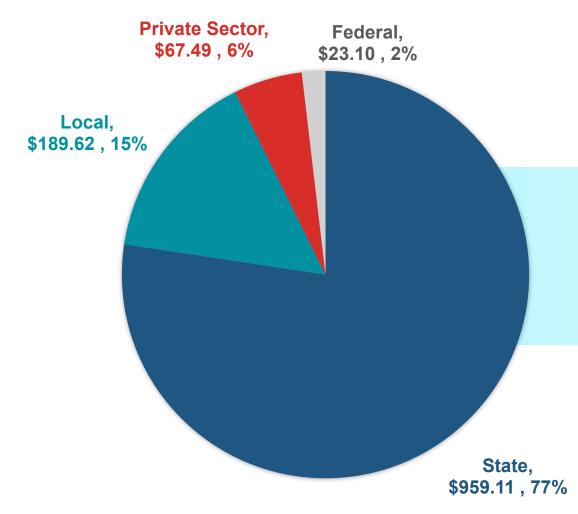


System / Agency / Local Government	2021-2025	2026-2045	Total
Federal / State: Roads	\$ 532,190,000	\$ 2,979,790,000	\$ 3,511,980,000
Federal / State: Transit	\$ 217,790,000	\$ 1,201,920,000	\$ 1,419,710,000
MetroPlan Orlando (TMA SU)	\$ 147,530,000	\$ 590,120,000	\$ 737,650,000
Transportation Alternative Funds (TALU)	\$ 11,390,000	\$ 45,560,000	\$ 56,950,000
Orange County	\$ 647,505,722	\$ 4,142,365,683	\$ 4,789,871,405
Osceola County	\$ 295,054,153	\$ 1,319,191,614	\$ 1,614,245,767
Seminole County	\$ 282,797,914	\$ 591,238,362	\$ 874,036,276
Total	\$ 2,134,257,789	\$ 10,870,185,659	\$ 13,004,443,448



Example: Martin MPO 2045 MTP

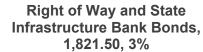




TOTAL REVENUES, YOE
(IN MILLIONS) YEAR 2026-2045

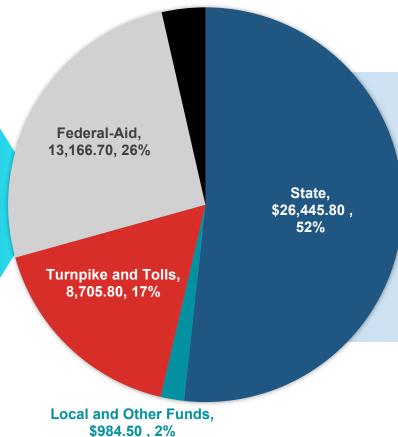
FLORIDA Transportation Plan

State Funding Sources



Florida Department of Transportation Total Funding by Source FY 2022-2026

Total 5-Year Adopted Work Program \$51,143M



Fuel Taxes

Motor Vehicle License Related Fees

Rental Car Surcharge

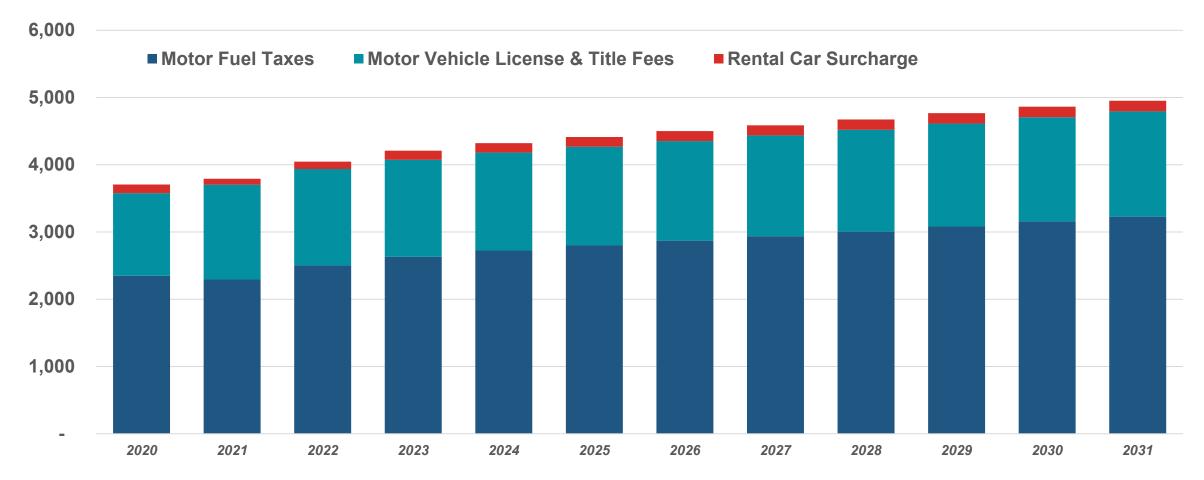
Local Option Distribution

Documentary Stamp Tax

Source: Transportation Revenue Estimating Conference (August 2020), Documentary Stamp Tax Estimating Conference (August 2020)



State Funding Outlook: Transportation Trust Fund Revenues (\$Millions)



Source: Florida Revenue Estimating Conference, August 2021



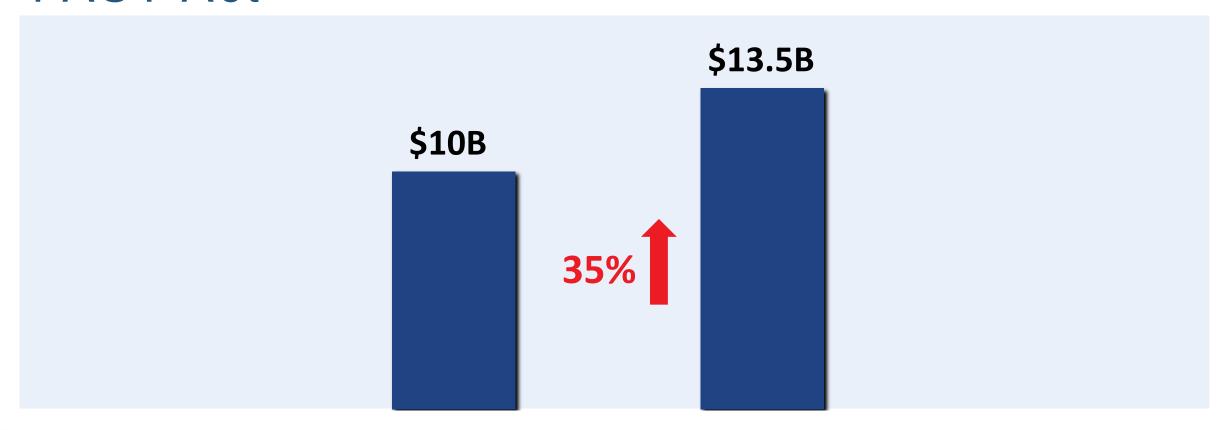
Infrastructure Investment and Jobs Act (IIJA)



\$550 Billion for New Investments



Formula Funding: Significant Increase from FAST Act



Total Share of Formula Funding for Florida



Additional New Formula Programs



Bridge Formula Program

\$244.9 million



National Electric Vehicle Formula Program

\$198.1 million



Ferry Boats and Ferry Terminal Facilities

\$2.9 million

Competitive Program Overview



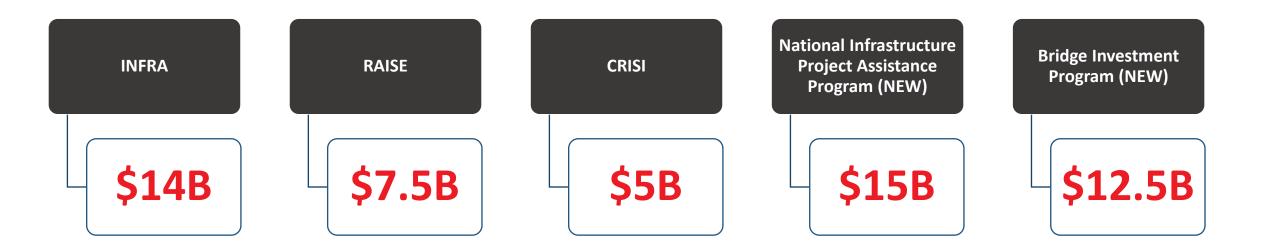


Total Potential Funding: \$187 Billion

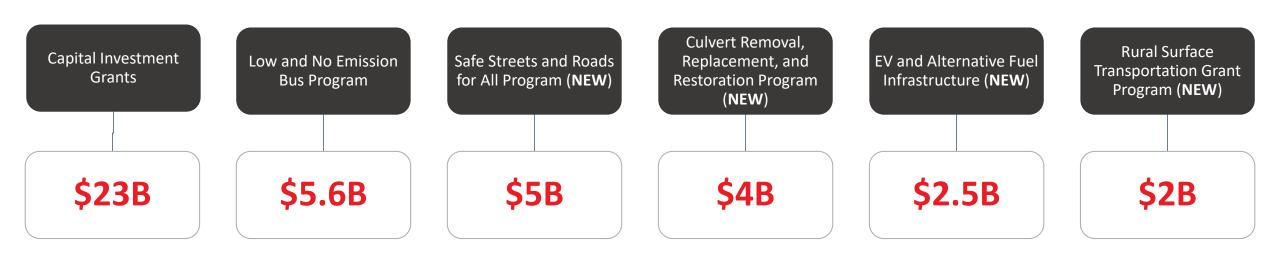




Competitive Programs of Interest: FDOT



Competitive Programs of Interest: Local Partners

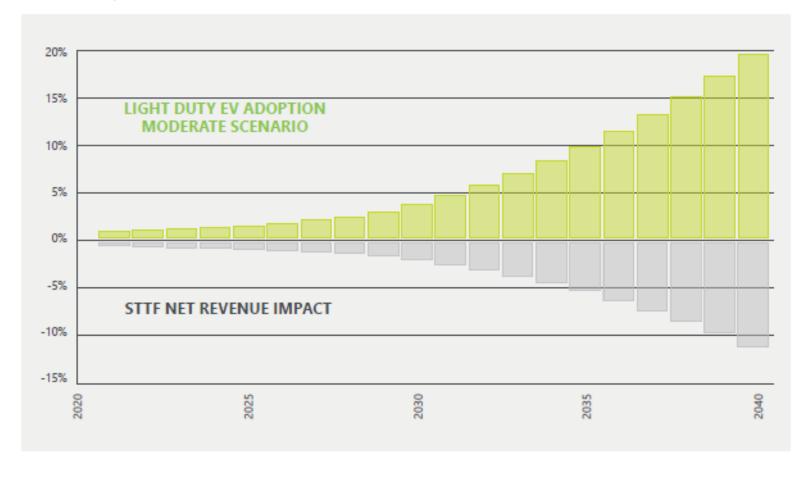


Sustainability and Stability: Future of Motor Fuel Tax

2021-2040 STTF Total Net Revenue Loss (Moderate Growth Scenario)

Includes All Revenue Streams.

When factoring all transportation revenue streams, for every one percent increase in EV market adoption, there could be 0.5 percent reduction in STTF revenue.



Source: FDOT Electric Vehicle Master Plan, 2021



Identifying Potential Actions



CUSTOMERS



PERFORMANCE & DATA



PLANNING & DECISION MAKING



REGIONAL & LOCAL FLEXIBILITY





Partner Roundtable

Roundtable Discussion

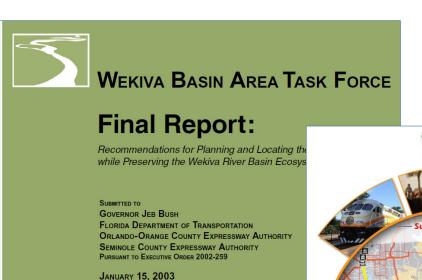
 What impacts are you experiencing from the current supply chain crisis?

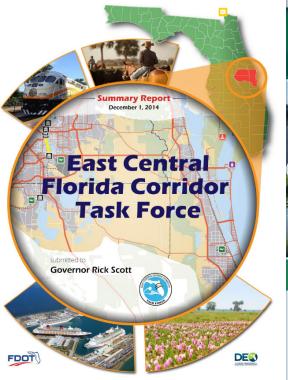
What can Florida do improve supply chain resilience?



FDOT Corridor Policy

Future Corridor Planning Initiatives







I-75 Relief Task Force



SUNCOAST CONNECTOR



Why a Corridor Policy?

- Implement statutory direction to consider recommendations of prior Task Force reports
- Build on prior collaboration on corridor planning guiding principles
- Ensure consistent approach for future corridor planning activities
- Integrate into FDOT procedures, guidebooks, work scopes





Policy Content: Corridor Planning and Development Process

- Integrated Approach
- Structured Process
 - Initial discovery and pre-planning activities
 - Planning-level identification of purpose and needs and evaluation of alternatives, including "no build"
 - Established processes for project development and environmental review, economic feasibility
- Public Engagement
- Innovation



Policy Content: Guiding Principles

Statewide and Regional Considerations

- Regional and community visions and plans
- Land, water, wildlife, and plant resources
- Connectivity to population and employment centers
- Disaster mitigation, preparedness, response, and recovery

Corridor Considerations

- Safety and security
- Reliability, mobility, emergency evacuation and response
- Integration with regional and local transportation systems
- Multimodal and multiuse opportunities
- Emerging technologies
- Potential alternatives



Future of Corridor Planning

FTP Goals	Typical Planning Process	Enhancements/Innovations
Safety	Reducing highway safety risks	Safety and security for all users
Infrastructure	Maintaining roads and bridges in good condition	Preparing for risks; planning for multiple types of infrastructure including emerging technologies
Mobility	Moving vehicles	Moving people and freight
Accessibility & Equity	Expanding transportation choices	Expanding access to jobs, education, health care
Economy	Reducing travel time and costs	Supporting regional and local job growth and investment
Communities	Reacting to growth and development	Supporting regional and community visions
Environment	Avoiding, minimizing, mitigating impacts	Restoring and enhancing natural systems



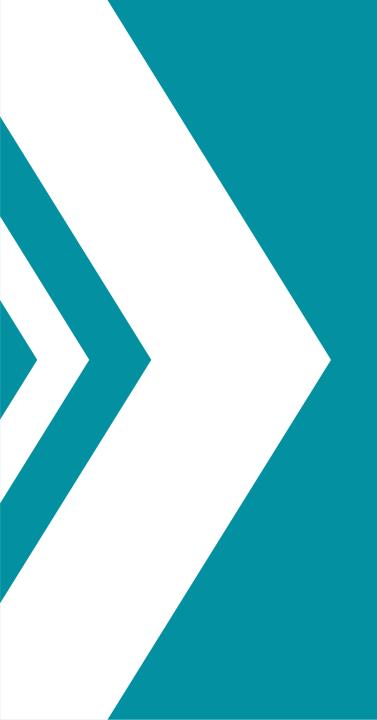
Next Steps

Internal FDOT review

Share with Statewide Partner Groups

Adoption by FDOT Executive Board





Public Comment

Provide your name and county of residence

Please keep comments to no more than 3 minutes



Next Steps

Next Steps

SIS POLICY PLAN

- Public comment period closes January 7, 2022
- Final copy to Committee prior to adoption in February 2022

FTP IMPLEMENTATION ELEMENT

- Revised actions from today to be circulated in next 2 weeks
- Complete draft to Committee in January 2022



2022 Work Plan

KEY COMMITTEE RESPONSIBILITIES

Continue to coordinate on key FTP implementation priorities

Provide guidance to update of state rail and transit plans

Support additional statewide planning and policy issues

PROPOSED MEETING SCHEDULE

- Early February 2022 (webinar)
- Late spring/early summer 2022
- Fall 2022



