

Florida Freight Advisory Committee (FLFAC) Meeting August 2020

Data-Driven Approaches

Committee Members In Attendance:

Alix Miller	Greg Stuart	Rob Hooper
Aung Thurain	John Dohm	Rob Palmer
Bob Ledoux	Joe Arbona	Robert Midgett
Bruce Lyon	Marie Tucker	Seckin Ozkul
David Anderton	Malcolm Wade	Stan Parkes
Dan Liu	Mark Bontrager	Tori Bradley
Gary Goldfarb	Mason Henson	Troy Post
Gene Conrad	Mike Rubin	

Introduction

- Rickey does call to order, thank you everyone for being here

Agenda

- We will discuss TPAS, TSM&O Solutions, and Freight Optimization Study. Finish the presentation with a roundtable.
- Holly takes over - thank you or joining, we are officially called to order. To ensure there are no issues with audio, all those that are not official members are now set to mute. Please use the hand raising system to ensure any questions can be answered.
- We have a quorum, we are making the meeting official. This meeting is called to order.

Meeting Minutes

- Approval of meeting minutes from the last meeting in May.

- We have a quorum, the motion has been passed and the previous meeting minutes are approved

New Committee Cycle

- FLFAC is running a re-cycle of the committee. If this is the second time you have sat on the committee (total of 3 years), then we appreciate your efforts, but it is time for new members to begin joining – you may still re-apply but priority will be given to new members and those who have only served a half-cycle (1.5 years).
- Please apply on the FLFAC site online and send out notice to those who should apply – you all have contacts in the industry.

TPAS

- Marie tucker to discuss the TPAS system. She is the manager of the deployment of this system across the state.
- Initial installation included all rest areas weigh stations and welcome centers across Florida.
 - Some were not completed based on upcoming construction.
- 45 rest areas, 20 weigh stations and 3 welcome centers.
 - This is a total of 23,000 truck parking spaces being monitored.
- There are six TPAS stations that are being established now
 - These are the stations that were not completed due to earlier construction.
- TPAS Schedule in districts 4, 5, and 7 are completed
- 1, 6, and 3 are anticipated to be completed by the end of the year.
- There were some tests of technology during this deployment such as Microwave vehicle detection, but this did not work out quite as expected and will be revisited.
 - The counts through detection were off due to state vehicles and other heavier non-truck vehicles.
- TPAS has been rolled out in a phase approach, currently it is in phase one which is the installation of all systems.
- Stage 2 will be a development of predictive analysis for future parking availability.
 - Software has been upgraded to better determine maintenance requirements of devices to assist upkeep and maintenance during this stage.
- Stage 3 is to incorporate these systems into private facilities and staging areas near freight generators. This will be an effort tied to the FMO more specifically.
- Data for TPAS is transmitted via roadside signage as shown in ppt.
- FHWA has given sponsorship approval to assist with the maintenance costs of the system.
- This systems data is being fed into both the signage and an online portal that will show this information.

- The data is provided and able to be utilized through an agreement for third parties to generate this data on websites and phone applications.
- Everything in phase one feels a little slower due to the fact that it is infrastructure, once phase 2 and 3 begin the data provided will move quicker.

TPAS Questions

- Question: How does TPAS and truck parking in general affect the industry?
 - Answer: Truck parking is still an issue. Trying to find an open spot and wasting the time for drivers to find a spot is a significant issue that consumes valuable time-based resources.
- Question: Is the industry well-aware of the TPAS system?
 - Answer: That is a good question, we will have to survey the drivers to find out.
 - Agreed that most of this initiative won't fully take off until it begins working with the third party users.
- Question: will pricing or services be provided when this information is given?
 - Answer: Services are likely to make it to the app, but pricing is something they do not want get mixed in with on the private side.

TSM&O Solutions

- Aung Thurain will present a look at the improved Safety and Mobility Study in D5
- Goal of this presentation is to identify what the objectives are to affect stakeholders and what are some areas of concern for these stakeholders.
 - Do any of the solutions provided by the team cause any consternation
- Utilizing AADTT and freight zones this study has a very good idea of what the freight intensive areas are.
 - Solutions will be tested once the highest issue areas are identified.
- The solutions vary, but all are capable of having big impacts
- Solutions are focusing on a few areas. Multi-modal intersections and heavy use roadway sections with high freight crashes etc.
- Technologies being considered:
 - Advance train detection and Freight Signal Priority at rail crossings.
 - Intent to develop an app or similar device can help all people avoid crashes by rerouting where they are known.
 - Further, this system will be integrated similarly to TPAS info
 - Queue warning systems to notify drivers where to expect congestion
 - All of these systems require infrastructure to ensure successful roll-out
 - Road Side Units (RSU's) and On-Board Units (OBU's) are currently being tested and surveyed for to better understand how to complete this roll-out
 - Once infrastructure is complete, Connected Vehicles will be closer to a reality

TSM&O Questions

- Question: How are we determining the content of the messaging of the dynamic messaging signs?
 - Answer: It varies. But a good start is to check how are other states doing in regards to rolling out their own
- Question: Would it be possible to include weather predictions in this messaging?
 - Answer: DOT does have sensors throughout their roadways that can capture some of this data, but weather warnings are already relatively ubiquitous
- Question: Have we thought about using the amber alert notification system (or something similar) for traffic warnings?
 - Answer: Florida uses the 511 system currently as its 911 style information delivery platform
- Question: We need to include commuter traffic more heavily than we currently are, is there any plan to include this in the future?
 - Answer: This a good question that has more far reaching effects than the FMO
- Question: How do we receive data for this information?
 - Answer: Might be best to do a survey to better understand how this data will be useful for the industry. Once derived it can be decided at that point the best way to disseminate the data to industry partners
 - These survey are already in the plans, once the results are in, Aung and team will develop a system for these next steps.
 - Please take survey and share with the following link.

Optimization Study

- We have been talking about this for a few years now, and Rickey has provided the initiative that we have been looking for here.
 - Richard, the CEO and lead for Quetica on this study is an army logistician.
- A key issue and driving force is to gather the public use data that is available and compiling this with the private data gathered from individual companies to get detail on costs, routes, and impacts of freight on them.
 - Once compiled with public and private data a model will be established.
- This is a four phase approach, currently working in phase one which is the data assessment and stakeholder outreach. Stakeholder outreach is intended to be done through interviews.
- The model created in steps two and three will be based on landed freight movements, beginning with District 2 and 3.
 - Once proof of concept is completed, this will move forward to other Districts.

- The goal is to be able to provide this data not just for state investments but for private as well. These will find opportunities for trainload facilities as well as intercostal and barge movement.
- What-if scenarios will be utilized to better determine possible options utilizing real life data to determine possible scenarios.
- Transload will help address the national long haul driver shortage which has been exacerbated by the pandemic.
 - The thinking here will be with an eye towards southbound freight movements. Hopefully this can action against empty backhaul movements as well.
- Key Roles and Responsibilities
 - FMO will be a key partner in providing contacts as well as guiding the resource and data gathering efforts. Enterprise Florida will provide regionality as well as being able to speak and work the private partners.
- If you look at the core tenets of M-CORES, this optimization model falls into a significant portion of the expected efforts of M-CORES.

Roundtable:

- COVID-19 Issue Survey Rankings, the ranking are likely different now than when the survey was created four months ago.
 - Other issues are related to ocean freight movement as well as PPE for the drivers in the US.
- It would be beneficial to send this survey out, or maybe also send another survey to better find out how the industry has responded to the current pandemic.
 - Due to the fact that this list may be dated, we are moving on to the best practices in the industry.
- Question: How has this pandemic affected the Florida fruit and vegetable industry?
 - Answer: One thing we are watching closely is worker availability and safety. The worry of crop loss has significantly fallen off as it seems that even against the restaurant closures and lack of tourists, vegetable and fruit consumption is still constant.
 - Answer – rail industry: We know passenger rail has slowed down significantly, but freight rail has not slowed. Overall the industry quickly responded, but was mostly capable of responding on time and not being affected overly in a dire fashion.
 - Answer – Enterprise Florida: EF is seeing a swing in a lot of companies trying to invest in Florida, or taking this opportunity to revamp their plans as there is a change in the business environment.
- “The individual process has been slower than normal the lack of face-to-face communication but this has not affected total investments negatively.”

Public Comments

- None

Member Comments

- Most people really would like an extra survey
- This has been a very well put together webinar
- We look forward to more meetings like this

Adjourned