

Florida Freight Advisory Committee (FLFAC) Meeting December 2020

Outreach/Engaging the Industry

Members in Attendance

Tori Bradley
David Anderton
Joe Arbona
Mark Bontrager
Robert Hooper
John Dohm

John Freeman
Larry Kahn
Bruce Lyon
Bob Ledoux
Robert Midgett
Alix Miller

Seckin Ozkul
Troy Post
Mike Rubin
Malcom Wade

Welcome

Rickey Fitzgerald - Good afternoon everyone and thank you for participating in the Florida Freight Advisory Committee. As you all know, Holly is on maternity leave, so I'll be running the show with the help my HDR team and our Chairs to help facilitate - Robert Midgett and John Dohm. Again, thanks for joining us today. This committee is one of the many steps FDOT has taken to ensure that our public and private stakeholders are at the table every step of the way as we plan the future of Florida's transportation industry, and we are excited that you have chosen to be a part of these efforts.

Roll Call – we have a quorum.

Approval of Meeting Minutes - Before we move on to new business, let's take a moment to approve the meeting minutes from August. The meeting minutes for all meetings are posted on [FDOT.gov/FLFAC](https://www.fdot.gov/FLFAC). As a reminder, our last meeting was focused on TPAS, TSM&O Solutions, and the Freight Optimization Study. Motion passes.

For today's agenda, we'll start with a reminder about how the committee re-cycle process will work. We'll move onto our recent implementation efforts that are coming out of the FMTP, catch you up on our recent NHFP and Truck Parking workshops, and then we'll here from our TDA office about the freight commodity flow data. Agenda Approved

Diana Elsner - **Housekeeping notes:** attendees are automatically muted, please enter any questions into the question box and we will address at the end of the meeting.

For the committee members, you are all panelists, so you are able to mute and unmute. We ask that you stay muted until you are ready to speak to minimize background noise. This webinar is being recorded.

Committee Turnover Process - Currently accepting applications through the end of January for the staggered renewal of membership. Those members who joined around a year and a half ago are encouraged to reapply for another half cycle. For those that have served for the full three years, you are encouraged to step down to allow for new membership. There is no harm in reapplying if you would really like to continue as part of the committee. A vote for the new committee will occur in the first FLFAC meeting of next year

Question: John Dohm – Are there particular categories or industries that we would like to see participating in these applications?

Answer: This will be covered as we sort through applications; we would like to ensure that it is a modal spread and across many sectors.

Diana - FMTP Implementation Update

This committee helped us determine 10 objectives for the plan. Based on a combination of technical analysis, stakeholder input, and emerging trends, we came up with 5 recommendations per objective. We ended up with 50 recommendations, and these recommendations are further refined into action items. These action items are meant to help provide guidance, but they aren't necessarily the steps we are taking. Going forward, implementation of the plan will be a major focus of the Freight and Multimodal Operations Office and our partners. We've involved our DFCs to help us champion each of these initiatives. We'll continue to keep this group informed of our progress, and we'll build up additional information to share with everyone on the website at FDOT.gov/FMTP. Today we'll be talking about a few of these implementation efforts; we'll be getting input from you on both resilience and alternative fuels. We'll also talk about our recent truck parking workshop and National Highway Freight Program workshop.

Justin Ryan - Implementing Resilience

The changes happening in the industry are occurring at a rate not seen before. We have to be able to make sure our systems are maintained and prepared to handle these changes. Imagine the changes that have happened during COVID, or even the growth of the last mile shipping like with the increase in Amazon sprinter vans in Jacksonville alone.

This is a bottom up approach starting with our partners on the front line of supply chains. Getting their perspective. Resiliency is a broad initiative that requires a definition that specific

to supply chain. Our resilience definition is: “The ability of a supply chain to both resist disruptions and recover operational capability after disruptions occur.”

The core need is how we are going to partner with the industry to learn the solutions needed to maintain our systems.

Step 1: Listen

What is the industry facing, what are the disruptions that affect you most directly, and how can that be recovered from, how can the FDOT assist in developing this infrastructure?

Step 2: Identify

What has been done out there? What can be done further?

Step 3: Create

How can we create a toolbox that is tailored from the state of Florida utilizing the information that we have gathered here?

Robert & John facilitate discussion:

1. What type of disruptions have you experienced on more than one occasion?
 - a. Tory Bradley: Most of what we saw at the beginning of COVID has smoothed out. But at that time we thought it would be a capacity issue due to other products such as disinfectants were being prioritized. This left perishable items waiting idle in trucks due to bottlenecks at the unloading docks. This was something that was resolved with the relationships between partners.
 - b. Robert Hooper: There have been capacity issues with contracting carriers trying to get freight this year, there has not been a fuel issue as there was in prior years though. It is a different kind of emergency that led to a different issue. We are mostly worried about the future of alternative fuels and how that will be bottlenecked.
2. What types of freight facilities have been impacted during these disruptions?
 - a. Robert Midgett: In the initial portion of COVID there was a significant amount of changes to the entrance requirements of the employees. Early on temperature checks were most common, but this has since changed over to a consistent disinfecting of the entire distribution facilities and drivers.
 - b. John Dohm: There was a significant attempt to separate operations so there would be less cross-contamination, but it has since fallen off. Different sides of the facilities would not interact, but this is moving more to a standard of each facility being a large bubble in itself. One of the larger issues was the

hand off between separate partners within the supply chain, this is still very much the critical point of monitoring

3. Has your industry completed an assessment of vulnerable or critical supply chain nodes?
 - a. Bob Ledoux: The biggest worry which we are prepping for is the low-lying areas near rivers and lakes more so than the ocean itself. These seem to be rising year of year quicker than anything else and are scattered throughout the environment which has quickly begun showing up as a threat. Many tracks are already being fortified against these rains and issues
4. What are some solutions implemented so far?
 - a. Mike Rubin: Currently the Florida ports are beginning to install sensors to monitor the height and consistency of tides and the flow of the water ways. Most of the ports have already begun fortifying against the coming changes, and should be ready to go for 20 years, but are not sure of where to go after that.
 - b. Malcom Wade: The sugar industry has really not felt significant disruptions in Florida specifically, but it does have to deal with the disruptions around the country. Weather such as freezes are our biggest concerns. With rail and trucks there were disruptions due to freezes. Our largest issue is finding qualified truck drivers. It's a continual problem.
 - c. Mark Bontrager: In the past there was a big conflict between the air industry and the space industry where the traffic would have to work around each other. This year due to COVID there has been less air traffic allowing some easier launch planning. In the coming years we will see the space industry continue to take off and it will need the support of the supply chain to ensure they are able to live their lives out there. The space port is very resilient due to the built-out facilities it already has, such as an airport on site and rail ways. They expect that as throughput to orbit increases, some of these bottlenecks will be felt by the space industry.
 - d. Alix Miller – There is a shortage of truck drivers coming online due to the shutdown of DMVs across the country. Drivers cannot receive their CDLs due to long lines and lack of support from the local side of the industry. Secondly, over the last year there has been a significant push of drug testing in the industry that has forced over 60,000 drivers off the road.
5. What could the state do to help improve your operations?
 - a. Mike Rubin: The answer is always more money, but the real answer is creative funding. Hopefully the Surface Transportation bill gets resigned.
 - b. Alix Miller – Can we get the DHSMV to give us a break?
 - c. Robert Midgett – We are ahead of the curve compared to other states because of Rickey and his team. We as state need to consider the increase amount of trucks within neighborhood because of the increase in online sales. A lot of neighborhoods weren't designed for that amount and

type of traffic. We need to plan for, and be prepared for, the eventual flip to residential delivery.

Diana Elsner - **Implementing Alternative Fuels**

One of our FMTP objectives is to promote and support the shift to alternatively fueled freight vehicles. Similar approach to resilience, but slightly different order. Currently researching biodiesel, CNG, LNG, renewable natural gas, propane, and hydrogen.

Robert & John facilitate discussion

1. What is the industry doing to increase this capacity?
 - a. Robert Midgett– We are looking at all the fuels Diana is mentioning. Our lifting equipment is on hydrogen fuel. Within the freight facilities, they have already switched all of their vehicles to Hydrogen. Walmart is working with other battery and alternative fuel partners to begin moving their full fleet over to this standard. In terms of the maritime industry, they have made the switch a while ago in a significant portion of their vehicles and industry from the dockside to on the water
 - b. Alix Miller – Generally the industry has been making a slow move towards a smaller and more dedicated fleet that can utilize these energy types more efficiently.
 - c. John Freeman – Jaxport has a robust environment in utilized liquefied natural gas to the carrier vessels between Puerto Rico and Jacksonville.
 - d. Bob Ledoux – It has increased maintenance costs and storage and movement of it is more expensive than diesel though the LNG itself is cheaper. This has led to a bit of a breakeven when measured against diesel, but a net carbon reduction. Also not as dangerous as it may have been let on
2. Which of these fuels do we focus on?
 - a. Larry Kahn – In Central Florida Frito Lays delivery have been done with an electric fleet for several years.
 - b. John Dohm – As a matter of practice, EV are more welcomed in neighborhoods
 - c. Larry Kahn – A lot of the EV are less than 26 feet and work well in urban settings. There are a lot of design factors in neighborhoods that don't work well with large trucks.
 - d. Really they can all fall under different categories of use. Whether it is a sprinter van or use within a facility the goal needs to be to target fueling stations to areas where the fuel type is most specifically viable.
3. What can the DOT do to help facilitate this?
 - a. Really this is a cost issue. Many partners in the industry would like to move in this direction, but at the end of the day it is not cost feasible to change entire fleets over to a new fuel standard

- b. John Freeman – There are probably a laundry list of things from a ports perspective. That's a more appropriate question for Mike from the Ports Council.
- c. Alix Miller – Big trucks going into small neighborhoods, I do not think that local HOA neighborhoods care what type of fuel a truck is using but would care about the size of the vehicle entering the neighborhood. An incentive for truck drivers, differentiating inter vs intra state drivers. There was an incident in Miami that cost truckers to switch the size of their vehicles to accommodate to the environment and not be charged for double parking.
- d. John Dohm– what can the state do with design standards for alternative fuel?
- e. Alix Miller – Florida is ahead of other states. The peninsula makes it a bit difficult to travel from on spot to another. Before talking about fueling, we need to talk about parking needs. The industry has more important issues to deal with. Imagine trying to figure out how to fuel new trucks, but then not establishing an area for them to fuel, i.e. truck parking

Santanu Roy – **Overview of Recent Workshops**

We recently had two workshops. One on the NHFP (internally) and Truck Parking (external). The NHFP has been a very successful program for the department. We have been able to advance almost 60 projects for the next 5 years. Rickey requested a workshop with FDOT staff. The program is only 3 years old and some things are unknown to some staffers. The intent was to make sure everyone understood the requirement of the program, the FDOT policy preference, expectations and codifying instructions. It was a successful conversation. We discuss how the program evolved and matured. There were some challenges brought up from a programming side. Estimate changes is one challenge. By the time bids come in, and if higher, the plan must be amended and receive FHWA approval. An agreement was worked out with FHWA where plan updates will be submitted quarterly.

During certain years, the dollar amount is larger than 60 million. The reason that occurs is because of roll overs.

We submitted the detailed list to FHWA earlier this month and a follow up conversation has been scheduled for this Thursday

Last week, Dec 10, we had our statewide truck parking workshop. FHWA, FTA, NATSO, PennDOT and the DFCs were invited to be a part of the discussion. It was a great discussion about truck parking problems and the focus was on solutions + partnerships. PennDOT complemented FDOT by stating that we were farther ahead. We have a couple P3 project options in the state. The following workshops will be geared towards specific P3 opportunities, like that in South Florida. Subsequently we will have one-on-one with property owners and businesses that are interested in participating.

Larry Kahn – truck parking comment – There is a large consortium of the industry that is seeking land to begin developing truck parking lots in areas of high need. This investor is looking to find areas of land that are 10+ acres that area already zoned and ready to be developed.

Rickey – we will be in touch about these efforts, this is exactly what we're looking for. When we bring forth the projects to you for the NHFP, that is our principal funding source. Thank you for your efforts there. On truck parking, Alix thanks to you and the FTA partnership, we are finding solutions.

Makarand Gawade & Jerry Scott - **Statewide Freight and Commodity Analysis**

Showcase all the ways the Florida data can be utilized and broken down. Freight data analysis activities, commodity flow movement, and import/export activities. They have developed a report summarizing the movement of freight and commodities across Florida's transportation system, as well as a series of brochures for public administrators, private corporations, and the general public on Florida's freight infrastructure and commodity. They have also created County and District freight Brochures. This project will conclude on 1/22/2021 and the reports will be posted on our Multimodal web page:

<https://www.fdot.gov/statistics/multimodaldata/>.

- 73.7 M tons (\$137 B) were exported out of Florida counties in 2018.
- 154.1 M tons (\$306.1 B) were imported by Florida counties.
- Similarly, 249.6 M tons (\$171.3 B) are intra-state movements.
- 109.4 M tons (\$105.9 B) are intra-county movements.

Seckin Ozkul - **Survey Plug**

A project is being conducted that looks at the land use and logistics activity center development in Florida. We've developed a survey and we ask that you share this survey with your colleagues and friends and take it as well. The survey will remain open until the end of this week.

Rickey – this is a great help to use. We can layer this with our other efforts. We can layer this with truck parking. We want a system that runs smoothly and provides the greatest freight mobility.

We will send out link to survey after this meeting: [Land Use and Logistics Activity Center Development Survey](#)

No public comments

No member comments

Adjourn