

Florida Freight Advisory Committee Meeting Minutes
Florida Department of Transportation
605 Suwannee Street, Auditorium, Tallahassee, Florida 32399
May 8, 2018

CALL TO ORDER

Project: Florida Freight Advisory Committee (FLFAC) 4th meeting

Subject: NHFN, NHFP, Empty Backhaul, State Freight Plan

Date: Thursday, May 10, 2018

Location: Go-to meeting webinar

Attendees:	Holly Cohen	Eric Lindstrom
	David Anderton	Robert Midgett
	Mark Bontrager	Diana Elsner
	Scott Fernandez	Waris Wade
	Jake Swab	Greg Stuart
	Gary Goldfarb	Malcolm Wade
	Toy Keller	Casey Grigsby
	Amy Miller	Eric Lindstrom
	Ryan Stoeger	Tanner Martin
	Mary Beth Washnock	Keith Robbins

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- Holly: Roll Call, Previous meeting notes approval - Gary G motioned, Greg S. seconded. All approved. New HDR in house consultant Diana Elsner will be answering questions.
 - Revisited strategic focus and statutory intent of the committee. 49 U.S.C.70201. FLFAC is to advise the state on projects including regional priorities and be involved in the update of the freight plan.
 - Amy - 11 out 22 committee members in attendance which is less than a quorum. Holly - If additional members don't dial in, we'll make note and discuss whether to approve changes.
 - Holly - Discuss the NHFN including the state and HWY component. Proposed change #1 removing mileage on Sawgrass expressway, between turnpike and I-75. Carlos C - Reasoning or why the change? The add of the urban/rural mileage connects US-27 to 826 and Hialeah railyard/Miami airport instead of stopping at I-75. Joint effort between District 4 and 6, Broward MPO, Miami-Dade MPO, extension to Miami-Dade. This is currently a turnpike managed facility. This will connect central Florida to Miami-Dade County on US-27.
 - Ryan Stoeger and Mary Beth Washnock joined. Previous meeting notes, re-ratified

- #2 Add mileage on State road 401 connector between 528 connecting the beach line to the north side terminals of Port Canaveral. Toy – This is a critical need for the port.
- #3 Add mileage in Bay county on state road 390, connection from US 231 to US-98 bypassing congestion in Panama City, as another access point to the port. A last mile connector that eases congestion at the port. Amy – Wayne Stubbs (Port of Panama City) appreciates this change.
- There was an additional request in District 1. It does not reach the statewide level of strategic importance. Keith - confirmed that this change was more for regional growth importance of Lee county over Statewide importance. Holly – This item can be submitted next year, if statewide significance changes.
- Holly/Amy- Discussion to confirm recommendations/provide input on the changes. Amy – Can we approve the proposed NHFN changes? Greg S. Motioned to approve, Gary G seconded. Motion carried. Question – The brown lines on the map shows that we are removing mileage, they should show adding mileage. Correct, they will be updated.
- Proposed NHFP Recommendations – FLFAC is to advise the state on the freight related priorities, issues, projects and funding needs. Discussed the pre-meeting survey. There are only a few additional projects due to limited resources so we changed pre-meeting survey from ranking individual projects to project types. Survey results are showing a weighted average. Surprisingly the top three selected did not include capacity improvement projects. The top project types were technology, study feasibility/performance, and improving connectivity. Good feedback was received on the Follow up questions on why people made the selections that they did and what type of project types were missing.
- Project Type: Use ITS to improve the flow of freight – Proposed projects: Adaptive signals on US -27, I-4 (FRAME), ATCMTD. Project type: Conflicts between freight and passenger users – addressed in districts freight plan and FDOT’s Complete Streets.
- Robert – Question: 10 responses on the survey does not reach quorum. Holly acknowledged, we will revisit this concern later in the agenda.
- Project Type: Add capacity – Projects listed on PowerPoint. Project Type: Add/Modify truck parking - Continue funding to Golden Glades Travel Center, D6 Planning study. Project Type: Lessen the environmental impacts of freight movement – addressed in FDOT’s planning studies. Project Type: Improve connectivity to/from a freight hub or generator – planning study to address freight needs at NW 36th street to support MIA. Also, MIA’s direct ramps onto NW 25th Viaduct. Project Type: Modify/add new interchange/intersections – Popular choice. Very high demand, key element in FDOT’s work program. Project type: Study feasibility/performance of freight infrastructure – planning studies completed or in the works. Adding optional services or improvement on the Port Miami tunnel.

- Addressed the Goals of the NHFP. Went over the 2017-2020 programmed projects. Discussed requests for projects for 2019-2024 remaining funding how can we be selective and prioritize?
- Amy – Open Discussion on the Proposed NHFP Recommendation. Gary G motioned. Malcolm W seconded. Discuss the number of responses. 10 out of 22 responses to the survey? Robert – Doesn't recall getting the survey, most likely due to travel. Can we re-survey the members that didn't respond? Amy/Holly What's our timeline? July 1 is the start of the state's fiscal year so we'll need to be finished before then. Robert – Proposed amendment - Lets do a follow up survey for those that didn't participate. Let's give it one week and then have a follow up call in two weeks, showing a collective response of the survey. The proposed amended motion was accepted by Greg S and Gary G.
- What do you think is the biggest issue in freight mobility? Discussion, Poll, Vote. Amy – The state of Florida is a peninsula, 80% of traffic moves the entire north to south, the length of the state. Robert – biggest challenge: separate freight traffic from tourism traffic. Especially on the I-4 corridor. John – Suggested a possibly a limited access spine North-South, East to West? Robert – Gave an example, the flex lanes in northern Virginia/DC. Also, San Juan PR's reversible lanes. Gary G. agrees that separating trucks and passenger traffic is needed based on the success of the 25th street viaduct to MIA. Port Miami tunnel. John – Only 2 RR's serving the state (Actually 14 RR's in the state) most of the rail traffic is on the coastal side of the state. FEC comes through the most populous part of the state. Amy – Could we look at waterborne traffic using FDOT's funding to build capacity? Facility users would pay for the operation. Example: Cross harbor service NY/NJ. Gary G – I think this is a non-starter, we would have to get a waiver to the Jones act along with the current congestion at our ports. Would like to study Hi-capacity freight lanes or Reversible freight lanes.
- What should we include into the live quick poll: Discussion– Florida being a peninsula? Conflict between freight and passenger? Flexible lanes/Reversible lanes? Gary G Brazil has 12 lanes coming into cities with over 35 million people and then will reverse 8 lanes depending on the flow of traffic. Toy/Gary G. - Last mile connectivity in urban areas? Robert - Can incentives be given to large shippers like Walmart to ship at night? Gary G.- Not really, Walmart is at the mercy of the 3rd party carriers at times being a 24/7 operation coupled along with manufacturer hours and length of haul.
- Poll winner: Separating freight and passenger to reduce the conflicts accomplished by flexible or shared facilities. Malcolm/John discussed that they want to have a RR that operates the US-27 route from SE Florida to Central Florida. Toy – referenced a consultant study that Florida's rail service makes the state noncompetitive in relation to other states. Malcolm pointed out to change the poll language to show SE Florida only has two RR's instead of the entire state of Florida only has two RRs.
- Research: Empty Backhaul – Looked at the volume to and from the ports vs Florida/Non-Florida ports. Referenced exploring recommendations from the committee members on how to proceed with the Empty Backhaul action plan. Discussed the TDA study identify where empty backhaul issues are in the state. Question - What time of year was the service

conducted? Tanner – Looked at weigh station data in the 3 years average from 2015-2017. Question – How much impact does the produce season have on the findings. There was a decrease in the empty trucks I-95 FL/GA going north particularly Feb.- May. The full study is on the FDOT TDA website. Robert – Can you back out the import/export port traffic by the truck weight? Tanner - that would be dictated by where the sensors are located, sensors at the WIM stations were utilized for this study. Robert – You could get that data from the ports directly. Toy/Amy – We would like to follow up on that request. The data runs two years behind, so two out of the three years of data would be available.

- State Freight Plan update: We will have one integrated effort this time instead of MAP-21 and then amending the plan for the Fast Act. General timeline starting in June 2018 ending at the end of calendar year 2019. We need to improve project prioritization incorporating full supply chain, ITS, other state agencies. Amy – Discussion: Gary G/ Robert – Committee enjoys providing input and is critical to provide an accurate view of the state. Amy suggests an in-person meeting to discuss the plan development. Everyone is in favor of the face to face meeting possibly in Orlando. Instead of a webinar what about a regional video broadcasts?
- Public comments: Ken Walker – Can the map be separated into two? Its hard to see Southeast Florida on one computer screen. No committee member comments.
- Next steps: Resend the survey and follow up meeting in 14 days. Post meeting survey. Member shelf life. How to add/drop members, Keeping relevant topics for discussion. Amy – Likes the idea of staggering committee members and committee leadership. Amy – Comments for the good of the order - John reiterates that the committee needs to get together face to face

Motion to adjourn – Gary G. seconded and Adjourned.