

## Florida Freight Advisory Committee (FLFAC) Meeting Sept 2019

### Committee Member Attendees

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-Robert Midgett	-Robert Hooper	-David Anderton
-Joe Arbona	-Bruce Lyon	-Mark Bontrager
-John Dohm	-Mike Rubin	-Troy Post
-Alix Miller	-Seckin Ozkul	-Gary Goldfarb
-Larry Kahn	-Bob Ledoux	

### Other Attendees

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-Tanner Martin	-Allison McCuddy	-Armando Moscoso
-Peter Ogonowski	-Keith Robbins	-Diana Elsner
-Holly Cohen	-Tom Knox	-Carlos Castro
-Santanu Roy	-Jim Halley	-Daniel Hubbard

- Holly Cohen welcomes everyone. Introductions with support team. Thanks for everyone being here even through the shifting schedule and hurricane issues. House-keeping notices:
  - Guest Wi-Fi
  - Restrooms
  - Cafeteria for lunch
  - No Rickey today

### Call to Order

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- **Robert Midgett calls the meeting to order.**

### Roll Call

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- Holly Cohen takes roll call. Those in attendance (in-person or on the phone line) listed above. There is a quorum.

### Approval of Previous Meeting Minutes

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- **Robert Midgett moves to approve the previous minutes**
- **John Dohm seconds**
- Robert says this is a forum for all the board members to make sure they provide input to FDOT, speak up on any little thing that can assist us in changing the Florida freight future.
- Holly Cohen notes that we appreciate any and all input

# FLFAC MEETING MINUTES

## FMTP Scenario Planning

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### 1. Technology

- Tanner Martin introduces himself and begins to discuss the technology scenario. The horse moving to cars was a wild paradigm shift based on technology. Cities were designed around horses and we had no idea the car was coming, as such the transportation for the city was not designed with that consideration. The intent of scenario planning is to think about a potential future.
- Holly Cohen restates that the goal is to look at a potential future and plan backward from that
- Tanner Martin defines the scenario in 2045 – amplification of e-commerce, 5G, automation, delivery windows, job opportunities. Safety impacts – reduced crashes. Less severe crashes, greater travel time reliability (for cars and trucks). Mobility impacts – need to look at other solutions to increase capacity, allowing for speed harmonization, grade separation, etc. Freight implications – increased number of distribution and fulfillment centers – need improved roadways and policies. Greater emphasis on single unit trucks. Improvements for machine readable roadways – the physical infrastructure needs to be easily read in all conditions. Need to ensure roadside units to exchange safety and mobility data. Involvement in block chain for better data exchange.
- Discussion teed up by Holly Cohen – If this aggressive technology scenario came to pass, do you agree with these implications? Not all implications are necessarily an FDOT role.
- Robert Midgett says as we go to more delivery in neighborhoods, FDOT could be an advisor to residential neighborhood planning. With Amazons and everyone else wanting to do deliveries, that will have an adverse impact on neighborhood roadways. We need to think about planning for freight in neighborhoods.
- John Dohm asks how will self-driving vehicles affect this? Can our vehicles go to pick up our goods for us without the need for our driving? Will this revert neighborhood planning to include some sort of alleyways as in the 50's?
- Larry Kahn says I live in a condo and seeing how delivery trucks navigate coming in and out, the streets are ill-prepared for these trucks. If you buy a large piece of furniture or an appliance, you're seeing 53-foot trucks turn into neighborhoods. The storm drain is on the corner, it can get crushed by the turning truck. Turn aprons made for pedestrian safety has tire marks all over it – that's not safer! Big trucks are coming into neighborhoods much more commonly. I know 20 companies in Orlando that are looking for fulfillment sites. These fulfillment centers have all these trucks driving around.
- Robert Hooper asks by 2045, aren't we envisioning little robot deliveries? I didn't see any discussion about aerial delivery. I hope by then we do have that.
- Bruce Lyon likes the idea of FDOT providing some level of support to local areas. Maybe through Freight Coordinators, working with communities. Maybe in partnership with universities. Smaller communities will struggle – they can't even find good planners. FDOT can help.
- Robert Midgett says he thinks 2045 is too far ahead for all this to happen. It's happening now. There is an opportunity for FDOT to get ahead. Florida consumes more than it manufactures.
- John Dohm says people come from all over the world to shop here. We saw at the International Real Estate Conference – more mix of uses. Shared uses that include delivery areas underneath

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residential. Will the parking garages in current residential areas become delivery areas? There needs to be more specific attention to pick up and drop off areas to ensure there is a way to get around the congestion that occurs in these places, not just alleys or parking spots, but specifically designed areas.

- Larry Kahn says currently the post office has a locker system. Amazon does the yellow ones at Kohl's, 7/11, etc. That could solve a lot of transportation problems. It gets trucks out of residential neighborhoods. That's a zoning and planning issue in a big way.
- Robert Midgett retorts that it's a good point, but doesn't address consumable deliveries like meals, large things, etc.
- Bruce Lyon says DOT has better access has better to national data than we do. Walgreens are being repurposed. It's a facility that's already equipped for high volume traffic. I can tell anecdotes, but DOT actually has the data.
- Joe Arbona suggests that maybe this won't be as fast as 2045; I heard a talk about how people weren't certain that things would move as quickly as we think they will. They are running behind on the actual implementation of things. Some trucks in neighborhoods are there because they are being re-routed by WAZE as shortcuts. It seems to me like DOT needs to get involved in controlling that, so it doesn't affect neighborhoods, immediately. That needs to be a priority.
- Alix Miller notes that the city of Jacksonville decided there were 52 streets that trucks could go on, unbeknownst to FDOT. Having trucking routes is perfectly viable, but it has to be done right. You had people making decisions with no experience with trucking.
- Robert Hooper says this helped truckers avoid neighborhoods – or at least that was goal of that.
- John Dohm says a lot of this is app-driven; most of the deliveries we see are joggers (local truck drivers). It's critical that FDOT get involved early with APP makers. Attention needs to be given to drop-off/delivery areas/cut-outs. Not just the alleyway behind newly developed neighborhoods.
- Mark Bontrager mentions from a space perspective, FL has a unique position in the globe for space commerce. FL will be the place where millions of people will leave from to live and work in space. So as we think through all the things humans will need to live and work in space; that should be included. The connected internet of things will be ubiquitous.
- John – Infrastructure to Vehicle becomes Infrastructure to apps. What happens with the old chassis? How will connected vehicles back themselves up? That seems like something that would happen much sooner than 2045.
- Holly Cohen says it sounds like we have mostly validated the implications of freight.
- Joe Arbona says you might be looking at a future where train cars are individually run. This could be a disruption in the next 20-30 years. We've got some right of way that is protected that could be used in the future – maybe drones could use them? There could be a need for railroads to move a lot of water.
- Gary Goldfarb says it seems like we should be more encompassing about the possibility of new technologies. We could have a section in our meetings where we discuss new technologies.
- Robert Hooper – Considering global warming – carbon taxes has widespread implications for deliveries because per mile cost goes up dramatically. That could drive home delivery down shifting cost to consumer.
- Robert Midgett says consumer expectations will catch up to freight – they will look for who can deliver the fastest. Faster moving freight is an expectation. That will set the tone.

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## 2. Resiliency

- Tanner Martin defines 2045 in this new scenario - increase in 4F, rising sea levels, increase in frequency/strength, extreme events, etc. Stronger consideration for storm water management practice. Saltwater intrusion is going to increase – many implications that we'll have to consider from a transportation planning perspective. SIS conducted a risk-assessment - inundation along coastlines. We can start to see which roadways we need to prioritize. We won't be able to build ourselves out of all the scenarios. Implications for freight – increased use of parallel corridors, supply chain resiliency – need to ensure that goods can move regardless of environmental situations – more perishables in refrigerated containers. Emergency management preparedness – fuel supply chain, bulk reserves of commodities. Also need to look at seaport and airport strategies for mitigation.
- Discussion began by Holly Cohen
- Alix Miller says that while we're using diesel fuel, yes bulk. But DeSantis is increasing charging stations – what does that look like for evacuations when everyone needs to stop and charge. Where we are immediately, we'll need to increase commodities and fuel, but hopefully that will change. Right now, fuel trucks are driven by people. The sole reason that fuel was low was because people were topping off their tanks. Trying to get those fuel drivers back and forth is a logistics issue.
- Larry Kahn mentions that FL needs a comprehensive plan of fuel by rail. Tampa and port everglades don't get barges if a storm comes a certain way. In a storm scenario, Orlando gets no gas. We need support for that, so people have.
- Joe Arbona says he would appreciate the business, but we don't know where the storms are going to hit. We shut down the railroads 2-3 days before the storm. The railroads aren't functioning.
- Bob Ledoux says the latest hurricane resulted in us being shut down for 5 days for nothing. That's what happens when you're protecting your assets. Power was an issue, but we also bring chlorine to Miami to clean their water. Crossings and lack of power – we have the good fortune and the curse of active warning gates and lights. If bridges go away, we can't go anywhere. When looking at resiliency that is critical infrastructure.
- John Dohm says that as a south Florida resident for 70 years, there's no way to evacuate everyone if we really needed to. You could bring supplies down with reverse lanes, etc. It's 6 million people – roadways can handle 200,000 with 8 lanes. How do you plan that scenario? Bathrooms, breakdowns, etc. They key word is panic. I don't know how the FDOT can prepare for something like that.
- Robert Midgett says not to beat a dead horse, but designated truck routes are not only effective for economics but also effective for the movement of emergency goods. Truly enforced truck routes not open to residents.
- Larry Kahn mentions that US 27 has been improved – but more lights synchronized, improved interchanges, etc. would help move people around. Particularly south of Sebring, it's substantially underutilized.
- Autumn Young reminds that looking at urban vs rural resilience is very different. Incorporate that into the recommendations.

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- Mike Rubin says one of our issues has been resilience for seaports – everglades spent money on connections to terminals being hardened. Those terminals don't work without electricity. Trucks won't operate in high winds. There is fuel there a lot of times, it's just a matter of getting them open with army corps, etc. We are continuously working on resilience. We want a system for truckers to know what terminals are open and when. There's not an easy answer right now.
- Holly Cohen asks if there's anything seaports are doing in master plans?
- Mike Rubin answers that seaports are including the higher water tables into their 20-30-year master plans.
- Santanu Roy asks for a perspective from the group on counter-flow. It has its pros and cons. What's the sentiment of the group?
- Alix Miller responds that she doesn't think it's practical, based on geography of the state. GA just did it for the last hurricane, but they have different ways to get through the state.
- Joe Arbona says it was utter chaos. You have to prioritize human beings over freight. Get people out of here first. Too much clogging. How do you control people leaving when they should? Who's going to do that? You have truckers who want to secure their cargo not get out in the chaos.
- Alix Miller says lot of people were asking "where can we go?"
- Holly Cohen asks if it would be helpful if we could identify safe places?
- Larry Kahn responds that establishing designated spaces, yes, but where do the drivers go?
- Joe Arbona asks about if some of stuff is hazmat? You can't just leave it. It's a very complex answer.

### 3. Economy

- Peter Ogonowski introduces the third scenario. When looking at a future scenario, it is best to compare to a future baseline. These can serve as proxies for the expected trends. These baseline projections need to be framed in some sort of historical context - significant shifts from this trend need to be particularly explained. Freight is positively correlated with economic growth. To bolster growth, we would need to provide these specific factorial enhancements such as labor force. By increasing the reach of our freight movements (seaports airports) we can increase the investment returns of freight facilities. Implications for freight – growth is the economies productive capacity. If we are to sustainably bolster freight performance, we need to have these enhancements in place. Yield higher freight movement across the modes, more collaboration, more PPP and greater return in the freight sector.
- Discussion opened by Holly Cohen – planning for economic growth, how does that look on the freight side?
- Larry Kahn says I recently attended Heartland 2060 (US27 corridor) – they gave us a great deal of data – there's some good data about how that area is a growing.
- Bruce Lyon mentions in Winter Haven we are growing at 4%. We are focusing our business development on manufacturing and exporting. The interior of the state has a great opportunity to grow (cost of living, location) and we can help create a better balance for the state. There's a lot of overlap in the scenarios. We work with legacy industry that have been here, but we need them on US 27, not four blocks for city hall. It doesn't make sense for them and for us. It doesn't allow the community to grow smartly. There could be a roll for FDOT to help communities

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understand their land and the conflicts in place. We tend to rearrange the deck chairs but not fundamentally change what needs to.

- Larry Khan says rail served industrial parks are clustering – there are places in some of the rural markets where there are 900 acres that would like that intense industrial development that has value. We need to make more here. In the complexity of zoning where you allow industrial but not manufacturing, there needs to be a process for getting through that that’s quicker than rezoning.
- Autumn Young responds that there needs to be a synergy between FDOT and other agencies like DEO, that’s a great point.
- Bruce Lyon says that Dept of Education partnerships are needed to increase labor force if we want to ensure economic drive of these industries; We don’t have the talent line to support it – we are going backwards on that subject. We need a depth of support from the legislature, DEO, FDOT, etc. We need career academies even in the high schools.
- Larry Kahn says that with respect to land use, we are limited in industrial land because of the theme parks have bought it up. We have 16,000 acres dedicated for logistics and manufacturing, but the rules prohibit it except for aviation use. You have a land mass that you can’t use for logistics and distribution.
- John Dohm responds that MIA is only 3300 acres, and that’s the largest. That’s crazy. With respect to truck parking – can we utilize state land? There is land that sits fallow – what can we utilize? Even for DOT purposes. Could we get into federal funds to lease it? The departments don’t want to let it go – can we pay them for use of it?
- Holly Cohen responds that truck parking ties into PPPs. There are opportunities and we need to figure out approaches.
- Larry Kahn says that in a storm sense, we talked about where do I go to park when there’s a hurricane? Opa-Locka and Orlando airports have room – that would be a logical place for truckers.
- Jim Halley says he executed a TWO to try just that before he left the airport office. Pre-staging opportunities, and post-storm events. Looking at the weight bearing capacity throughout the airport. Ingress and egress – how can you most efficiently get trucks in and out?
- John Dohm says that in south Florida, they are compacting soil and throwing quick-crete for parking without permits, and no one says anything because we need it so bad.
- Alix Miller says when it comes to truck parking – a positive perspective – last mile is rapidly decreasing; trucks will return home every night because there will be more distribution sites for companies. It becomes an easier career. Automation will lessen the burden. HOS will shift, drivers that see a 9-5 job it may compel more drivers and smaller trucks

## FMTP Project Prioritization Process

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- Holly Cohen introduces prioritization with guiding principles for our new process; It is key for the prioritization process identifies projects that are implementable at regional and district levels. Meaningful solutions that are objective and quantifiable. Transparent throughout the years to make sure we are able to defend the investment. Want to ensure that we have all the private

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sector user input where possible. Avoid duplication of efforts as FDOT already has a significant number of plans that can feed into this, and we want to make sure our synthesis incorporates other project identification efforts. Flexibility to have a quick update where and when needed. Continuous planning – this document won't become immediately dated. Ensure that in future years the current projects are updated to ensure applicability. Ensure our projects are not passenger projects, but are broad enough freight projects to allow for flexibility.

- Autumn Young asks why do we need to pull out projects from other plans? How can this add to the systems if we already have this elsewhere?
- Holly Cohen responds that we are pulling them from existing planning efforts to reduce stakeholder fatigue. We can separate the projects into passenger vs freight so that while the other plans are all-inclusive, we can have a plan that drives freight investments across all modes.
- Santanu Roy says for the quantitative component: Our measures tie back to our goals, so they aren't arbitrary. We have quantitative and qualitative components. There will be a combined score once these are combined.
- **Robert Midgett motions to break for lunch**
- **John Dohm seconds the motion**
- **Committee approves**

## LUNCH BREAK

### FMTP Project Prioritization Process

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- **Robert Midgett calls the meeting back to order**
- Holly Cohen says that as we screen projects from our big list of needs, we have both a quantitative and qualitative component for evaluation. We identified performance measures that tie back to objectives. There's a score range and a weighting component so we know which are the most important to support.
- Santanu Roy mentions that for each criterion, there's another layer that you're not seeing. We have breakpoints in the scoring ranges, based on natural breaks. Pavement condition for example, would get different scores within that range for Accepted, Poor, etc.
- Robert Midgett asks what are you looking out for crime index?
- Santanu answers that we are using census data at the block level, filtered for transportation related crimes.
- Robert Hooper asks, shouldn't the agile, resilient quality equal 100?
- Santanu responds with yes, good catch. These are need based. It has nothing to do with the project itself, but where the needs are.
- Holly Cohen says excellent point – the qualitative side addresses whether or not the projects are good, the quantitative side is more about where the needs are.
- Autumn Young asks how you weigh having a lot of measures that are labor intensive vs a few really good measures? Is this repeatable and will the data be updated every year?

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- Holly Cohen answers that yes, these are mostly measures FDOT already analyzes to reduce the level of burden. And we will have a tool for updating scores every year.
- Autumn Young says it seems like this is a great way to see where projects are needed.
- Holly Cohen responds great - this promotes the right areas and then we get validation on if the project actually addresses the need in qualitative.
- Santanu Roy says we want to address all the FTP goals. You have the option to weigh what you think is most important.
- Jim Halley says that as we go through the FTP, we don't deal with projects. We deal with goals, objectives, etc. We develop strategies and approached to achieve our goals. A lot comes out of the FMTP and this group. We want you to be even more engaged in that plan in the next go-around. There's intentionally overlap and distinction.
- Holly Cohen asks if there are any thoughts or questions on the quantitative component? The qualitative component gets a score based on a little more of a judgment call of if the project addresses the objective. This is where we want the committee to provide input, and why you participated in the 100 dollar exercise.
- Larry Kahn asks what exactly is the "Florida freight system"?
- Holly Cohen responds that we could clarify it a little more but it's essentially all-encompassing our multimodal freight networks, not just roads.
- Robert Midgett suggests working from the bottom up and we can decide if they are properly placed; Does everyone agree that the alternative fuel vehicles is appropriately ranked? Personally, I think it's a private sector issue/solution.
- John Dohm says it's certainly critical to funding, but I don't know if we can do anything about it
- Robert Midgett asks what about multisource data? That's rated highly in the weights, but it's the second lowest in the survey.
- Larry Kahn says that it makes sense the way these are ranked because we are looking at what the industry will solve vs what FDOT can do.
- Robert Hooper retorts that it should be weighed highly because safety is the first goal of the FTP
- John Dohm says he can see both sides equally. Do we have data to leverage? Who owns it?
- Holly Cohen says maybe this is a starting point? Sometimes we have limitations on data.
- John Dohm says we are now looking at 20+ sources of data on the same vehicle
- Autumn Young reminds that we have to think about a project that could address this. One example is infrared inspections. Even if we disagree about private sector sharing data, this is about how we want to weight a project that addresses this.
- Larry Kahn asks, isn't FDOT always about fixing pavement vs thinking?
- Autumn Young responds that we are trying to change that.
- Robert Midgett says let's see what our neighboring states are doing.
- Larry Kahn says the state buys the same data over and over because no one is there to reanalyze the data.
- Holly Cohen says it sounds like maybe this should maintain a high weight if we find the right project?
- John Dohm asks, do we want our safety to be driven by profit/private industry? I haven't had a good experience with airlines or cable. Do we end up having to buy back our right of way like we do with the railroads?



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- Robert Midgett says let's move on to a different one. Economic competitiveness – I think that works because we already have another entity in the state promoting this.
- Robert Midgett moves onto “Create a more resilient multimodal freight system” – collectively we need agile resilient quality to be weighed higher.
- Autumn Young asks, how will this help freight movement if SIS and FedAid is already focused on that?
- Holly Cohen responds that many programs address similar or overlapping goals. There are differences in levels of focus, but also these programs serve as backup options if you can't fund a good resiliency project with one program and it is considered for several.
- Robert Midgett says economic competitiveness should be reduced to 5% and add this into resilient multi-modal system.
- Jim Halley says our new revised “communities” FTP goal would support this objective even better than before.
- Holly Cohen asks if we find it difficult to measure community objectives quantitatively, should we add a qualitative component?
- Robert Midgett says let's add a measure to quantitative that is a grade of communities on how many criteria they meet for freight land use issues – maybe in future years.
- Jim Halley says we will stay engaged as FTP continues.
- Larry Kahn says all these communities want to be pretty, but you should be responsible for your yard. Industry is forced out and they lose those jobs.
- Robert Midgett says for “remove bottlenecks” – 25% seems appropriate. Improve last-mile connectivity for all modes – 20% seems good.
- John Dohm says the “last mile” term is used so much.
- Robert Midgett says he thinks it's good because it's going to be driven by private industry. Home delivery will impact conditions in their neighborhoods. I think eventually FDOT will have to look at this aspect, and nationally. Need to develop best practices.
- Holly Cohen says maybe we should clarify what we mean by last-mile.
- Robert Midgett says reaching out to private sector is always important.
- Holly Cohen asks should we add a line item for it since it's weighted so highly? Maybe if we didn't have a way to score we could add some multiplier to existing components? Not nested but as bonus points for any of them. We'll do the same with the land use one.
- Robert Midgett says that's a good idea. Efficient reliable mobility stays at 25%.
- Holly Cohen says in summary, we'll add in a bonus score for freight objectives related to PPP and land use, add 5% to agile resilient, remove 5% from economic competitiveness. The previous recommendation from the FLFAC was based on project types, and we did high, medium, and low priority. We want to revise that recommendation with the updated FMTP process that is much more comprehensive. Thanks very much for your input on the measures and weighting.
  
- **Robert Midgett motions to accept the updated FMTP prioritization process, including the revisions to the weighting as discussed here today.**
- **John Dohm seconds**
- **Robert Midgett asks all in favor to say “aye”**
- **All – aye**

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## Freight Systems & Assets

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- Diana Elsner discusses the necessity of taking stock of assets before identifying needs. There are a significant number of maps in the plan, so we will run through just a few now since PowerPoint is not the best format to show them. Alternative Fuel stations have seen growth, especially electric. NHFN - This committee helps to ensure that our facilities are correctly placed. SIS is a major asset to our state, identifying critical multimodal facilities and providing state funding. Freight Activity Areas are identified with parcel data and freight-related land uses. Truck Parking - there is currently a statewide study going in parallel with the FMTP update to identify top issues and solutions that Holly will send out to the group. In addition to the static maps, we want this plan to stay relevant so we created a dashboard with interactive maps where we can measure and see changing conditions.

## Data-Driven Freight Issues & Needs

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- Holly Cohen discusses how the team used performance measures to identify freight needs in addition to those identified by our outreach efforts. Truck AADT – the darker red receives a higher score for projects that fall there. Congestion/bottlenecks – top 10 recurring, and top 10 non-recurring. Truck Parking Heat map provides detail on where the trucks are parking above facility capacity, and unauthorized locations as well. Empty Backhaul data was looked at over the course of a full year using FDOT WIM data. Truck Crash Hot spots captures the truck safety piece using this map and data in graphs to show the trends. Upticks in truck traffic tend to lead to an increase in truck crashes, but it is important to know where the key problem areas are. Also noted highway-rail grade crossings and associated trends. Safety for rail and trunks, but also where modes come together.
- Autumn Young asks if for bottlenecks will you look at whether you can do anything about it?
- Holly says yes, that's the next level working with the locals to determine causes and solutions.
- Larry Kahn says it's amazing how many people don't understand to stay off the tracks, he sees it every day.
- Armando Moscoso recaps how issues were also derived from stakeholder outreach, which was discussed at length last meeting.
- Holly summarizes that top freight issues and needs come from both data and stakeholders, and gives the state a starting point to know how to prioritize and what projects to develop.

## Plan Overview

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- Diana discusses how the plan will be formatted as a series of technical memos or appendices that will be summarized into a concise visual plan. The memos will be available for anyone that wants to get into the details, and the visual plan will be much more easily digestible for all audiences. We are changing some components from the previous plan including the prioritization method and elements that will be revised more often to become a living document. The draft plan will be available for review sometime in October through November.

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## Public Comments

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- Robert Midgett opens the floor for public comments. Hearing no comments, I'm closing public comments. Moved on to member comments.

## Member Comments

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- No member comments.

## Adjourn

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- **Robert Midgett motions to adjourn the meeting. Motion was seconded and approved by all members.**
- **Meeting adjourned.**