

Meeting Minutes

Subject: Florida Freight Advisory Committee Meeting

Date: Monday, February 07, 2022

Location: GoToWebinar/Executive Conference Room

I. Call to Order

Rickey: Good Afternoon and welcome everyone to the FLFAC meeting, we will get started in a couple of minutes. Looks like we're ready to get started, so I now call the Florida Freight Advisory Committee to order. Thank you everyone for being a part of this committee. This committee ensures that Florida has representation in the freight space from all partners. Let's confirm the previous meetings and make sure we have a quorum.

II. Welcome & Housekeeping

Holly: **Roll call*. Everyone except for Gene Conrad, Kevin Daugherty, Samuel Pearson, and Andre Samuel are present.*

Rickey: Let's take a moment to approve the meeting minutes from October. You will see that all our meeting minutes are online. As a reminder, our last meeting was held on October 19, 2021. We heard about Using Connected and Automated Vehicle (CAV) Technology in Freight Projects, voted on recommended changes to the PHFS, had a great presentation and discussion led by John on Designing Flexibility for Evolving Technology into Infrastructure, and heard an update on FDOT's optimization study. Now we will we move to approve those minutes. Would anyone like to make a motion to approve the meeting minutes from October 2021?

Seckin and Terri motioned to approve and seconded the minutes.

Rickey: Please go ahead and download and review the agenda. Today's theme is enhancing mobility, we will start with an update on SIS Policy Plan, a discussion on trucking workforce issues, and an update on FHWA Florida division funded projects. Motion to approve the agenda?

Jaha and Tori motioned to approve and seconded the agenda.

Rickey: The agenda is approved as published.

Diana: A few housekeeping reminders - All committee members should be panelists at this point, but please try to keep your microphones muted when we are not in a discussion setting. If you do have questions or comments during a presentation, or if anyone who is not a committee member has input to provide, please use the question box or chat box, and we'll be monitoring that throughout the meeting. Remember, these webinar meetings are recorded, and the meeting materials will be posted to our FLFAC website.

Rickey: Moving over to SIS policy Plan update with Gerald Goosby.

III. Planning Update

Gerald: First off, my name is Gerald Goosby I am the SIS policy planning manager.

We are heading into 20 years of the Strategic Intermodal System. A primary reason establishment of the SIS in 2003 was to help meet growing demand for moving people and freight on all modes as our population and economy continue to expand. The SIS also was intended to support Florida's economic competitiveness by connecting our regions to markets within our nation and worldwide. Many industries require access to multiple modes of transportation providing seamless flows of both people and goods.

The SIS also was intended to support the state's growth management goals by focusing transportation investments on existing transportation hubs and corridors so we could maximize the use of our existing system. In 2002 the executive branch organized a 41-member Steering Committee who established the framework for the SIS. In 2003 the Governor passed legislation formally establishing the SIS into law. In 2004 funding was identified and by 2005 the first SIS Plan was adopted. This plan consisted of connector projects from around the state.

When looking at how we want to prepare the SIS for the next generation moving forward, three cross-cutting topics are at the forefront:

- We want to expand our view of capacity from our traditional focus on expanding existing highway or other model infrastructure. This means more emphasis on identifying projects that improved mobility and connectivity, incorporate technology and innovation, increase the resiliency of the SIS, and enhance safety.
- We want to allow for greater flexibility in implementation when we're assessing the needs of large urban, developing urban, and rural areas. This would include the ability to use SIS funding for projects on facilities that are not designated as part of the SIS where the project would improve the performance of the SIS.
- We also look to provide greater balance between statewide and regional needs as we implement the SIS, recognizing that many of the SIS facilities play both statewide and regional functions.

Florida Statute requires the Department to update a SIS Plan at least once every five years, after the Florida Transportation Plan.

This slide summarizes the five elements required in statute for the "SIS Plan":

- A needs assessment
- Prioritization process
- Map of SIS facilities
- Finance plan
- Assessment of impacts of proposed improvements to SIS corridors on military installations

The Department views the SIS Plan as a family of documents. The SIS Policy Plan provides the overall policy direction, with specific details defined in related documents as listed here.

We began work on the SIS Policy Plan in early 2021. Our public and partner outreach has been ongoing throughout the process. The final plan is anticipated to be adopted this month.

The updated SIS Policy Plan include the following:

- It defines **objectives** for how we plan and manage the SIS, consistent with the broader goals for the FTP
- It outlines **focus areas** for the SIS that are to be addressed over the next 5 years
- It sets forth **policies or strategies** directed towards these objectives and focus areas

- And lastly, it sets forth **implementation guidance** on how to carry the plan forward

Building on the FTP, this SIS Policy Plan focuses in five areas, as shown here. These focus areas align well with the Vital Few topics of safety, mobility, and innovation.

- **Safety**- how does the SIS, as a key element of the state’s transportation system, contribute to our vision of eliminating fatalities and serious injuries on Florida’s transportation system?
- **Resilience** – how can we make the SIS more resilient during traffic incidents, weather events, or major disasters?
- **Technology and innovation**- how do we prepare the SIS for emerging technologies such as automated, connected, electric, and shared vehicles?
- **Urban mobility and connectivity**- how do we address the impact of congestion in both major and developing urban areas on the SIS for interregional travel, especially in areas where there are limited options for adding capacity to SIS corridors or limited modal alternatives to SIS highway?
- **Rural mobility and connectivity** – how can the SIS support rural revitalization and economic development and facilitate emergency evacuation and response, while supporting environmental stewardship goals and community visions?

Many of the key proposed changes generally fall into these three cross cutting topic areas,

- How do we redefine the term “capacity” moving forward
- How do we increased flexibility for the use of SIS funds to respond to change needs
- How do we define and clarify the term interregional as it relates to the SIS

First issue – Redefining Capacity

- The SIS statute talks about a focus on economic development, mobility, and connectivity.
- It recognizes that the primary source of funding for the SIS is through discretionary funding made available to the department for highway capacity investments.
- The SIS has been funded through multiple state and federal sources, each of which has their own requirements and definitions. Most of these funding programs focus on traditional approaches to adding capacity such as additional lanes.
- During the update process, we received input that some of the opportunities for improving the SIS could include more efficient use of existing capacity through operational strategies or technology.

Here is a summary of our approach to redefining capacity:

- For programs that require a definition of capacity- like certain federal or state programs- redefine capacity as emphasizing the throughput of people or freight, not vehicles
- Clarify, for the various funding sources, the ability to use SIS funds for projects that improve mobility, connectivity, and reliability, including safety, operational, and technology projects.
- Modify SIS funding eligibility policies to include projects that increase resiliency of the SIS including the adaptation or retrofit of existing infrastructure to reduce vulnerability to risk such as extreme weather or coastal and inland flooding.

We heard significant input during this update process on the need for greater flexibility, from multiple perspectives – particularly how to meet unique urban or rural needs or be more responsive to near-term challenges and opportunities.

The Plan sets the following policy direction

- First, we'll enhance implementation efforts to support emerging mobility and safety solutions, such as quick response initiatives that could be funded in the short-term. This would be similar to the Operational Quick Fix program for SIS intermodal connectors.
- Second, we'll update funding guidance and prioritization processes to align needs with SIS funding in different parts of the state. For example, more multimodal approaches in large urban areas; smaller scale improvements to rural roads where new capacity is not needed, but intersection improvements or passing lanes could prevent major traffic incidents from shutting down a facility.
- Modifying policy to increase flexibility to use SIS funds on non-SIS facilities to improve the performance of the SIS, such as improving local roads or transit to provide alternatives for local trips and preserve capacity on the SIS for interregional travel. We anticipate conducting one or more pilots as part of our implementation efforts next year.

Clarifying and Defining Interregional

- Florida Statute defines the SIS as facilities and services of statewide and interregional significance
- Prior SIS plans have applied the concept of interregional connectivity to both how the SIS is designated and how investments are identified and prioritized.
- Partner input has indicated a need to clarify the definition of interregional including how it applies to transit; as well as the need for greater balance between how we address interregional and regional mobility needs, particularly in large urban regions

Changes:

- Clarify definition of interregional, consistent with statute. The initial SIS designation reflected the Enterprise Florida economic regions, as recommended by the 2002 Steering Committee. This was amended to urbanized area boundaries (from U.S. Census) and Rural Areas of Opportunity following the 2016 plan, since the economic regions are no longer actively maintained. We plan to retain this approach moving forward, recognizing the urban area boundaries will be adjusted next year.
- Revise designation criteria for fixed-guideway transit corridors to include corridors in a single county or urban area that function as part of an interconnected statewide system. For example, a light rail line that connects to commuter or interregional rail, but not a local streetcar.
- Enhance needs and prioritization processes to emphasize both statewide/interregional and regional priorities. For example, more emphasis on collaboration with MPOs on regional or corridor planning.

The SIS adapted to many changes in supply chain and logistics practices during the past two decades. Focusing on a core statewide system can help Florida remain competitive as a location for trade, logistics, and manufacturing. The Department is carefully monitoring trends to ensure the SIS designation focuses on the largest and most strategic freight facilities. Major policy direction included in this Plan are anticipated to enhance freight mobility:

- Redefining capacity to focus on throughput of freight (as well as people) will advance SIS investments that increase freight mobility and supply chain resilience. These could include using technology to manage truck flows on key corridors and connectors and at terminal gates; partnering with industry to expand truck parking or staging areas or intermodal logistics centers that benefit overall system mobility; or smaller-scale projects like improving turning radii or creating passing lanes in on rural corridors and intersections.
- Increasing flexibility in implementation of the SIS will enable FDOT and other partners to target investments to support critical freight mobility needs in major urban, developing

urban, and rural areas. Existing initiatives to support ‘quick fix’ operational improvements to SIS connectors can be expanded to other SIS investments, enabling FDOT to be nimble as trade and logistics patterns change.

- Balancing statewide/interregional and regional/local mobility needs will enable FDOT and partners to recognize both the critical long-distance function many SIS facilities play as it relates to freight mobility and local commuting, access, and delivery trips that utilize many SIS facilities

FDOT will work closely with MPOs, local governments, and modal partners to ensure SIS designation and implementation supports the critical needs of Florida’s supply chain and logistics system. This will include close coordination with Florida’s Freight Mobility and Trade Plan and associated decisions about allocating state and federal revenues targeted for freight system improvements on the SIS, as well as on regional and local facilities.

As we finalize the edits to the plan based on the input, we plan to have a final draft to you soon. We ask for the Secretary’s adoption of this plan, allowing us to move into implementation of the policy changes identified in the plan.

Following adoption, implementation activities will include: .

- Continue to implement all statutory requirements related to SIS planning by updating and maintaining the full family of SIS guidance and planning documents consistent with the SIS Policy Plan
- Continue collaboration with transportation partners regarding SIS planning and implementation issues including conducting pilots to identify projects based on new policies
- Maintain maps, lists, brochures, and other public information materials related to the SIS
- Update FDOT procedures, handbooks, and other guidance documents
- Provide training as needed for FDOT staff and transportation partners to implement new policies
- Monitor progress in implementation of this Plan, including monitoring and reporting on performance measures for the SIS consistent with other state and federal performance measures

John: Time for questions regarding the SIS Policy Update: We’ve got a quite a group of people of varying backgrounds. Are there any ideas what this crowd might want there to be in a more flexible SIS designation process?

Robert: The thing that I hope comes through from the plan is that the trucker at our ports are stuck in long lines that go out into the street leading to a traffic hazard. If we could provide truck parking at ports it’d be a plus for everybody.

Desiree: How much truck parking is in the SIS, are they open near urban areas? The biggest issue is OTR drivers not being able to find parking near their homes. As Electric trucks come into play, we can prepare for some of these issues.

Gerald: We are currently working to establish some changes to the kinds of projects that can be funded through SIS, through conversations like this.

Bruce: The opportunity to use SIS funding on non-SIS, but nearby, facilities to reduce conflicts, improve safety and create operational efficiency will be valuable to economic development and local communities.

--: I just visited Port of Savannah and one of the main ways they are dealing with the stoppages at the ports is developing many inland ports between 20-50 miles in land. The big thing was moving the shipping containers to those areas to get them out of the log jam of the port.

Aubrey: I helped established one of these in Tennessee; Appalachian regional port. A big change is that we have also taken thousands of trucks off the major throughfares near the major cities. It has helped stop a lot of the congestion. The Tennessee inland port has grown by nearly 50% in two years. The use of trains in conjunction with these has created a very good system to move goods. Looking to work with more ports and railroads.

John: What are we seeing at these inland ports?

Aubrey: Companies using rail to load and unload their goods and be able to keep them moving from one vehicle to another. It is not being used as a storage yard. Railroads are looking to attack this intermodal issue with a laser focus.

Barbara Wilson: The emphasis of redefining capacity to throughput just not a number of vehicles, it allows projects that benefit the entire state to be approved.

John: From a point of view of technology and innovation, what would you plan for these strategic intermodal corridors.

Seckin: We should look to establish the language along the lines to know who must deal with what when the technology does breakdown. It's unlikely that it will breakdown but having representation is important to make sure the supply chain is maintained even when important components seem to be missed.

John: As we talk about resiliency, Laura DiBella you did great work on supply chain and COVID. Anything to add?

Laura: Thank you, we are addressing resiliency in a different way right now. Really zeroing in on the supply chain challenges particularly with the larger vessels. There have been a lot of incidents thankfully outside of Florida that we are trying to mitigate right now before they could happen in Florida that are difficult to resolve right now. We are looking to establish fuel plan B's. Most of the jet fuel in southern Florida comes in from port. Everglades so we are using most of our focus to develop a strategy around alt. fuel supply. There are not enough trucks on the planet to move all the fuel coming in, we need to make sure we have other options to make sure it is moving. A big goal has been leveraging inland ports so that we can begin looking at the state in totality just in multiple radii, it's very detailed how these relate to each other, but it takes some time to discuss

Bruce: The Winter Haven ILC has been drawing a lot of manufacturing attention. Lately a lot of these companies are requiring fiber in these ILC's so that they can make sure to have their software that backs up their hardware is getting updated wherever they need. It might be useful to build this fiber now as the industry grows towards that standard.

IV. Trucking Workforce

Rickey: Before we move into this topic, I'd like to introduce Brad Thoburn and Kenyatta Lee.

Brad: I appreciate the work you are doing here as volunteers. This data you provide makes these challenges more surmountable. This has been a key partnership that has seriously shown its efficacy.

Kenyatta: We also changed the name of the FMO into the FRO to really bring some power to the freight team. A big effort towards that is to communicate via social media and provide visibility into the office as well as the different modes.

Rickey: We all know about the issues impacting the truck driver shortage by now. It's been the top-ranked issue in ATRI's list of critical issues 5 years in a row. The ATA estimates in 2021 there was a shortage of 80,000 drivers and by 2030 the shortage could surpass 160,000 drivers.

This map displays the heavy and tractor-trailer truck drivers in Florida by U.S. Census metropolitan statistical areas, or "metro areas" – and the undesignated areas in-between, referred to here as "non-metro areas". The highest concentration of truck drivers is in the Jacksonville, Tampa, Orlando, and Miami.

The exact shortage of drivers in Florida is difficult to quantify, but job advertisement postings can help paint a picture. The most densely clustered schools with the highest capacity for students are in the Jacksonville and Miami regions. The Tampa and Orlando regions have a high need for drivers with fewer schools to train them, comparatively.

Because the driver shortage is a multi-faceted issue, there will need to be an assortment of solutions. Workforce development should be a major focus. It is estimated that in the U.S., one million new drivers will need to be trained and hired in the next decade to keep pace with the combination of industry growth and drivers leaving the industry.

Newly released federal efforts line up with the work we've done and will help provide a framework and hopefully funding for moving this effort forward.

John: We'd love to hear what you all think – we have so many great perspectives on this topic. Robert, we'll start with you.

Robert Midgett: One of the major things that we are being affected by right now in the driver shortage is the incredible surplus in diver charge pricing. There are so many people that want to join the industry, but the time it takes to get certified is not allowing them the ability to do so because many adults are not able to give up their current jobs, Why couldn't the DOT at least change up some of their hours to allow for testing on other days of the week.

John Abrams: Ordering equipment is another challenge that we are having now with getting new trucks and updating old trucks. Every time that a truck isn't moving, the more money lost. When the maintenance materials being on back order is expensive, the actual materials are also more expensive.

Patrick Feeney: There is a stigma against being a truck driver. Many truckers are a young workforce that have truckers in their families. One of the big changes that we need to see is removing the stigma against it.

Desiree: My truck driving advocacy is mostly in Florida; she was interviewed by Dan Rather. There is now a time magazine article regarding the lack of truck drivers. The training is horrible and CDL system is just pushing you through. There is a lot of sexual assault and blacklisting.

There are companies that are allowed to take students out of the system even though they are creating these issues. There are many women entering the trucking industry that are receiving substandard support. There are a lot of people that want to be part of the industry but can't because there is not the support to allow them in. Many companies that are local pay so little that it is not attractive. Over the road drivers are limited on who will hire you unless you have a truck and trailer. There are few people who will take freight from Florida because the loads from South Florida are not worth the time. We need to do more to make sure that these bad actor companies are not allowed to take advantage of this system.

Seckin: At the TRB meeting in DC there was a discussion on new automated and electrified vehicles. Can we use some of these technologies to attract the younger generations to trucking? Is there a way that this "Cool" new technology can draw in some of these newer generations? Is it something that can be sold as a similar type of career as working at Tesla or some other place that is cool for a younger generation? These selling points need to be pushed to make sure that as the industry does evolve, people are there to take advantage and guide it forward.

Desiree: At the Florida automated vehicle summit; there isn't a lot of good outreach to how current drivers can be transitioned into these newer technologies. We need to make sure to be able to integrate this technology into the experience of the drivers. We need to establish opportunities to bring this technology alongside these experienced drivers on the road rather than just in theory.

Nick Primrose: I want to give kudos to one of our members for getting money from the Job Growth Fund. Laura DiBella received it for a Jacksonville CDL College. I think it would be helpful if we understood what programs are available to ensure that regions that are underserved can have funding provided to ensure that programs are established or improved. Training can be expensive and difficult and fraught; we need to find a way to establish a low cost and proper education for CDL's where the areas are underserved. Can the FDOT and career source come up with an education campaign to start thinking about jobs in the trucking world. It's not just drivers; its electricians and machinists and other types of work like this that is needed as well. This lack of maintenance techs and goods is just as big a problem as not having enough drivers.

Patrick: Absolutely, we are seeing this as a need for blue collar technical school style workers. This can really be extended to all parts of all industries as all blue-collar technical jobs are currently in a shortage.

Nick: There are endless possibilities to how this crisis can be solved

Desiree: There is a report of how small and minority truck fleets don't like to adopt new technologies due to the need even more kinds of technical workers. Rather than just looking for new technical employees, it may be best to retrain current workers and possibly allow some of those to be trained to become trainers.

Laura: In my experience there is significant moneys for veteran training efforts, which is a significant workforce in Northeast Florida. Some of the issue with this is that not all jobs qualify for the training funding. If it is a contract job there is not funding for the training, but many of these training efforts are on the job training through contract; it requires full time W-2 employment to receive the funding.

John: Who do we see getting that challenge resolved or getting the ball rolling.

Laura: It seems like it would be a career source solution, but not to throw them under the bus, I think CareerSource is already a bit overwhelmed at the moment. It may be time to look for more partnerships to have this accomplished.

V. Translating a Freight Need into a Funded Project

Holly: Thanks for all the good input on solutions to our trucking workforce challenges! Next, we'll move into resources YOU need to make sure critical freight needs get funded.

Again, with new funding opportunities in the Bipartisan Infrastructure Law, it can be confusing to know where to begin.

Greg Hall from FHWA is here today to shed some light on changes to one key freight funding program, then we'll have a more general discussion on resource gaps.

Greg: Thank you Holly. Florida is ahead of the game when it comes to most of this stuff, and FHWA is still processing a lot of the new information. The BIL (Bipartisan Infrastructure Law) builds upon the National Highway Freight Program (NHFP) created under MAP 21 (2012) and the FAST Act (2015) Transportation Bills. It improves the efficient movement of freight on the NHFN and supports several goals by:

- Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduces congestion, reduces the cost of freight transportation, improves reliability, and increases productivity;
- Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- Improving the state of good repair of the NHFN;
- Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
- Improving the efficiency and productivity of the NHFN;
- Improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and
- Reducing the environmental impacts of freight movement on the NHFN.

The BIL continues all funding features that applied to the NHFP under the FAST Act (unless specified elsewhere). It allows for the transfer of up to 50% of NHFP funds to other Federal-Aid apportioned programs, allows other Federal-Aid programs to transfer up to 50% of their allocated amounts to the NHFP, and establishes an office under the Office of the Secretary of Transportation (OST) to carry out national multimodal freight policies and activities.

The BIL establishes, renews, and/or expands 20 different competitive discretionary grant programs. Four specifically mention freight elements – RAISE, INFRA, PIDP, and Rural Surface Transportation Program.

Florida has been apportioned \$65,707,643 in NHFP funds for Fiscal Year 2022 (before 2% set aside). Estimated at \$64.3 M after the 2% set-aside for State Planning and Research. Actual apportionments have not yet been released for FY23 – FY26. As each subsequent FY increases, it is expected that FDOT will continue to have at least \$64.3 M available for each future fiscal year. The Florida Freight Mobility and Trade Plan estimated \$60 M for each year from FY22 – FY26.

The National Highway Freight Network (NHFN) is comprised of the Primary Highway Freight Network (PHFN), Critical Urban Freight Corridors (CUFC), and the Critical Rural Freight Corridors (CRFC). National Highway Freight Program (NHFP) Funds are limited to being used on the NHFN, but some exceptions provided for freight intermodal, rail, and marine highway facilities.

Eligible Projects – The BIL continues the prior 23+ possible NHFN project eligibility criteria established in the FAST Act. It allows states to utilize up to 30% of their NHFP funds on freight intermodal or freight rail projects (vs. 10% under the FAST Act) (subject to certain restrictions). It adds new eligibility criteria for freight intermodal projects if the project is functionally connected to the NHFN and likely to reduce on-road mobile source emissions.

Diana: I just wanted to recap that these were selected responses from our pre-meeting survey. What aspect of the process of turning a freight need into a funded project would you like more insight on? We heard how projects are vetted, the role for local governments, completion percentages, and how to get truck parking funded.

John: Let's talk about how local government can help resolve projects?

Jaha: Regional planning councils are the branch that can really affect commerce in the area and apply for regional grants for that funding. How do these councils tap into those efforts?

Holly: When it comes to these issues, we have a statewide plan that lays out the greater issues in the state. Once these issues are identified, the local coordinators and planning agencies vet the projects that can solve those issues in their area. Those are submitted to Central Office for prioritization and funding potential.

For the past 4 or 5 years the Orlando MPO has done a call for projects and the projects were vetted and compiled by the rail staff. From their it goes to their MPO council for confirmation and submitted towards the Central Office to ensure they are placed into the appropriate stream for approval and funding.

Kevin: The Miami MPO. At the previous MPOAC meeting there was a call to increase the number of project applications to the MPOAC from 3 to 5. In Miami-Dade they immediately invite MPOAC members to do a presentation at their FTAC meeting to determine which projects might be a good idea to move forward with in discussion with the district freight coordinator. It is critical to have a good relationship with their Freight Coordinators to make sure the proper projects are identified.

John: Laura asked how these projects are vetted and what holds the most weight in the vetting.

Laura: I know this can change over time, but what are generally things that carry the most weight and can ensure we are submitting successful projects.

Holly: This can be a very complicated factor. It really depends on which program is being applied for. Each program has its own constituent parts that need to be applied for.

Jaha: I ask this because I want to make sure as much as possible of what we are doing is efficient. It is important that our inputs have weight. Particularly in intermodal it can be hard to fulfill anyone funding source, so the know we more about the weights the more likely we are to receive some of this funding.

Holly: Are there any project types that are difficult to fund that we can provide some eligible resources to assist in the project funding process?

Aubrey: We own a rail corridor that has not been utilized in a long time, but we are in discussion to set up a truck parking facility in that area. There are private equity funds that are looking for opportunities to invest in these kinds of facilities. Miami Truck parking by the airport.

Desiree: Most company drivers are not reimbursed for truck parking. When you begin adding up the parking costs it really it's into the profit of the job.

John: Are there any specific project types we want to discuss here while we can that are difficult for funding? Are there resources that could clarify the process? We heard how inland ports receive funding support, FDOT's communication portals, better communication, and that there are NIMBY issues – not funding.

Aubrey: The inland port is a large investment right now. But with the empty backhaul issue in Florida, there would need to be a transition into larger movements back out of Florida before the investments start being made.

Laura: I think as a state it would behoove us if we were to take out focus inward to try and capture more economic development within the state. Rather than try and keep trying to move things out we can make ourselves independent and resolve the dead head issue here locally. By understanding our businesses here and leveraging their ability to utilize ports (inland or otherwise) to promote our own businesses. This has been attempted by enterprise Florida, but they are waning in their power after years of uncertainty concerning their future and we need to find a better way to make it happen in order to support their efforts.

Mike: The relationship with the transportation associations is important. There is a lot more focus in these associations with retention than there is at a governmental level. They can likely have a more direct affect and it may be better to focus with these associations as opposed to governmental orgs.

VI. Public Comments

Tracey Whirls: I am with South West Florida Regional Planning Council. We submitted a grant for an inland port through build back better. It wasn't funded, but our area is well connected with US27 and a lot of rail connections and a developing airport. This area has significant amounts of land available. I would like to give a shout out to Keith Robbins, he has spent a lot of time working with the District 1 counties to develop a potential Inland Port. Finally, trying to fill containers that are deadhead and moving empty, we have been working for years to establish Florida manufacturing to ensure that we can fill those, and we will continue to develop manufacturing in Florida.

VII. Member Comments

John Abrams: Thank you these calls are always informative

Joe Arbona: Thank you for a great meeting, I really appreciate that there are no winners or losers here, just looking for what's best for the state.

Aubrey: Two things, for the last 6 years we have been trying to figure out a way to bring fuel by rail into the state. But it never works out. This is due to a lack of support on the state level. We are willing to discuss with any party to get this done. We would also like to enter into discussion about the development of fiber optic.

William: We have been having some discussion with some of our tenets about pushing truck staging off-port or making sure that we have timed arrival at the port to help with the bottleneck.

Laura: Thank you for the fruitful discussion. One final thought is that in Georgia they really attacked this inland port. They are looking even in Florida to establish some of these ports. This outside the box thinking is where Florida needs to move towards.

Holly: Our D2 freight coordinator has been our spearhead for efforts like that

John: Inland ports and truck parking are so connected. Inland ports create so much possibility. These ports can help attract manufacturing because they can be registered as foreign trade zones. So even if it is in the hinterlands, this development can add jobs for manufacturing as well as freight and logistics while adding truck parking and trans loading into these areas.

Holly: This focus on inland ports is something that we really need to focus on

Aubrey: The goal of these inland ports in Georgia and elsewhere is specifically to take as much of our freight traffic as possible.

Lauren Farrell: It is great to be a part of these calls, and supply chain efficiency will be one of the greatest influencers of space freight in the future.

Patrick Feeney: This committee can help lead and create solutions to have a roadmap for developing careers in the technical and driver side of the industry

Robert Midgett: Talking about the worker issues, we just started a worker rehabilitation program with the department of corrections.

Nick Primrose: Thank you all for joining us and engaging so well.

Mike: Happy to hear about inland ports. Our ports would love to continue to work with rail lines.

Tori: Thank you, most of our drivers ask us every day if we have a lot of questions regarding the driver shortage. I am concerned about the dead head issues in South Florida as this is our area of operation. Also, we just need to note that electric trucks are a future solution, but we can't forget about our problems now.

Desiree: Great conversation. Would definitely like to see some more movement on the inland port's idea. Anything to get us out of urban traffic that would be hugely beneficial to drivers. The lack of transparency in how much the producer are willing to pay for a load and how much the

drivers are taking from that cost. The deadhead moving forward is somewhat of a protest the brokers for the level of their cut.

VIII. Adjourn

Holly: Thank you all for a great meeting! Next time we get together will be in a few months, and hopefully by then we'll be able to gather in person. Please continue to let us know if you have topics you'd like us to cover!

Rickey: Let's keep these conversations going, I want to hear from you all to make things happen in the state.

Holly: If we have no other questions or comments, do I have a motion to adjourn?

Motion, seconded

It has been moved and seconded, with that we will adjourn the Florida Freight Advisory Committee meeting. Thank you all for joining us today and have a wonderful afternoon! Stay safe and healthy.