

## **FLFAC Meeting Minutes: July 29, 2024**

Nick: Hello, good afternoon everyone. This is Nick Primrose. We are gonna give everybody a couple more minutes to log in. We only have just about two dozen or so attendees. So if you'll just sit tight, we'll get started here momentarily.

Good afternoon everyone again this is Nick we are gonna get started here in just a couple more minutes. We were set to start at 1 p.m. but we'll obviously give a couple more minutes for everybody else to join. You can see the attendee list is starting to increase, so please bear with us but we will get started here momentarily.

Nick: Thank you okay well we are five minutes after one I think it might be time to get this started so we can stay on time with the agenda so if Diana and Holly are okay I think we can now call the Florida Freight Advisory Committee to order. What I'd like to do is we do have some new members so what I'd like to please do is allow everybody to just kind of reintroduce themselves very quickly for the group so I will start at the top and let's do this before let me just kind of mention who are some of the new folks we do have George Andrews from Miami, Stephen Bostel from Space Florida, Jamie Cimino from Always Fresh Farms, Emily Fisher has taken the spot of Mike Rubin from the Florida Ports Council, got Bob Ledoux from Florida East Coast Railway, and then Gretchen Winters who is representing the Florida Harbor Pilots since Laura DiBella has transitioned from her role there. So let's do this. We'll start at the top and if you can do a very brief introduction.

So first, John Abrams, if you're here, if you can just please introduce yourself.

John: Yes, thank you. John Abrams. I work for Loves Travel Stops. I'm a national fulfillment zone manager. Indirectly, I have, you know, six DCs, obviously directly work with our operations teams of over 442 travel center locations in conjunction to our fleet management when it comes to vent to maintenance, DOTs, mid-trips, tires, ERS events, relations, et cetera. So appreciate the opportunity and excited for another year.

George: Good afternoon, everyone. I'm George Andrews. I am the Assistant Director for Strategy and Business Development at Port Miami, responsible for expanding our cruise and cargo business here at the port and looking at our master plan and transportation master plan for the next several decades going forward. Looking forward to re-engaging with the group on there today. Thank you all.

Nick: Do we have Joe Arbana? All right, doesn't look like it. Stephen Bostel? I'm not seeing him either. Aubrey Brown, are you there?

Aubrey: Yes, good afternoon everybody. Aubrey Brown, CSX Transportation. I'm the business development person for the state of Florida. CSX is the largest freight railroad in the state of Florida with over 1 ,000 miles of mainline track and it's an honor and a privilege to be on this committee and look forward to working with everybody moving forward from a freight rail perspective. Thank you.

Nick: Thank you and Jamie or Jaime Cimino, I'm not seeing them either. William Crowe.

Bill: Good morning everybody this is Bill Crowe. I'm VP of engineering and construction for the port authority. So I look forward to participating again this year with the committee.

Jaha: Hello, I'm Jaha Cummings, formerly with the city of Punta Gorda and city planning council. I'm an investment banker and in commercial rules and focus on logistics, energy, healthcare, real estate. And for about 20 years, did a lot of logistics works throughout Asia opening markets for American and Japanese companies and coming back to Florida has been involved in doing our best to contribute to really making us a global leader. Thank you.

Nick: Thank you. Kevin Doherty, not seeing him either. Our fearless vice chair, Laura.

Laura: Hi there, Nick. Hi, everybody. Good afternoon. I'm Laura DiBella. I am having a bad hair day, it looks like here on the screen, but I am happy to be with you all. I'm now with Adams and Reese since a law firm actually do government affairs now since I had left the state. I was with commerce for about a year and a half. So lovely to be with you all. Appreciate everybody taking the time.

Nick: And our chairman emeritus, our former chair, John. John, we can't hear you.

John: Let me try it, there, okay, there you go, thanks. John Dohm, Florida Transatlantic Consulting, Real Estate and Transportation Consulting.

Nick: Do we have Patrick Feeney?

Patrick: We do, hi, I'm Patrick Feeney. I am the regional manager for Keenan Advantage Group for the Southeastern United States Keenan Advantage Group. We haul lots of stuff from, basically from fuel to chemicals, to everything. This is my third year on the committee. Excited to see another year with this and look forward to it. Thank you.

Nick: Thank you. Emily.

Emily: Hey there. Emily Fisher. I'm the vice president of programs and planning with the Florida Ports Council. I'm glad you're the chair, Nick. Love to see it and excited to be on the call today. Thank you.

Nick: Thank you, Emily. Do we have Bob Ledoux. Let's see. I'm not seeing him showing up. Bruce Lyon. I also do not see Bruce. Let's see. Robert Midgett.

Robert: Robert Midgett, Walmart, Puerto Rico Supply Chain. I oversee all of our movements from Walmart and Sands going back and forth between the of the Caribbean.

Nick: Thank you, Robert. Carole Obermeier.

Carole: Hi, Carole Obermeyer, Director of Air Service at Southwest Florida International Airport. We serve 72 non-stop destinations with 15 airlines and looking forward to the call and joining the group. Thank you.

Nick: Thank you. Do we have a Seckin Ozkul? No, okay. My name is Nick Primrose. I'm the Chief of Regulatory compliance at JAXPORT and your chair over the next couple of months. So, let's see, Greg Stewart, are you on? Doesn't seem like it. Alex Trauger?

Alex: Yes, good afternoon everyone. Alex Trauger, I'm the director of planning and development at Metro Plan Orlando, the metropolitan planning organization for Orange and Seminole County, three more.

Nick: Thanks Alex, Kevin Walford.

Kevin: Good afternoon, Kevin Walford, transportation planner with the Miami-Dade TPO. And one of my responsibilities is freight transportation and this is part of that umbrella.

Nick: Thanks Kevin, and then Gretchen.

Gretchen: Yes, hi everyone. Hopefully you can hear me, Gretchen Winters with the Florida Harbor Pilots Association and I'm happy to be here, thank you.

Nick: Thank you Gretchen. Thank you to all of the members that have been on for a while now and our most recent new members that I mentioned earlier for joining us in this really awesome committee. You know as a reminder last meeting we did vote on the chair and vice chair so as we mentioned you know myself as chair and Laura DiBella as our vice chair. We also got a really good update on the Statewide Strategic Intermodal Logistics Center study, which you know actually made its way through the legislature. There was a lot of good traction on it there. We had some feedback on the freight mobility and trade plan outreach as well as some discussion just on a supply chain strategy moving forward for the state. But before we move on to any of the business that we've got outlined for today's meeting. I would ask for a motion and a second to approve our meeting minutes from our September 5th, 2023 meeting.

John: I'd like the motion to be approved. John Dohm here.

Emily: Second, Emily Fisher.

Nick: All right, I've got a motion properly seconded. We'll ask, well, first, are there any comments or edits? Hearing none, we'll ask for a motion. All in favor say A. Any opposed say no during none the motion passes the minutes will be approved and just as a reminder all of the minutes and our agendas are posted on [FDOT.gov/FLFAC](https://www.flhwy.com/FLFAC).

So with that uh I want to turn it over to one of the leaders at FDOT, Melissa Smith, for some introductions and comments.

Melissa: Thank you, Nick. Good afternoon and welcome everyone for your participation in this crucial platform for collaboration as we're coming into it today for it. My name is Melissa Smith. I am the Chief of Mobile Development here at the Department of Transportation. And a couple of things to go over in this meeting of what we'll do. In this meeting, we're going to recap committee expectations, discuss new and revived programs thanks to our legislature that came through, note some updates on the national multimodal freight network, and also highlight several FDOT freight initiatives and gather some feedback from this committee.

However, our first order of business is welcoming our new freight and rail manager. As you see here, he is also going to be the new administrative director for the Florida Freight Advisory Committee, Daniel Fetahovic. In his prior position at FEC, Daniel oversaw all public projects where he performed project management activities, coordinated with governmental and local agencies to ensure compliance through regulatory design and construction standards and manage real safety initiatives within the organization.

Daniel has further real experience working with CSX.

He conducted engineering reviews, coordinated construction activities, and assisted their executive team to develop strategies to solve project challenges. Daniel, we welcome him to Tallahassee as a proud Osprey. He credits the University of North Florida with his education, which includes an MBA with a concentration in finance, as well as a Bachelor of Science degree in civil engineering. We are thrilled to have Daniel with us here at the department. Daniel, would you like to say anything?

Daniel: Of course. Thank you, Melissa. I appreciate that introduction. I am Daniel Fetahovic, the new freight and rail manager in Tallahassee. As Melissa mentioned, I spent my career in freight railroading, and I'm happy to serve the state and the people of Florida in this new position.

I want to welcome the new members to this committee and I'm excited to learn and explore the committee along with you. One of the items that we're working on in the freight and rail office here in Tallahassee is developing a freight and rail strategy that will help meet Florida's market demands while also making our supply chains more resilient. So I look forward to tackling these challenges with the people on this council.

And so with that, I'm going to keep it short and turn it back over to Melissa to tell you about FDOT's compass and how it'll help us lead us where we need to go. Thank you.

Melissa: Thank you, Daniel. And welcome to the team. I know he's going to be a great asset for our department, but also everybody on this call today. So thank you for being here.

As part of this welcome, we also wanted to highlight the FDOT Compass. Some of you may or may not have seen this yet, but this is what is helping make Florida Department of Transportation a leader in planning and implementing innovative programs to reduce congestion, increase mobility, advance technologies, and support the long-term resiliency of Florida's transportation infrastructure. Safety remains the highest priority for these massive, impactful, and nationally visible programs. To convey our vision, we created the FDOT Compass, which you saw on the previous slide. It's an adequate visual of our department's priorities. The Compass is the result of a grassroots effort to engage with the communities we serve and understand what is important to them. It has six elements highlighting the importance of supply chain and again reiterating the value of this Florida Freight Advisory Committee and achieving our goals.

So as you see here, safety is the top priority. It remains the top priority from job site staff to those using our transportation system. Our commitment to safety is reflected in every project to reach a target of zero fatalities and zero injuries on facilities. Moving through the compass the next one is resiliency which is a major priority and proactively embedded into every project and preparedness effort. The reasons we love Florida are the same reasons we plan resiliency in every project and program. Our unique geography and climate create conditions that demand a more resilient infrastructure, which is why we build proactive measures into what we do.

Next and a major part of why we're here today is the supply chain. Supply chain is critical to Florida's economy and impacts locally, regionally, statewide, and across state lines. The goal of our supply chain element is to ensure Florida remains a global leader and to enhance our competitive advantage by strategically investing in an efficient, reliable, predictable, and safe supply chain network. FDOT has revolutionized the way we do business, shifting from a focus on

infrastructure to prioritizing the movement of people in freight. The result has been a seamlessly connected intermodal system of public and private facilities that ensures the efficient flow of goods across various modes of transportation to provide choices and increase reliability. Our main opportunity for feedback in today's meeting is on the topic of supply chain resiliency which ties both resiliency and supply chain elements of the FDOT Compass. So we look forward to hearing more from you all later today on that.

Next in our compass is technology. Technology impacts our entire system from office equipment to the innovative devices and systems we have collectively implemented in our operations. Florida is at the forefront of new and emerging transportation technology. Technology doesn't always have to be a tech gadget, however. It may be innovative interchange designs, a new material mix formula, or even a new type of sign. Our approach embraces both leading edge and existing best practices, solutions ensuring flexibility to match the right technology with each unique situation.

Next is our workforce development. It's a major focus across the entire industry to deliver on the mission. The goal is to recruit and retain a highly skilled workforce with the technological talent and passion for Florida's future to deliver a transportation system that enhances safety of residents and visitors. The transportation workforce includes FDOT, contractors, and consultants. We are all interdependent to deliver, so FDOT continues to focus on this important factor.

Last in our compass and at the heart of the compass are communities. Communities are our partners and customers. They're the center of FDOT Compass, and we work collaboratively to understand each unique character, vision, and need. Understanding each community's needs and priorities allows us to collaboratively build a transportation system that improves technology, connectivity, enhances the quality of life, records residents and visitors, and achieves a shared community vision.

That is our compass, and in case you haven't seen it, you will likely see it at many events that we come to as it is our guiding compass in all that we do here at the Florida Department of Transportation. Now, Nick, I'm going to turn it back over to you for some recaps on the expectations of this great committee.

Nick: Thank you, Melissa. And really just appreciate the leadership at FDOT. We obviously want to welcome Daniel as well. And this is exactly why we are all on this committee is to be working with our FDOT leadership to ensure that not only are our voices from all of the wide range of organizations and entities that we represent Communicated to FDOT, but also that we can help FDOT in all of its planning for the state of Florida, so we thought we would maybe just kind of go over some expectations of the Florida Freight Advisory Committee kind of set the tone for what is to be expected and so if we can maybe go to the to the next slide, this is something that was created in 2017 again to advise the department on the needs of our industry.

As you heard during our introductions, we've got folks from the port community, the supply chain, logistics, airports, economic development, you name it. If it touches our freight and mobility, there's somebody on this committee that presents that.

This was somewhat dictated by the National Highway Freight Program to have this kind of external working group to advise. We've been very critical in FDOT's creation of both the 2020 Freight

Mobility and Trade Plan, as well as the 2024 Plan that is nearing its completion, but the development of it and the feedback from our group has been incorporated into that plan as well. And then in between those different mobility and trade plans, we do have discussions that touch from road projects to rail to supply chain and everything that the department touches to kind of create the vision for the state, what matters most to our stakeholders. And it's been that way since its creation. And again, it's incredibly important.

I think from Laura and my perspective is we want this to be an open and welcoming environment where you can express maybe concerns or ideas so that the department can take that feedback and start generating it into their plans. And a perfect example is last year when we had the conversation about supply chain centers and inland logistics centers. And it was something, obviously, that the legislature also was picking up and wanting to run with. So that's kind of the vision, the expectation.

This is a public meeting, so just some quick basics. Everything that is said here is open to the public. Public notices are posted prior to the meeting. I don't see any members of the public on the call today. But just as you're talking, understand that there could be members of the public or the media that listen. If you do have any questions, please type it in the chat or question box that is being monitored. You can, especially if you want to chime in and say something, this will be a way where Holly and the rest of the team can kind of make sure that they know what your question is, bring it to the top of our attention so that it does get addressed. Everybody is muted so that's why if you do want to speak up just make sure that you kind of type it in the chat box or question box and then you can get unmuted for that.

Because we are appointed by the secretary and we are a government body in that sense we do ask that members do not discuss what the committee happenings or something that might come in before the committee outside of this meeting it would be a violation of Florida's open government and sunshine laws and Also, just as a reminder this is being recorded it will be posted to the FDOT website listed there Afterwards if you do want to you know kind of recap what was what was said in that particular meeting We do use Robert rules of order, which is why I had to ask for a motion in a second. And so, you know, that is important as well as making sure that we're not talking over each other.

So again, the administrator of the meeting, myself, Laura will handle a lot of the structure, but any member can make a motion at any time if they do feel that it's necessary. And then if we have a proper second, we'll have discussion, debate it, and then we can vote on it as well.

Next is per our bylaws. We are in a three-year committee member cycle. So that timeline is pretty significant to feel like you've made an impact. We also do have an opportunity every year and a half to not only get some new folks in, but also new people to take over. So, you know, I will be rolling off after my time is up. And so we definitely encourage you to get involved, be an active member of this. And if you are an over eager, overzealous person like myself, throw your name in the hat to be a chair or vice chair when the end of the term comes up.

Additionally, with that three-year commitment, it is attendance, and this organization is only as good as everybody attending, trying to make their meetings so that we can have those robust conversations to help dictate and direct FDOT on various issues. And so please try your best to

attend. Holly and the team are great at sending reminders ahead of time, getting feedback and input when the most percentage of our membership can join these meetings. We also have some ideas about interactive and fun ways to encourage more participation.

And then again, I'll just reiterate that this is government in the sunshine, so everything that we discuss here is open to the public. Please don't try to reach out to myself or Laura or anybody else on the committee to talk about what has happened here or a potential future issue because that would be a violation of the law. And I've staked my entire career making sure that I don't violate sunshine and open government laws. So that would be incredibly important.

With that, I think what we'd like to do is kind of now switch over to some legislative updates and wins. You know, I will just kind of speak on this very briefly, and I don't want to pass it off to Melissa, but our legislature, our executive branch, meaning the governor, Secretary Perdue, are incredibly invested into the transportation sector, our supply chain, our freight corridors, all of the modes. And so the legislature is the first stop on all of that.

We don't have to go back into the structure of government But it's the legislature that takes input from the Florida Department of Transportation and the governor's office creates the budget they're the ones that pick and choose what things get funded what doesn't and especially important in the past couple years has been the funding to support our supply chain meaning our airports our seaports our road projects bridges and rail and the movement of all of the goods throughout the state. It has been some of the highest level of investment into our transportation infrastructure in the history of the state of Florida. There has been so many incredible wins that we could probably take the whole time to just discuss what the leadership and the governor and the secretary along with the funding of the legislature has done.

But again, the reason why we want to stress this is, if you've got relationships with your delegation, your House and Senate members, please thank them for everything that they've done for the transportation sector over the past couple years, and then also lobby them to continue the historic funding and investment because without them, our roads would be like Carolina and everybody that's gone north knows how terrible their roads are.

So with that I do want to turn it over to Melissa to kind of highlight a couple of really important programs that have been started but also revived and then that'll kind of also drive the rest of our presentation. So I'll turn it back over to Melissa.

Melissa: Thank you, Nick, and yes to reiterate that supply chain, the movement of all sorts of freight across the state have been a major focus of the legislature and the governor over the past few years. I know it's going to be another hot topic and highlights that is going to be pushed in the upcoming session as well too.

What happened over these last few years? There were two programs that are specific to the Florida Department of Transportation. One is an aggregate construction aggregate program that makes up to 20 million available annually for the next five years to ensure that we have adequate supply of construction at aggregate across the Another one that was passed this past session was the Intermodal Logistics Center. It is actually a revived program. We've had this program before. It went a few years unfunded and again to highlight supply chain and the needs for it.

It is now back and live for this year and there should be going out soon. To get into the details of those and the importance of that is going to be Lauren Rand. She is our FDOT Seaports Manager, State Seaports Manager, and she will explain to you the ins and outs of both of these programs here at DOT.

Lauren: All right, thank you, Melissa. All right, so the first of the two programs that we're going to be talking about today is the aggregates grant program. And that one has quite a name, but we call it lovingly the aggregates program. So as you know, Florida is experiencing rapid population growth and is projected to grow by about a thousand people every day over the next 33, over the next 30 years, I'm sorry. As the state continues to experience this population and tourism growth in moving Florida forward infrastructure initiative. It focuses on critical improvements to ensure that transportation infrastructure can meet the demands of the current and future residents and visitors, including investments in major interstates and roadways to ensure people and goods can move safely throughout the state. So this supported that legislation to bring about this aggregate program. And like Melissa was saying, the key funding elements for the program is that the department will make up to \$20 million available each year from fiscal year 24 to 28 from the existing work program revenues. So the general process for the aggregate program is shown on the slide.

Each year, FDOT announces a competitive grant request or an RFA for projects that meet the public purpose of providing increased capacity and enhanced capabilities to move and store construction effort to support all those projects that DOT is bringing forward. Applications will be selected for funding that most closely in line with the statute, which is 339-651, and the department's grant application format, and the department funding constraints, which is that up to \$20 million a year.

So speaking to like the more specific requirements of the program itself, The applicants that are eligible for putting in applications for this program are seaports, rail lines, and rail facilities. The projects must serve the strategic state interest of mitigating supply chain demands for construction aggregate. It must facilitate the cost-effective and efficient movement and storage of construction aggregate. And the project must efficiently interact with and support the transportation network. Projects with a funding match will be prioritized over the projects that have no match. And this grant program is great because it can fund up to 100% of the cost of the project. Just a special note, the first round of projects have been awarded and the second RFA should be coming out shortly and these are typically advertised on My Florida Marketplace.

All right, now this is the second grant program that Melissa was speaking to, and this is the ILC program. So this is the ILC program. It was active a couple years ago. The last funding cycle was in fiscal year 20. Last year, Session reenacted it and refunded it with \$15 million a year from fiscal year 25 all the way through fiscal year 30. And again, that's 15 million in reoccurring funds. The purpose of this program was to provide funds for roads, rail, facilities, or other means for the conveyance or shipment of goods through a seaport. Just to give you a better of the past version of this program. These are the projects that were funded before. The blue pins are the projects that were funded. We had about 15 of them and the grants were ranging from about 220,000 to about 2.5 million dollars for each one of the projects. The total grant of the entire program over the seven application cycles was about \$27.5 million.

So the program supports on-site investments including site access and internal circulation roads, rail spurs, truck loading ramps, and transloading facilities. All right, the process for the ILC program is also shown on the slide. It's kind of distinct from the aggregate program where FDOT will send a more general request for applications for submittals. We'll evaluate them and award them on a rolling basis. The ILC program also includes partnership with Florida Commerce for their critical feedback on these applications. Again, applications will be selected for funding that most closely align with Section 3.11.101, the department's grant application format, and the department funding constraints. So, program requirements for the ILCs. This program is open to both public and private entities.

The types of projects that we're looking for are projects that serve a strategic state interest, projects that facilitate the cost-effective and efficient movement of goods, projects that contribute to the economic activity, including job creation, increased wages and revenues, and projects that efficiently interact with and support the transportation network. A commitment on a funding match is nice, and they must also have a real commitment from owners or developers, as well as local support. Just a note is that no single project will receive more than 50% of the available program funds in a single year. So that means that no single applicant will receive more than \$7.5 million a year. And then this program and the aggregate program, we're working on setting up a website for each of these programs. And we'll include lots of resources for everyone to read up on the programs and we'll attach the applications as well so everyone can take a look at it and get a better idea of really what we're looking for and how the programs work. That's it for me. Thank you.

Nick: All right. Thank you, Lauren. I think at this point we are going to pass it over to Holly to kind of talk about some of the FDOT initiatives and some other updates.

Holly: Thank you, Nick. Absolutely. So this portion of the agenda is where we kind of really get into the meat of what's going on lately. This is a portion of our agenda where we talk about our FDOT initiatives and really kind of get some feedback from this committee. So to start it off, let's talk about the National Multimodal Freight Network.

So this is kind of an FYI for this group and everyone on the line. The US DOT Freight Office is establishing the National Multimodal Freight Network really to assist states in strategically directing resources toward improved system performance or the efficient movement of freight on the network, inform freight transportation planning, and to assist in the prioritization of federal investment. That's the key piece for sure. So what does this network and what does it mean for you? Let's dive in.

So the purpose of this Network is really on the slide here, including support for both the National Multimodal Policy Goals and National Highway Freight Program Goals, which are very similar. All of them address infrastructure and operational improvements to strengthen economic competitiveness of the United States, reduce congestion of bottlenecks, improve safety, security, efficiency, resiliency of freight transportation, increased productivity, improved reliability, reduced environmental impacts, addressed freight connectivity, use technology and innovation, all really kind of key elements that we all support. So going on to the next slide, in this detailed U.S. code, there are designation factors to be considered, and those again kind of tie back to the purposes of the network and the goals of both of those programs. These are kind of the elements that they were looking at to make sure that there's clearly designation that ties back to those.

Going on to the next slide, the Interim National Multimodal Freight Network included multimodal facilities like border crossings, airports, seaports, waterways and waterway connectors, marine highways, highways, railways and rail connectors. So if we can click again, we'll get the slight zoom in to Florida to kind of show you what that looks like at the moment. But the key element right now is going on to the next slide, that the USDOT has gone through several stages of requesting feedback on this network. And most recently, in April 2024, there was a request for information to solicit that input on how to prioritize those statutory goals and re-looking at the statutory factors for designating the national multimodal freight network and really kind of diving into a little bit more deep detail on measurable thresholds, criteria and critically data sources for those designations.

So really kind of, like I said, you know, today we're really trying to make sure that this group is aware of that effort. We're kind of re-looking at this and more importantly, we're imagining that there's going to be a next step coming soon and you're prepared to review the draft proposed network, perhaps later this summer. There is a very clear process on how the states are supposed to provide input elements that we're supposed to review and certify make sure we have confirmation from a wide range of stakeholders. So that will definitely include yourselves on the Florida Freight Advisory Committee.

We'll start to reach out to modal contacts, our NPO and TPO partners as well, many of which are on the call as well. And really look internally as well to identify some possibilities. We've got a great cross-section of our FDOT offices from the Freight Mobility and Trade Plan Project Advisory Committee. So we're really going to be looking at this kind of holistically. So again, reaching out to a diverse set of internal and external stakeholders for feedback when that next request for information is posted. And really the final step after that is the next comment period, USDOT will review and approve additional designations from those states and hopefully will designate a final national multi-modal freight network by the end of the calendar year. So, we're really hoping this is a chance for us to make sure the feds get the network right. And ideally, that would set us up for future possibilities for increased federal funding, or at least making sure it gets kind of directed where we think is most appropriate.

All right, and I wanted to take a quick pause here in case we have a moment to have a word from Assistant Secretary Kim Holland. Are you able to join us in? Hello, thank you so much, Kim.

Kim: Hello, and good afternoon, everyone. My name's Kim Holland. I serve as FDOT's Assistant Secretary of Strategic Development. And as has been shared, the responsible charge of this committee is to really look at those freight-related priorities, not just from a regional perspective, but also from a statewide. Holly, I really appreciate the update that you just gave us on the National Multimodal Freight Network. And as she shared, we are going to be receiving a draft proposed network at some point later this summer. And so we want to continue to communicate and collaborate on those very important issues and your input is so important. So thanks for giving me a couple minutes to provide remarks to the committee. I think I'm probably handing it back to you and we've got the rest of our agenda to work through.

Holly: Excellent. Thank you so much. All right, onward to a couple FDOT freight initiatives that are currently underway rather than kind of a coming soon.

So again, tying back to the FDOT compass, you know, we go through this effort to coordinate the freight related plans to align that private sector, local agency, other stakeholder efforts with FDOT's vision and really kind of trying to go back to promoting that cohesive and impactful transportation ecosystem. So, you know, the freight mobility and trade plan is a clear outcome of that vision alignment. And with your feedback, it's a huge resource for implementing freight priorities for years to come. So as you're probably aware, going back to these last couple of meetings, you know, our high level approach for this plan involved creating those goals and objectives, gathering stakeholder input, really looking at that technical analysis, and more importantly, those emerging trends something that's kind of coming up that's new to make sure we incorporate and out of that we created strategies and ultimately actions for implementation.

We have over a hundred action items in our implementation tech memo on [FDOT.gov/FMTP](https://www.fdot.gov/FMTP) and again your feedback to validate those objectives and the input we received from the regional forums back in last fall that really helps us to ensure that our planning process meets the need and many of you also submitted comments on the full draft plan as well. All of that is greatly appreciated. And really the next step there is now that we've completed public comment, we're tweaking those draft documents right now based on that feedback. Our next step is to submit the revised documents to FHWA for plan approval. And again, thank you again for your participation and guidance, this is the crucial element. As we implement, we'll definitely be reaching back out to you to make sure that those action items are implemented accurately. All right, and with that, I'll turn it over to Lauren on our Supply Chain Resiliency Strategic Plan.

Lauren: Thank you, Holly. OK, so I'm really happy to introduce the Supply Chain Resilience Strategic Plan. And this plan is hosted out of the Seaport office and is being worked on by our consultant team led by Cambridge Systematics. So our presenter today is Matt Miller. And without me intruding onto his slides, I'll turn it over to him.

Matt: OK, thank you very much. And nice to meet you. Thank you for the invite to present before the committee. I am the deputy project manager on this project with Cambridge Systematics, and it's led by project manager Mike Williamson, who also is also, I believe, on the call. So yeah, we'll go over some of the background on this, and we'll gather some feedback from you on some critical questions we have for some of the work that's ongoing tied to supply chain resiliency.

Okay, so this slide covers some of the purpose of the plan and some of what we're considering, which emphasizes the development of a resilient and collaborative multimodal supply chain. One of the key objectives I would like to call out here is the catalog on supply chain resilience strategies that we plan to develop as part of the work. And we're working with state DOTs as well as modal and supply chain stakeholders to document some of the effective practices which enhance the resilience of supply chains against disruptions, both manmade as well as severe weather and nature-based. This schedule and activities shows where we currently stand regarding modal resiliency analysis and best practices review across partner states. These states include California, Texas, they might also consider Virginia, Maryland, New York, and New Jersey. So we'll be conducting interviews with state DOTs, supply chain companies, and associations and modal companies, which conclude with summaries of findings in the August timeframe.

We also plan to hold a workshop testing some of the supply chain resilience summary profiles and strategic findings. So that will be in the October timeframe. And we would very much welcome your

participation if you're interested, please contact me. I've got my contact information at the end of these slides. Okay, so as part of the economic and commodity flow analysis which we did in task two, we sourced and worked with Florida DOT to select the five supply chains. So there's a steering committee for this group and we worked with them closely to ensure we pick the correct set. These selections also provide room for those that are critical to continued business operations. So it's not just that they are economic contributors or that their commodity flows warrant or necessitate, but it's also that they help continue business operations for and keep people safe and happy and healthy in their homes during disruptions. Any questions on what we have selected here?

I know it might be a little confusing for food manufacturing to also be with agriculture, but there are some distinctions between them. We can go over those later. So on outreach findings, if we can go to the next slide, thus far, so as indicated earlier, we are in the middle of doing some of this outreach, and we've spoken with several modal and supply chain organizations during Task 2 and Task 3 outreach. These next slides, these basically present some of those initial findings and how we plan to examine key disruptions, identify sample resilience strategies associated, and then find critical transportation assets for the analysis to come. Agriculture, for example, in some cases relies on weight waivers ahead of major approaching storms or hurricanes to move products quickly over Florida roads. Construction has nested within it critical workforce related needs that can be mitigated with better real-time asset monitoring and investments in statewide systems that track and leverage resource availability between Florida DOT and its aggregate material suppliers. Pipelines were critical for aviation and for airport success. Many airports reporting that pipelines carrying jet fuel to their terminals represent major potential vulnerabilities should they be impacted by closures. Inland ports and potential railway alignments represent potential sources of coordination and redundancy for rail operations. Disruptions for rail are focused primarily on hurricanes and storm surge from our current conversations as well as inland flooding. We've also found some occurrences related to construction materials where access to a suitable workforce impacted rail operations. There were some perfect storms that occurred recently around logistics and dealing with closures for aggregate supply. So, we can go to the next slide, please. To improve supply chain resilience, we can think of disruptions, and this is a slide just to go over some of the analogies that we've thought through. One of this is particularly useful. It's called the flat tire analogy. So, one way to consider resiliency in general for those who are not altogether familiar with it. We can think of disruptions from a flat tire on a service vehicle. This affects delivery times and overall performance, so you can see the dip that occurs when a disruption happens.

And you can put this on a timeline basis, so before an event, we can strengthen the existing asset using such things as puncture resistant tires, so that would improve your robustness. Or you could have backup vehicles ready, so that would provide for redundancy in your network, so you can continue the shipment unimpeded. During an event, as it occurs though in real time, you also have different strategic investments you can make in quick responses that would fix the issue or you could pour extra resources like tire inflators or something along those lines into the vehicle itself. So those are different ways or advantages to view resiliency and the potential strategies that are connected to it. And so, hopefully, as we've described it, it's a quick leap from these resilience strategies with the service vehicle outage on a flat tire to redundancy robustness, those sorts of considerations where you can apply those to real-world supply chains and modal improvements in Florida. So, that's really the aim of this goal is to find those strategies and characterize them along

these four R's in order to improve supply chain resiliency. So the next slide, we'll be going into some of the Menti questions. And I appreciate in advance any input you can have and let us know if you were able to access this if you have any issues.

Diana: So I'm actually going to take over real quick. I'm going to stop sharing my screen and I'm going to pull up the Menti poll. You'll have instructions coming up again in a second, so just sit tight. All right. So you should be able to see the same instruction screen here. If you would, you can either go to [www.menti.com](http://www.menti.com) and enter the eight-digit code that you see on the screen, or you can use the QR code using your camera function, and it should take you directly to this survey. So I'm going to give it just a couple minutes for people to join the survey. Looks like we got a good number of people who've been able to access it. And just so you know, this is for everyone to participate in, not just the committee members. We're interested in feedback from whoever happens to be on the line. So feel free to join in. All right, Matt, it looks like we've got about 16 people on the poll.

Matt: OK, so if you could please provide your full name. We'll use this to align responses. We will not be using your name or anything in the responses. This is strictly so that we can make sure that we know in the analysis phase of this when we export it to Excel that we can align where the input's coming from. So thank you.

And this is a series of four questions, so it's not, and they are not intended to be too much, too taxing on your mental bandwidth to provide some input, but it'll give us a good vantage as far as where the committee comes from and what are some relative importance of different factors and different disruptions and hazards to consider from your vantage zone. Okay, so these are the seven of these disruptions were considered within the current Florida DOT Resilience Improvement Plan.

And so we wanted to make sure that we get alignment with that effort. And so we've gotten that added to this.

There are also what we're finding at least initially in the benchmark analysis with other state DOTs is our considerations for cybersecurity incidents and geopolitical events that occur exist outside of Florida but that have impacts on how the supply chains and free flows move through the state or into the state as well. This kind of information will also potentially be used in waiting or at least to inform waiting decisions around how we consider different strategies that address those disruptions and the types of disruptions that can occur. It looks like hurricanes are way up there, severe thunderstorms, and then cyber security incidents, and that tracks pretty closely what we're finding in the benchmark analysis.

Okay, I believe we can move to the next slide. And how we characterize some of the factors. Now, these are just the four top that we're finding, but we do have another one for others. So if you do select other, that would be great. And I believe we've got, we can follow up with you at a later point to determine exactly what you meant or if you want to place into the chat what you mean by other, that would be most helpful. But yeah, this was basically the four types of factors we've initially uncovered in the task two and task one, the literature that was conducted, were physical infrastructure conditions as factors that address resiliency, as well as real-time business continuity operations, but also assets that track, systems that track assets and their locations, their conditions, And then regulatory requirements, the impacts from the needs for those regulatory requirements but also the associated funding mechanism and grant programs that go

alongside them. So those are other factors of impacting resilience. And then finally, workforce access. If you can't get the folks to the port to help with preparation and planning, mitigation activities around oncoming storms, that's an issue or during flooding, those kind of related findings. So yeah, it looks like physical infrastructures is up there at the very top, but it's close race between regulatory and decision support systems. This is great.

Yeah, thank you for the 13 respondents. And this one's a little more esoteric as far as like what these could mean. But any questions from the audience. As you're reading through this, I welcome you coming off of mute. Okay, we can move on to the next slide. And this is an open-ended question, so you can think through it now, but essentially, what are some of the supply chain resiliency strategies that you as a representative of your organization or your company are actively investing in or have invested in over the past five years or planning as part of your capital improvements program. What are some of the strategies and do you have, do you have this name affixed to it?

Is resiliency, investments in resiliency, is it even within what you consider or are there other improvements to, you know, addressing major disruptions that impact regularly or frequently your own supply chain or your own mode that you've effectively encountered and that you're making plans to address. That's generally the deep part of this, opening the comment. Now we'll give it a minute before we move on, and then I think conclude with the final slide. Great responses. Thank you. Truck parking seems to be a very common one there. I can totally see this one as well as across other states and what they're investing in and what they're considering his resiliency and supply chain improvements. Okay, so I see it's been about a minute, so let's go ahead and proceed, but I think the option might still be there if you want to come back to this. So is your organization interested in participating in the modal operators for supply chain interviews?

So this is going to wrap pretty quickly. We're always willing to take iterative updates So we can, if we need to push a interview or schedule it further out beyond the August timeframe, we're flexible on that. But it would be great to have your participation. And so if you answer yes, we'll keep you on the list to do some outreach with. And then I believe that concludes our Mentimeter presentation, as well as Supply Chambers and Strategic Plan presentation. So thank you very much.

Diana: Thank you, Matt. Yes, that concludes that portion of the Menti. We will be using this same polling later on, so go ahead and keep it just in a tab somewhere you can keep it open on your phone. We'll be revisiting it, but for now I'm going to pull up the slideshow again.

Matt: And I believe the next slide has opportunities again just to reiterate what we're currently involved in and how you can get involved if you're interested, and thanks again for your responses in the Mentimeter surveys. Those have been very helpful, and if we go to the next slide, this is my contact information, and welcome all questions and feedback. Thank you.

Patrick: Hi, Matt. I have a question. This is Patrick Feeney. I have a question. Earlier During your presentation, you mentioned as far as part of emergency response, quickly allowing overweight on the roadways or permits, temporary permits or lack of needing a permit on the roadways during a disruption. Has there ever been a study or do we know when the latest study was on how running overweight on these roadways affects the cost of repair and longevity to these roads?

Matt: That's a great question. I want to say there has probably been a study, I'm not familiar with. I do know that there have been studies in other states where they're examining the impacts of oversights over weight. But as we're specifically connected to the weight waivers, I don't know if there's been anything along those lines. I know that typically those are using farm to field or farm to packing plant movements. So I want to say that they will probably do, you know, they do impact some of those roads that are on smaller networks or roadways that might be more exposed, especially to damage. So we're certainly finding that in other states, you know, especially, well, in energy production in Texas, they're using heavier vehicles to move down those roads that are doing pretty be damaged as well, but I'm not 100% sure about whether there are ongoing studies within Florida or that have recently concluded that looked into that.

Patrick: Great. Thanks, Matt.

Holly: I think that's a great question, Patrick, and we'll have to get back to you on the nuances of that question, but yes, definitely part of the conversation, so appreciate you bringing that up. All right. Daniel, are you ready to talk D6?

Daniel: I am. Can you hear me?

Holly: Wonderful, we can. Yep, Let's go ahead and get started on your analysis at that level.

Daniel: Thank you. Great. Good afternoon, everyone. My name is Daniel Crotty and I'm the Deputy Project Manager at HNTB for this project. I'm here today to provide you with just a quick overview of the District 6 Freight Village Countywide Analysis Study. It was initiated by FDOT in August of 2023, so last year. And this study focuses on Miami-Dade County, which is the largest freight hub in Florida and a great key gateway to Latin America. The study builds off of the completed sub-area freight improvement studies that were done between 2017 and 2023. Just a brief reminder for you all because I know some of you likely participated in those studies. Those included the Town of Medley Freight Improvement Plan in 2017, the Opalaka Freight Improvement Plan in 2017, the Miami River Freight Improvement Plan in 2018, the Doral Freight Improvement Plan in 2018, Miami Gardens Freight Improvement Plan in 2019, Hialeah Freight Improvement Plan in 2019, Homestead Improvement Plan in 2023, and the Monroe County Freight Plan also in 2023. So if any of those sort of rung a bell, this study is the capstone to all of those for District 6 as it's for the entire county wide, not just the different sub areas. So let's delve into the general goals of the study on the next slide.

The goals of the study are threefold. Firstly, we're aiming to improve Florida Standing as an international hub for trade and logistics activities, mainly by leveraging the strategic location of Miami-Dade County and the robust infrastructure that it has, such as the various modal networks and hubs, including Miami International Airports, Port Miami, and the Florida East Coast Railway, just to name a few. Secondly, we seek to develop a comprehensive bank of freight projects that address both existing and future needs, ensuring we're well prepared to meet the evolving demands of the freight industry. For instance, we're examining resources, conducting research into current funding sources, looking at performance, we're conducting a needs outlook, and we're looking at strategies for addressing future requirements. And finally, our findings will inform District 6's work program by guiding future investments and initiatives to foster economic growth, enhance connectivity, and ensure integration of freight activities.

Okay, so this study began, it had its project kickoff in fall of 2023. Since then, we've conducted initial research and data collection which spanned from fall 2023 to spring 2024. This phase included several critical tasks. First, we reviewed previous and ongoing studies to build a solid foundation of existing knowledge. Next, we developed a policy framework for the freight system development, which will guide future initiatives. We then created a comprehensive freight network narrative to map out current infrastructure and identify any gaps. And additionally, we established a performance framework that outlined the goals, objectives, key performance indicators for the freight system. And finally, we collected and analyzed some data on existing and future freight conditions to understand the current state and anticipate future needs.

Currently, we're at a stage where we're about to embark on the needs assessment and analysis phase, which should be ongoing throughout the summer, 2024 and into the fall. Stakeholder engagement and feedback is also ongoing and is becoming an integral part of the study as we continue to gather throughout the project. And we're also supporting FDOT on a GIS web application to facilitate data visualization and analysis. Our final recommendations and reporting are scheduled for completion sometime in the spring of 2025. Finally, we encourage you all to get involved in the study. Our project manager is, currently it's Daniel Lameck, but recently he's the freight logistics manager. But he's still the point of contact right now with that project. He's being supported by his consultants on that. And our team includes myself and Jessica Dean, who's the PM. And we're available to address any questions or concerns you may have by reaching us here at our email addresses which are on this page and we invite you to engage with us online using either the QR code or by visiting [fdotmiamidade.com slash freight village study](https://fdotmiamidade.com/slash/freight-village-study) so your input is always valuable in shaping the future of Florida's freight infrastructure so we look looking forward to working with you soon. Thank you so much.

Holly: Excellent, thank you, Daniel. No surprise, so many of our FDOT freight coordinators get promoted, which is wonderful within the organization and continues that engagement on the freight needs elsewhere within the organization. I know we've got a lot of interest in kind of turning those needs into meaningful projects that can actually be solutions that help turn into something on the ground. So that's wonderful update, appreciated. All right, so back to me for one more quick update.

We wanted to highlight the latest efforts on truck parking as an example of what's happening, give some feedback from you. Again, we're kind of trying to do this interactive approach with the minty meter, knowing that, you know, virtual is wonderful for schedules, but it can be a bit dry for getting feedback. So please stay engaged, we're making it through here. We want to make sure we talk about not only our efforts, but more importantly, how do we get the word out on FDOT freight initiatives? So let's dive in.

Truck parking is a complex issue as this committee has definitely touched on previously. Therefore our solutions are complex as well in order to ensure there's sufficient safe parking in Florida where needed. FDOT solutions, we've kind of tried to break it down into four kind of buckets, leveraging technology, enhancing policies, building our partnerships and adding capacity. On the slide here, we've got technology. So this is the one we've been pursuing for a number of years. We've done this for a while and kind of really paved the way for making sure technology is used to share where those available truck parking spaces are and where they're used effectively.

So in addition to posting this on Florida 511, we got some feedback from our truck drivers that they prefer the dynamic messaging signs as we see on the slide there or to see the truck parking availability system signs kind of collaboratively really need to show that they need to be on the app and on the side of the road and they need to be accurate reliable and consistent. So that was helpful feedback that they actually prefer the on the side of the road ones as well. Recently, we have looked at reevaluating our per space vehicle technology that really looks at, is there a truck parked in that truck parking space? So instead of looking at pucks, we're looking at the use of computer vision software and really looking at vehicles that overstay their allotted parking time. And thus far the new vehicle detection technology pilots that we've looked at mostly in district two are equal to or better than the current solution of our in-pavement sensors. So that's great, that's wonderful. It looks like that will be a new technology that overall will reduce costs.

So going into the next slide, this is where we're going to dive into a little more detail. In addition to the more visible kind of capacity and technology enhancements, FDOT continues to work internally and externally to enhance our policies and build our partnerships. And one of the efforts on the slide I'd like to highlight is that FDOT is in the final stages of developing at least a starting point for the freight chapter of the FDOT design manual. We've been really kind of highlighting this as a possibility for a number of years and really decided truck parking is the way to go to start putting some actual requirements in the FDM. So new back-end parking design guidance will be the first item to be completed. And that should allow FDOT to increase the amount of truck parking bases available within our existing rest area right of way, which is really hugely helpful for low cost solutions where we can continue to move the needle on these solutions.

And as everyone's favorite is, we're also meeting the challenge of truck parking by adding capacity on the next slide. This is kind of gives you an overall statewide look of where some of those initiatives are going on right now. These change all the time. So this is just a bit of a snapshot. And really, you know, the capacity projects are being implemented around the state, but they're along, you know, some of our major urban areas, along our interstate corridors, where the needs are the greatest. Some of these projects will expand existing rest areas, while others will develop all new facilities. And most meaningful of all, you know, we've found that every district is working on some truck parking projects.

So diving into some specifics on the capacity side, the I-4 corridor within FDOT D5 has the highest unmet truck parking demand in the state, with only 36 existing public truck parking spaces and a demand of nearly 500. This is really our focus on one particular project. The I-4 Truck Parking Facilities Project is kind of a multifaceted approach. We're looking at truck parking sites in Volusia, Seminole, Orange and Osceola counties. PD and E's are in progress. And more importantly, we recently received a 180 million dollar infrared grant which is wonderful that'll allow us to advance the construction of over 900 truck parking spaces in those really crucial needed areas. So this you know like everything else there's a mix of funding on this so in addition to the federal discretionary grant funding this project also includes national highway freight program funds and state funds.

So next slide this is where we're kind of really getting back into the how can we convey this kind of material effectively. So Diana, feel free to go ahead and swap over to our menti.

But just for our group here, FDOT has recently created some updated one-pagers. We've got some graphics regarding our truck parking initiatives and efforts. We're looking to revise our web pages

pretty soon to reflect. And with all that in mind, we'd really like to just pick your brain on best practices for engagement? What is the best way for FDOT to get kind of the word out? And any ideas you have, best practices you've used in your company, your organization, things you've seen elsewhere, any of that feedback would be greatly appreciated.

So, Diana, if you want to go ahead and take it back over on making sure people get logged back in, that would be wonderful.

Diana: Yes. We weren't sure how seamless this would be because we're using the same polling, but if you're not still in the poll, you can go to menti.com again and you'll see that code at the top of the screen. It should be the exact same code as before. Looks like we're getting some folks joining now, so that's great.

Holly: Wonderful. Yeah, this is where we're just kind of, again, looking for that open-ended feedback. What are some best practices in communicating program accomplishments? That's one of the things that I think we don't do as often as we should. There's a lot of work that goes on that people just don't know about or we don't necessarily reach out to all of the interested stakeholders. Any feedback there would be greatly appreciated. So we'll go ahead and ask the question and hopefully you guys can see this one up on your screens. So again I mentioned You know, we're building one-pagers. We're looking at updated graphics. We've got a couple dedicated truck parking web pages on the FDOT website. How would you like to find out about what FDOT is doing on truck parking?

Great, we've got a mix here. We've got emails, newsletters. Glad you think the website is helpful at the moment. We've got some social media, that's good. I don't know that we've dived into all of those sources. Who's gonna call me? I love it. Are there any particular elements you'd like to make sure we include on the website? Feel free to throw those in the chat or the question box or elaborate on the interactive poll as you see fit. Oh, we haven't done the truck radio in a while. That's a good feedback videos. I know some of our freight coordinators are working on some educational elements. That's a great idea. Maybe we consolidate everything, truck parking onto one dedicated truck parking website. Get everything out to the owners and the operators. Wonderful. A lot of social media, a lot of websites. Okay. Again, feel free to elaborate in the chat box. Otherwise we're getting some really good feedback here. This is helpful. Even some of the elements like the rules. So not only what we're doing project wise, but some of the elements of enforcement to make sure things are safe. All right, I think we're pretty good here. Excellent, great feedback, everyone.

I'm gonna turn it over to Nick and Laura to continue our Q & A in the Menti system. This is where we're looking to kind of bring it back a little broader. Some more questions to engage you guys on where we go from here. So Nick and Laura, feel free to take it away.

Nick: Yep, thanks Holly. And you know, this is actually just for everybody's awareness. This is something that when we were discussing kind of the format and the agenda, I think I might have even asked the question, like, what are we doing to get truck parking out? And Holly was like, actually, we're doing a whole bunch of stuff. And that kind of spawned on, you know, what other areas of FDOTs, not maybe their work plan, but what they've got in the mix or creative things would be helpful to not only communicate what FDOT is doing for the freight transportation network and the supply chain, but studies that are going on or ways to provide more impact input.

And we thought this would be a really good idea to say, let's go get some instant feedback from everybody that makes up the Florida Freight Advisory Committee on some supply chain technology or innovation needs, what would be important to you and your company, your organizations, your community, that FDOT can start looking into to see about being a partner in the advancement? And so for example, one of the ideas that came up was a reservation system for trucks going to ports.

And obviously, I had some feedback being in the port world, but that's what we would like to hear from you. So as the mentee has popped up, what is some supply chain technology or innovation needs that your company, your partners are looking into, would like, think that FDOT should maybe invest in or look into that would help out the state of Florida and the various industries that make up our Florida Freight Committee.

So if you could start putting in your responses and then that might spawn some further discussion that Laura and I can help facilitate So we'll give everybody a chance to put some of their responses in here. Well, I'm not I'm not seeing any responses So where Lauren said she was going to put in here the truck reservation For ports and she has not put it in yet. So I'm very disappointed in Lauren. There we go So the truck reservation system would love some more is that just for the ports or their other particular obviously we've got the truck parking, but maybe other logistics centers, anybody else want to kind of expand upon the truck reservation system, Or if there is a particular private company that has a system that works that might be helpful for us to Know about as well. All right.

We also have some improved app-based mapping ways Google Maps I think that's a really interesting You know as we start You know thinking about people traveling throughout the state where the different, you know, the rest stops are truck stops things like that See what else we've got Rail crossing safety technology. I know that's a big one. Hopefully, Daniel is still on here, and maybe there's some cool things that FDOT is looking into with our private rail operators on crossing safety technology. Maybe the person who, I'd be interested, the person, if they're willing to who put ports to underutilized, maybe could you expand upon what technology or innovation needs you're thinking about related to that? Well, I think we've got- I have a similar question on some of those improved app-based mapping. If anybody wants to elaborate on any of these in the chat, please feel free to do so. Yeah, and if you don't feel comfortable speaking up in front of the entire group, You can always do a private chat directly, too, like Holly, so if you don't feel comfortable.

I do like the more RFID usage. That's a really good one, especially as we look into different technologies and what might be cost effective. Digital twins, that's also a really good one, something that actually here at JaxPort, we recently had a meeting with IBM related to digital twins technology. So that is great. Let's do this. We'll give it another 30 seconds or so, but if somebody who typed in an answer would like to expand upon what they put, who's comfortable speaking in front of the entire group, I'd ask you to, you know, either raise your hand or ask to be unmuted so you can explain why you've typed in a particular technology or innovation need.

Laura: I can kick it off, actually. Hi, Nick. It's Laura. So I went ahead and put, because I've been getting this quite a bit, what was my verbiage? Quick inventory, rapid inventory scanning. So this is where I have to rely on you, because I haven't been in the port world directly for several years now. But I am getting a lot of inquiries as far as ways to rapidly scan inventory, like take account of what is coming in and out of the seaport. So from the inventory itself, from analyzing this, this is specific to actually vehicles. So car carriers and seaports that are really specific to that. So real innovative

technology to kind of like streamline everything that's involved in that process. But that's just one example of something that's come across to me for the state to actually invest in and be more of a participant. And of course, I have to dial them back and say, OK, well, the state doesn't do that. It's a bit of a different conversation from there. But I say that because I'm getting technologies that are in the radiation space. They're all, the application's all the same. Like basically it's an AI driven technology that has the capabilities of doing a whole host of things from a security standpoint all the way down to an inventory standpoint. So I know there's a there there, But I need to be a bit more educated, you know, as far as where the need really is, you know, given the technology advancements that have occurred just in the past couple of years.

Nick: Yeah, I think that's an interesting point, Laura. I mean, we, you know, we always talk about that. I'd be interested in maybe what Emily has heard from the other ports or even Bill for Canaveral. You know, JaxPort, as you know, a lot of the difficulty is the public ports are only supplied certain information about what's on containers or what cargo is being discharged. And so it's really driven by the private entities that have that awareness. And so, you know, getting that information from the private terminal operator about what might be in a particular container or things like that is a little bit of a challenge. What I can say is we have been toying around with some of our technology guys doing the AI learning to track chassis numbers, container numbers, things like that. But you still miss that one data point of knowing what's actually in that container or on that chassis because the ports don't have as much visibility into that. But I do think that if we are as a state, trying to be in the customer service business, being that data point for a BCO or a Walmart of the world of, yes, this container which contains your stuff left our port at X time would be a great service to offer to the manufacturers, the BCOs, the logistics centers, but it really does require getting the private terminal operators and the forwarders to play ball.

But I think, Laura, you hit on a much more important note, which is we should be embracing the AI learning for visibility. Obviously, for years we've had cameras over all of our roadways and you can follow a truck from Tallahassee to Miami, but the AI aspect of what's there now should certainly be able to advance us significantly in providing data and visibility on things.

Laura: You know, Nick, just thinking out loud here, and sorry, I don't want to come and dear this conversation just between you and I, but you know, probably something for the group too to chime in is just perhaps, you know, we set up a, you know, a space, not that it doesn't exist already. Everyone knows that we can reach out to DOT personnel if we have an idea that would be interesting. But perhaps we set up some sort of communication for us internally for these types of innovative technologies that we come across just as a kind of a data dump saying, hey, I just received this. This is super interesting. Why don't we set up a time to take a look at it? Is this something that the state would be interested in? Is it kind of an open an open conversation for us to keep our eyes out for something that's interesting and not be afraid to share it.

Nick: Yeah, I think that's a great idea. Let's see, so John wrote, he's having trouble responding, would add, use of decommissioned underutilized airport land, expressway shoulder space for pull and pull out, as done in Europe. It's a great suggestion, John.

And then Gretchen, more dredging of ports to allow supplies ships in. Gretchen, you're speaking the language. Love it.

That's certainly something I think the entire state, you know, needs to look into our ports and how to expand capacity and receipt of goods. I think this is a really good discussion and would certainly love to, again, for folks that supplied some information that didn't feel comfortable, you know, speaking up, if you could message maybe Holly, specifics about why you wrote what you did.

I think the next question that we would love to maybe explore is, what are things, solutions in the next year that we could really get implemented that would help out your entity and organization. Again, this is like FDOT looking at what could we done within the next year or so solution that would be incredibly helpful to your business and your industry.

So we'll open it up, we'll give it a couple of, we'll give it a minute or two to see the responses popping and then Laura and I can maybe help facilitate more discussion. Okay, so truck parking and seaport terminal scheduling system that may or may not have come from Lauren Rand. Who else wants to provide some input on what is a solution that could be implemented within one year to kind of help out our various freight stakeholders and partners. Okay, an AI technology committee. I think that's right in line with Laura on, you know, exploring some technology. Pilot projects to test technology solutions such as rail safety countermeasures. This is great. Widespread announcement of truck, of course.

Holly: And Nick, just to reiterate here, if you call on anybody, Laura as well, if you guys call on anybody in the Florida Freight Advisory Committee members, we can unmute as needed to have them elaborate on some of these responses.

It also looks like John and Robert had a couple of comments in the chat.

Nick: Okay, let's see. Yeah, Robert, I think Robert, so Robert had made the comment about shippers not supporting providing the information because it's public. 100% agree with him.

We obviously Florida ports have very minimal public records protections and so something like that would certainly require a legislative change to allow that data to be protected from public disclosure. But that's from a hundred percent in agreement with you that they're very hesitant to share that It also mentioned monitoring limiting port access based on port operators capacity and then direct federal state funds to local departments use their land for truck parking container staging Yeah, John. That's it. That's a great comment be great if we could unmute you because I know you always have some very insightful commentary so if we can do that and that'd be great.

Bill: What I would say is I actually just put a comment in there as well. You know incentivizing alternative corridors to ease truck traffic interacting with POV and that a lot of the times requires driving through smaller jurisdictions where the maybe are not as developed to handle consistent truck flow but yeah definitely utilizing smaller jurisdictions rural communities to be a solution to the congestion is something that we should potentially look at.

Nick: John if you're able to unmute we can get you if you have anything that you'd like to

John: Well, I'll just clarify that comment that I put in there. Typically local jurisdictions, they're hesitant to part with land, especially for long periods of time. They're usually hit up by developers who essentially land bank things at the public expense. A lot of truck parking, I don't know that we really can be confident that we're going need the degree of truck parking we do today in 20 years. I

think we'll be looking at a different type of truck parking. Very likely it'll be some autonomous vehicles and certainly a lot of electrification. So those things are valuable to the local municipalities and departments to put on their land, especially knowing that it's not forever. That an airport that may be small today will certainly grow with populations. And I know that we had a conversation with Pete Buttigieg back about a year and a half ago, asking if the national transportation organizations can contribute money to the states to pass it down to local jurisdictions for truck parking. And he said, absolutely, they could.

Nick: Okay, yeah, that's great. Thank you for that. And I also, I do want to cover this one again about awareness campaigns. I think that's incredibly important as we saw with the, as we were talking about the truck parking and some of the communication that FDOT has done with advising about the increase in truck parking, how many spaces are available. I think one of the things that I'm seeing from this and some other conversations is, Yeah, just boosting the FDOT communications department and making sure that we are discussing with the general public, with the stakeholders, all of the different projects that are going on, planned improvements, but also the importance of it.

And this is something that I think I hear locally from folks about whenever there's orange barrels and people complain, but they don't realize the next day Amazon package to your house is because of the investment that we make in our freight modes and to constantly be improving them is why we continue to make our economy move so quickly and rapidly. But I think that that comment is in line with I think what we were hoping to gain from this is obviously the technology innovation, but we need FDOT to, you know, plaster the message far and wide to stakeholders, to the public about what it's doing, the importance of what it's doing, the investment and the like.

So with that, first of all, thank you everybody. This is exactly, again, as we said at the top, what this committee is designed to do spawn discussion needs ideas so that FDOT and all of its incredible staff and leaders can get to work on for us so thank you for providing that and again if you want to reach out to Holly separately on anything that you might have put please do so with that I believe we are switching gears and we are going to turn it over to Daniel to talk about FDOT's Florida transportation plan. So Daniel I'll turn it over to you.

Daniel: All right thank you Nick thank you for calling us incredible and on that topic I want to take a moment here before I start talking about the FTP to acknowledge and thank Holly and Diana for putting together this wonderful meeting and agenda and walking us through the meeting.

So, the 2055 Florida Transportation Plan is Florida's overarching statewide plan guiding our transportation future. So, FDOT recently began the process of updating the plan. The 2055 FTP will contain statewide goals and regional objectives, thereby empowering our communities to develop unique local strategies that will align with state objectives. We can go to the next slide. So the plan will be a comprehensive statewide blueprint guiding Florida's 30-year transportation future.

The FTP's transportation policy lays the foundation for investments and the FDOT work program. Updated every five years, the plan will be developed through steering committee guidance, focus group support, and comprehensive community engagement. So this will include both private partner, which are largely the members of this committee, as well as public engagement. So this plan update will be developed over the next 18 months, and we aim to have it adopted by

November, 2025. So with that, I'm going to take the opportunity to kind of ad-lib a little bit here. The last plan that we had developed, the 2045, was published in May of 2020.

So if you consider the preceding 18 months of that date, what we had happening on the national stage, we had bilateral trade renegotiations, and then we had tariffs, then we had a COVID as an accelerant to those policy changes. So a lot of the feedback that we received from you and from our partner organizations sort of went out the window over the last five years. And so it's absolutely crucial that we get you guys to reengage in this discussion. So as we talk through the next slide, please think about how you and your organizations can best add value to the upcoming transportation plan. So, our mechanisms for engagement, as I mentioned earlier, we're focused on statewide goals with regional objectives. That way, the local strategies will be able to fit within the fabric of each community's unique needs.

Communities are at the center of everything that FDOT does, and we'll be holding multiple engagement opportunities throughout the FTP update, including statewide webinars as well regional workshops throughout the state on in the meeting, which is safety, resilient technology, and workforce development. FDOT partners, your input on the goals, objectives, and policies that make up the plan is critical to achieving an implementable vision for our transportation network. So please get involved by visiting [floridaftp.com](http://floridaftp.com). It's a great website with a lot of information, and you can also read about the last iteration of the plan along with the vision and other objectives that we had out there.

So with that, thank you all for your participation today. I'll turn it over to Nick for closing statements, and I look forward to meeting everybody in person at our next meeting. Thank you.

Nick: Thank you, Daniel. And yes, I did say that everybody at FDOT is fantastic. I think for those of you that don't interact with the FDOT leadership team as regularly as maybe you know us on the port. They are just rock stars. They truly care about the transportation infrastructure and mobility of the state. They're incredibly innovative and responsive and so if you don't if you don't know them that well I would encourage you to make the time to reach out and connect with them. They do have busy schedules but I'm they'd love to hear from you personally.

But as Daniel mentioned, we do want to kind of keep the ball rolling for the committee. And so ideally what we would do is our next meeting to be in person in October, and then another one sometime in or around January, 2025. Additionally, what I would recommend too, and I'll ask maybe Holly or Daniel to make sure that everybody gets invited, is FDOT, last year for the first time, did a transportation day at the Capitol, which many of your companies and organizations may already participate in that, but to the extent they don't, I would strongly encourage you to attend the transportation day at the Capitol, which happens during legislative session, Because it's a great way to not only see what's going on around the state, but interact with your members of the legislature who are the ones that craft the budget that helps fund all of these important projects.

So just be on the lookout for information for our next in person meetings, as well as the transportation day at the Capitol. Also, you know, we look for feedback from today to inform our future meetings. So if there is something that we didn't cover today, or maybe that we did cover today but that you would like us to focus on for the next one, please reach out to Holly and Daniel

and the rest of the FDOT team and say, hey, we'd really like for you to focus on this at the next meeting because we're only as good as you informing what our future meeting topics are about.

So those are kind of the next steps. And with that, I would like to open it up to public comment and see if there's anything in the comment chat box. So Diana, do we have any public comment?

Diana: It does not look like we have any public comments at this time.

Nick: Okay, great. Well, with that, we're now going to roll into member comments.

So, we will open this up to all of the members, and what I'm just going to do is, real quickly, I'm going to go from the top to bottom. If you would like to chime in, great. If not, no worries. So, let me do this. I want to start with our vice chair first.

Laura: I'm just very grateful for everyone's time and feedback and you know I think we got a lot a lot of work to do you know at the state but we're really getting our feet under us and getting ahead of a lot of things so I'm excited this is exciting this was a lot of information today so thank you thank you Nick for a job well done.

Nick: Thank you Laura. John do you have comments?

John: I appreciate the opportunity here to again to champion and be part of this team and definitely like the format today definitely intuitive interactive questions and the real-life time polls and stuff go see all the responses so great job for kicking that off but all in all fantastic meeting thank you.

Nick: Thank you, John. George?

George: Hey there a good conversation today thank I'm looking forward at the next meeting to present some information on an innovation challenge that we're doing at the port on cargo visibility. So it's a little premature to share that with you now, but I think we'll have some good stuff to discuss with the team at the next meeting. Thank you for having us.

Nick: George, I wasn't going to bring it up, but I heard about what Port Miami is doing. I think it's fantastic. So we'll definitely let's put a little bit a little note to give you some time at the next meeting to share with everybody what Port Miami is doing because it's a great idea. Great.

Thank you very much. Joe, any final comments?

All right not hearing any Stephen Bostel? Okay, Aubrey Brown?

Aubrey: I'd like the state of Florida to consider using rail to take some of these particularly heavy loads off of our roads. The continued focus of the state of Florida to consider incentivizing some manufacturing opportunities because what we are fighting, both we, CSX, as the main class one and the 14 short-line railroads, Florida is a consumptive state. Our trains come in full and leave empty. If there was a way that we could leverage some of that backhaul traffic out of the state of Florida, it would greatly assist and it would take some of that pressure off of the trucks.

So the goal here is you have an unbelievable freight rail network in the state of Florida with great interconnectivity with a number of short lines that cover the whole state and we'd look to how we can leverage that network even further. That's the final thought. Freight rail is back. There's so much that makes sense. It's lower emissions than the alternative. We can move freight 500 miles

on a gallon of fuel as investors are looking at all things that are green. The railroad is the option moving forward. We maintain our own infrastructure. No tax pay will have to pay to maintain a railroad. We think there are a number of advantages to leveraging freight rail in the great state of Florida. Thank you.

Nick: Thank you, Aubrey. And if I can just make a quick comment on that, maybe for Holly and Diana to remember in our planning for the next, it might be good if we provided everybody just a really brief presentation about some of the stuff that Florida Commerce and Select Florida has done, not only during Laura's time as our secretary, but now under Secretary Kelly and Secretary T.J. Viamil, because Aubrey, that is a huge focus that I know the state of Florida, the governor of Florida commerce is trying to increase the amount of manufacturing in the state. And obviously the freight corridor is a huge piece of that. So maybe we can have that as part of our presentation next time what the state as a whole is doing to drive up our manufacturing. So thank you for saying that.

Jaime or it's probably Jaime if you're on. I don't think you were on earlier. No. Bill have any final comments from Canaveral?

Bill: Hey Nick, I appreciate that and to your comments earlier not that we're a heavy container port, but we do have, you know, multimodal activities. And I put that comment out there about Waze and other map-based applications, just because we constantly deal with, you know, why we are one port authority. We have so many different entities, like 240 different tenants within our borders. And so helping, you know, truckers, deliveries, and in our case even the cruise passenger find the exact building front door that they're looking for is a huge challenge kind of that first mile last mile so I think there's a lot to be said about pursuing that technology as a solution dealing with ways and google maps just want to throw that out there so appreciate the discussion today.

Nick: Thank you, that is that's what that's we need FDOT to hear some of the challenges that you're facing.

Jaha, what do you have for us?

Jaha: I want to echo some of what Aubrey was saying. I think that putting more attention on freight rails is very important, especially when people looking at consolidating freight, the interchange between truck and rail and just rail being really a much more cost-effective option in many, I just think that for our state to be especially if we do ramp up more manufacturing, that that's going to be a key component in terms of the logistics aspect to make the numbers work.

Nick: All right, no, thank you for that.

Kevin, all right, we did Laura. John?

John: Yeah, let's see if I'm muted or unmuted. I love following up on the ILCs. That was really the last in-person meeting we had. We had some very courageous ideas, including discussions of an inland port authority in Florida, maintaining the autonomy of our 16 ports, but actually getting a group to lobby on behalf of everybody for something in the middle. And I think what could be in the middle is, as we discussed at that meeting, but didn't have a chance to follow up on it, would be areas in the north, in the central, and the south portions of the state. I think this would be truck parking with future EV charging, probably more EV charging for the trucks themselves, the

possibility of automated to driver operated vehicles. And of course, what goes with that, because it's usually outside the MSAs, outside the municipal service areas, there's a lot more tolerance for manufacturing. That brings jobs with it. And this is in between major metropolitan service areas. And of course, it's a great location for multimodal connections, where we can get all of the rails combining, rails that serve the south Florida ports, CSX that serves the rest of the nation, even our short-live railroads. So I love the idea of looking more closely at the potential for inland and intermodal logistic centers. Thanks.

Nick: Thank you, John.

Uh Patrick, I don't think he was on. Oh yeah, he's on. Patrick?

Patrick: Yes, so a couple of things. First off, I like the plan that we've seen on truck parking. Thank you very much for everyone that's worked on it. One thing I hope is that we are seeing it all the way through all the way to communicating it out to trucking companies even at benchmarks. I think that's a good thing and will keep people excited to continue to bring more freight and more business into the state of Florida. And the other thing is, as a representative of the trucking company, I don't agree that government involvement in getting more rail freight or getting freight to the rail is a priority. It seems like the supply and demand would take care of that.

Nick: Okay, no, thank you for that. Emily?

Emily: Hey there, just wanted to say thank you for all those presentations. Those were great to listen to and absolutely love the format with these, using our phones for the question and answer, just something I want to see in the future and look forward to seeing everybody in person.

Nick: All right, thank you, Emily. Bob? I don't think Bob was on, so we'll pass to Bruce.

All right, Robert.

Robert: Just, I'm going to close with Walmart's motto, save money, live better. Have a good day.

Nick: Thank you, Robert. Carol? Greg? All right Alex.

Alex: Yeah, good afternoon, I know that I've been quiet today, but listening very closely. I did want to give appreciation to FDOT for their commitment to truck parking, the I-4 corridor Orlando area is kind of significantly and underspaced per se. So it's really good to see the investment along the core or both with the discretionary freight funds, but also in pursuing, excuse me, in pursuing the discretionary funds, as well as the formula-based National Highway Freight Program funds. So glad to see that and just want to make sure we can kind of continue the emphasis in those areas of critical need.

Nick: All right, thank you, Alex. Kevin?

Kevin: Hi, this was a great meeting, great format, and thanks. It's been a long time since we all met, so it's a good thing that this group is still alive. And just a real quick question, I put it in the chat, but you mentioned that the next meeting in October or January would be in person. Is it presumed that that meeting, if it's in person, would be centrally located, like in Orlando or so, or is it going to be up in Tallahassee? Or is that yet to be determined?

Nick: I think it's TBD, but maybe that's something that We can ask Holly, let's see, she's on mute.

Holly: That's exactly that. It's TBD. And as Nick's noted previously, we'll reach out to you with a little bit more info on your exact availability. But we just kind of wanted to throw that out there as some possibilities we're considering at the moment. As we've talked about previously, ideally we can have at least one of these meetings in person a year, just knowing that it gets a lot more helpful on the direct engagement. So we'll be reaching out to you very soon.

Nick: All right, and then Gretchen. All right, no comments from Gretchen. I just want to thank everybody again for all of their important feedback. This is exactly, again, beating a dead horse, but this is why this is created, to provide an opportunity to get very diverse viewpoints on the direction of FDOT's Freight Modal Program, so thank you.

If we don't have any other questions or comments, I would like to hear a motion to adjourn. Make the motion. Second. All right, we have a motion properly seconded. With that, we will adjourn the Florida Freight Advisory Committee, and I'm sorry that we went seven minutes over, but we will do better next time. So thank you, everyone.