

Florida Freight Advisory Committee (FLFAC) Meeting June 2021

Improving Safety

I. Call to Order

Rickey: Good morning everyone and welcome to the FLFAC June 2021 Meeting. This is our first meeting of the calendar year and the first meeting since the committee recycle. There are new people joining us for the first time and returning faces as well. This committee is one of the many steps FDOT has taken to ensure that our public and private stakeholders are at the table every step of the way as we plan the future of Florida’s transportation industry, and we are excited that you have chosen to be a part of these efforts.

We will start with a call to order, this is the FLFAC June meeting 2021. I call this meeting to order. Today we will start with housekeeping, then move into introductions and selections for the new chair and co-chair. We will then discuss some of FDOT’s recent safety efforts.

Turning over to Holly for a roll call.

Holly: Good morning FLFAC – We will roll through this list and please respond to your name:

- | | | |
|-------------------------------|-------------------------------|------------------|
| John Abrams | Lauren Farrell | Nick Primrose |
| Joe Arbona | Patrick Feeney | Mike Rubin |
| Aubrey Brown | Dan Liu (not present) | Tori Rumenik |
| Gene Conrad | Bruce Lyon | Andre Samuel |
| William Crowe | Terri Malone | Greg Stuart |
| Jaha Cummings | Robert Midgett | Alex Trauger |
| Kevin Daugherty (not present) | Carol Obermeier (not present) | Kevin Walford |
| Laura DiBella | Samuel Pearson – Goes by Sam | Barbara Wilson |
| John Dohm | | Desiree Ann Wood |

Rickey: Before we move on to this meeting, we would like to have approval of minutes from our last meeting which was held on December 2020. As a reminder, we

discussed several of the FMTP Implementation activities and received input, talked about the NHFP and truck parking workshops that had recently taken place, and looked at the County Freight Profiles.

We would like to make a motion to approve these minutes. Motion is made and seconded. It has been moved to approve the minutes from December 20th.

II. Welcome and Housekeeping

Rickey: A few highlights of our accomplishments. With the development of the FLFAC, the FDOT has been able to provide critical inputs on projects for the freight FDOT. This was established in part due to the NHFP and needed to be started from the ground up.

Since the beginning of the project this team has helped guide the development of freight in this state, and his guided the investments of the state particularly the NHFP.

Diana: Good morning! I am Diana Elsner – I'm part of the consultant team that works in the FMO office with Rickey and Holly. I help out with the behind the scenes of these Freight Advisory Committee meetings – so you've probably already gotten emails or invites from me in some capacity.

I'm just going to run through a few basics since this is the first meeting with our new group.

First, all of the committee members should be panelists at this point, but please try to keep your microphones muted when we are not in a discussion setting. If you do have questions or comments during a presentation, or if anyone who is not a committee member has input to provide, please use the question box or chat box, and we'll be monitoring that throughout the meeting. Secondly, the FLFAC follows the Florida Sunshine Laws. These meetings are open to the public, and we post a public notice 30 days before a meeting. We ask that you do not discuss committee happenings outside of meetings.

All of these webinar meetings are recorded, and the meeting materials will be posted to our FLFAC website.

We also use Robert's Rules of Order for conducting business, which keeps everything orderly and official. The administrator and chair/co-chair will mostly be handling the structure, but committee members are welcome to move to make a motion – you'll pretty easily get the hang of it after a meeting or two.

Committee turnover - this is done 1.5 years to update membership at least 50%. This includes the turnover of chair and co-chair. We go through an application submission process, we have a vote for these members. We do have a requirement that chair and co-chair are present at least half of the meetings in the year.

III. Introductions and Election of New Chair/Co-Chair:

Rickey: Before we go any further, we want to make sure we say a little bit about ourselves. Let's try and keep it short to make sure we can go through each. I will start and I will be the Administrative Director of this committee. I also work with as the FMO Manager and as a Division Branch Chief for Distribution at the Florida National Guard. I run a pretty huge budget at the FDOT, and I have provided input into large projects and budgets and planning processes across the state. But can we take a moment to introduce Holly and Diana, the power behind the slides.

Holly: I have been working with the DOT for 10-12 years under long range planning as a consultant and with leadership. Currently moving into some work leading the rail teams.

Diana: I work as part of a three-person team supporting the freight office. I graduated in 2017 with my Masters. If there is anything anyone would ever like to ask about this committee please feel free to reach out to me at any time.

NEW MEMBERS:

Rickey: Please consider this your elevator speech; this is your opportunity to say if you'd like to run for chair or co-chair.

Nick Primrose: My name is Nick Primrose, I am the Chief of Regulatory Compliance at JaxPort. I was the Deputy General Council of both Rick Scott and Ron DeSantis. This experience gave me a holistic view of what the FDOT was doing and having a look at the functions of the FDOT. Moving forward I'd like to get an understanding of the chair process, but for now I'll put my name in for co-chair to learn more about it.

Patrick Feeney: Regional manager of Dillon Logistics, Managing over 200 trucks. I spent 15 year in retail before the last 8 years in the logistics industry, this is where I really learned a lot about staffing.

Desiree Wood: I am a truck driver and the President of REAL Women in Trucking. Been a driver since 2007 and has been part of the committee to assist in Truck parking initiatives since the murder in 2009.

Kevin Walford: From the Miami-Data Transportation Organization. I have attended these meetings for a long while as a fly on the wall before, so any opportunity to join I jumped at. Planner for the TPO and looking to soak up as much information as possible in these meetings.

Alex Trauger: Manager of Transportation and Land Use planning of MetroPlan Orlando. Looking forward to working at this statewide level and provide insight into issues as they relate to planning efforts.

Jaha Cummings: Most of my adult life I lived in Asia, helping to open markets in areas such as India or other parts of Asia. Currently serving on the city council of Punta Gorda. Primary role is to ensure that Florida is receiving as much freight as possible and that we continue to lead the process.

Laura DiBella: Executive Director for Florida Harbor Pilots Association. Been in this role for a year and a half now. This is the association which covers the pilots of international flagged ships coming into the 14 ports of Florida. Prior to this for five years was the director of the Nassau county economic development board. They competed with some of the largest projects nationwide and brought some of the biggest business into the state. Like Nick, I'll throw my hat in the ring for co-chair, not sure how many else would be.

Terri Malone: Transportation planner with Escambia county for the last 4 years. The rest of my career was in the private sector planning for Freight. On the regional committee for the Florida Alabama TPO which covers all for the interstate travel. Happy to be here.

Aubrey Brown: From CSX Florida, this is the largest rail in Florida. Responsible for new business in Florida, works with the economic development groups along the railroad. CSX has 3,200 employees in Florida, maintains about 500 grade crossings, operate over 2,500 track miles in Florida. My goal is to get as many trailers off the road as possible. The 300,000 people that have moved to the state have been calling non-stop. We think the prevalence of rail will resurge. It is environmentally safer, and we want to bring more rail and jobs to Florida and look forward to working with the FDOT and the state to make this happen.

William Crowe: Really looking forward to being a part of this Committee. I am vice present of Engineering, Construction at Port Canaveral. There has been some downsizing due to the pandemic, but we look forward to growing this back. This port is mainly a cruise port but there is a significant amount of liquid bulk and aggregates going through this port. A lot of these aggregates are used to support the construction industry in central Florida. Currently we are working with the increased launch rate of SpaceX rockets and in the future Blue Origin. Spent time working on project in Port of Houston with liquid Bulk and Petro chemicals. Spent some time in Miami working on wharf expansion.

Sam Pearson: Florida Feeder Division Manager – Started as a Driver at UPS, then got a CDL and went into Dispatch. Worked up the way to the Division Manager. This role has really provided an experience across the system. We have a lot of drivers in the state and we are looking forward to what we can do as part of this committee.

Barbara Wilson: President and CEO of Rail USA. A short line rail holding company. We own a 200-mile line in Mississippi and 400 miles in Florida. We cross through the panhandle and are very interested in rural economic development. We are a new business in an old industry our focus is to partner with rural communities and industrial parks to help bring more business and rail traffic into the region. Spent 16 years in the equipment leasing business. Ran the largest rail car and locomotive leasing business for years. Joined Rail USA 2 years ago. Real committed to spending time bringing new business into the panhandle region and making sure there are more options for these folks.

Andre Antonio Samuel: I serve as Special Assistant to Secretary of Commerce. Works at Enterprise Florida. At EFI we get to work with many different interests across the state. This gives me the opportunity to work with many of the industry partners which lets me explore the interest of technology and agriculture.

Lauren Farrell: I am with Space Florida. I work with planning and development. Whether it is with NASA or Space Force, there is a lot happening in the space. There is a lot of knowledge in this group that I'd like to contribute to. The reach of space is going to continue to expand beyond past shipping and affect the entire industry. There are plans for millions of people in space, so we need to synthesize planning with some creativity to find new ways to look at it to create solutions.

John Abrams: East Coast Fulfillment Zone Manager of Love's Travel Stops. Oversees a complete fulfillment team through distribution plants. Directly responsible of over 200 facilities along the east coast. As helped put together maintenance plans from tires to other. Love's is a big operation nationwide and feel like we can bring some info from that side to look at supply chain costs, including maintenance and safety and other challenges the fleets might face. From recruiting to retention, having a good place to stop and sleep and provide these to drivers. As far as chair and co-chair, I'm like SpongeBob and I just want to begin absorbing what I can.

Rickey: That was a very nice set of introductions and a great cross-section of attributes around the team.

VETERAN MEMBERS:

Robert Midgett: Walmart Divisional International Transportation Operations Manager. Oversees 30+ stores here and over the island of Puerto Rico. We hope to pass on information on how to best move freight across Florida. This committee is a huge bonus to passing information and ensuring the relationships are formed.

Tori Rumenik: Commodity Services and Supply Chain Manger. I think of my title as having two silos, commodity services and working with lettuce and corn growers in

South Florida. Our members are all from different arenas and I see myself as an advocate for the needs of the agricultural industry. Last year we focused on the Hours of Service issues in the state, this year there is focus on pallet variability. Always learning something new at these meetings.

John Dohm: Real estate consultant that assists in significant freight investments throughout the state. Worked with different freight teams to help developed areas of great freight creation such as Miami international and other areas. Outgoing chairman of the Miami association of Realtors which has 53,000 members. I have been on this committee since the inception and will love to continue as chair or vice chair or however can be assisted.

Joe Arbona: Assistant VP of Government Affairs, Genessee Wyoming. Operate around 114 short lines in North America with 4 in Florida. We have about a total of 341 miles in the state and 305 employees. I have primarily been working on public private partnerships and this team has been very involved in the development of these projects in the state. I have been on the committee since inception and it has been great to work with all these members.

Gene Conrad: Been working around aviation my entire life. Grew up in Oshkosh. Now working in Lakeland as the Airport Director of Lakeland Linder International. Recently had Amazon open up a gateway here that sees around 11 departures a day and over 1000 employees. This is looking to expand soon to over triple this capacity.

Bruce Lyon: President of Winter Haven Economic Development Council. Background is in Urban Economic Development. Focus right now is to develop the Florida Intermodal Logistics Center and distribution in central Florida. The assts that we have here lend themselves well to industry and logistics particularly manufacturing.

Mike Rubin: Currently serving as interim president of the Florida Ports Council. Proud to see that so many of the seaports are here represented as they are so different regionally.

Greg Stuart: Great to see all the new members and the old members as well. Started my career as logistics with IBM. There are a lot of acronyms in the committee, and we need to share acronyms so that we all understand them. I was pivotal in binging together an MPO freight advisory committee in the state.

Rickey: I would like to introduce a few of the other team members at the FDOT that support us. We have a new leadership member in Kenyatta Lee.

Kenyatta: The diverse background at this committee is something that will help solidify the state freight and resiliency infrastructure. Please feel free to reach out to us as needed so that we can incorporate your feedback into the states needs and move forward ensuring that

the needs of the industry are met. Thank you for joining this meeting and giving us your time to better understand the Florida Freight Needs

DISTRICT PARTNERS

Rickey: I would also like to introduce the District Freight Coordinators, our on the ground experts around the state.

Justin Ryan: I cover the strategic freight planning for Northeast Florida as well as the port planning at the port of Fernandina and JaxPort. Participation in this committee really helps drive projects to completion.

Ray Corbitt: Freight is a fairly new hat for me. For now, helping out with Holly and Starsky to help tell the story in District 3. I am also the rail and seaport coordinator and focusing on bringing these modes together.

Sarah Van Gundy: District Coordinator of D5. Space, Freight, and Seaport coordinator or D5. Glad to see the folks on here from my district and look forward to working together.

Brian Hunter: I am Freight coordinator of the Tampa Bay area. It is great to see you all here to help give us guidance on projects moving forward and the participation that you provide.

Keith Robbins: I oversee the 12 counties of Southwest Florida as the District 1 Freight Coordinator. Your participation has been a critical effort in making sure that we keep properly engaging stakeholders, especially on the private side, so we can complete that triangle of knowledge to properly plan.

FEDERAL PARTNERS

Greg Hall: FHWA Florida Division freight team lead. We appreciate everyone being on this council. FHWA sees this as a pivotal program on the state and federal level. We appreciate your time and having you on this team.

Stacey Blizzard: As Greg said we look forward to working with everybody and the new members as well.

Rickey: Our Federal partners are a strong base for all the work that we do and we are glad they are able to join us today.

NOMINATIONS AND APPROVAL OF CHAIR/VICE-CHAIR

Rickey: As our Bylaws note, the FLFAC meetings are led and organized by a Governing Board consisting of: a Chair, Vice Chair, and an Administrative Director. The Administrative Director is the

ex-officio member from FDOT (me) who serves as the staff member to aid the committee, while the other positions are elected positions by peers.

Do we have a nomination for Chair?

Robert: I'd like to nominate John Dohm. This is seconded— His status as co-chair in previous cycle sets him up well for the position. All those in favor say aye. The aye's have it. The motion is adopted. John Dohm is the chair for this cycle.

Nick Primrose is nominated and seconded. No discussion. All those in favor say aye. The aye's have it. The motion is adopted. Nick Primrose is the co-chair for this cycle.

Rickey: Would John and Nick like to say anything before we move forward?

John: This group can really do a lot to assist Rickey and are the best voice for aspects of the industry in the planning and elected official sphere. With how much we have going on with freight, this is our chance to bring Florida together as one continuous supply chain and support it.

Nick: Thank you for putting your confidence in me. As we look at the state of Florida as an industry leader, it is growing every day. We can use this team for good advice to improve safe and efficient freight movement in the state.

IV. Dynamic Envelope

Rickey: We have a strategic focus here to remove infrastructure bottlenecks. One of the major hurdles we have are funding bottlenecks. We remove these bottlenecks so we can have a safe, and reliable multi-modal network. We would like to take a minute today to cover our efforts on safety. We have a huge initiative with dynamic envelopes which started in 2019. This is the envelope between 4-6 feet out from the rail where trains occupy at crossings. This is an effort to mark that area to improve safety.

Even though rail traffic incidents are a small portion of the total safety issues across the freight networks, we need to figure out ways to address any incidents that we encounter.

As this graphic shows, rail incidents are a small portion of the total incidents in the state. We can see there has been an upward trend since 2011-2019

The major problem which we face in these incidents is personal vehicle driver and pedestrian behavior. These are drivers stopping on tracks or going around the gates. To help alleviate these issues we have to review investment solutions.

Patrick Feeney: Is this data inclusive of only what happens on the track, or does it include things near the tracks?

Rickey: This is focused on train collisions but not necessarily of those that occur nearby.

Patrick: Is this data inclusive of all vehicles or just freight data?

Rickey: there is a data set that can discern between pedestrian and vehicle, but there needs to be more discernment to pull out the specific freight vehicle collision rate.

FLFAC Question: depending on which vehicles are having the collisions it may be up to another office to handle the issue. Passenger vehicles may better be handled by FHP or other.

Rickey: In 2019 FDOT Secretary called for Dynamic Envelopes to be established on all eligible at-grade crossings in the state. This effort was known as Operation STRIDE, with a significant focus on outreach built in as well. The design decision was made to clearly define the danger zone between the vehicle and the train. The goal was to be completed by March 2022. Currently at 97% of updating the 4000 crossings identified as needing dynamic envelopes has been completed, so we are ahead of schedule.

As this project has shown, we can mobilize organize and coordinate and this team can make that happen.

Nick Primrose: Do we have any data about the rates over time? I spent a lot of time in Chicago where trains are much more common, and drivers have a better understanding go the process. Do we have any data that shows some plateau and that as people begin to become more accustomed this will head in the other direction?

Rickey: Yes, we have that data, and we are tracking it. The chart that we showed earlier is that trendline that we are tracking.

Nick: Can we compare this to other states to maybe plan and understand moving forward?

Patrick: Also, can we derive some of the messaging and training from other states to speed up this process?

Rickey: We utilize Operation Lifesaver which is a national effort and the baseline for most states outreach efforts. But there can be more specific things other states due that we can draw from.

Desiree: There has been some issues where I have gotten stuck. The way the envelope is designed it does not show the space requirement for a truck very well and it can be misleading. This has led to a few times where we have been stuck on the tracks.

Rickey: It is difficult to bring all of these tracks to exactly the same standard as they are all slightly different, so as issues like this come up, it would be beneficial to us to bring it to our attention.

Holly: This is exactly the information this forum can bring to light, please let us know if we can identify these specific areas of need or issues we may not be aware of so that we can bring it all together.

V. 2021 Strategic Highway Safety Plan and Freight Safety Best Practices

Rickey: Brenda from the Safety Office will walk us through some of the efforts the state is making to improve safety on our roads.

Brenda: The SHSP is a data driven plan and it determines the emphasis areas and organized them into three categories. Roadways, Road Users, and User behavior.

THE SHSP deepened our resolve to improve safety on our highway system in Florida. It recognizes that humans are at risk on these corridors and that we need to ensure to provide for their safety.

We don't just focus on engineering. We work with our partners to improve our response, through enforcement, education, and emergency response.

I wanted to highlight that we have update the States Safety Office website. We have heard multiple questions regarding data. If you would like to see some of this data, our dashboard has a significant portion of that data publicly available. You can see what the challenges are and can help us address those challenges as well.

FMTP SAFETY IMPLEMENTATION

Stephano: As the data shows and is mentioned earlier, 2019 had the most incidents. This was part of the driving force behind the dynamic envelope initiative and will hopefully show the plateau we spoke of earlier on this call.

Safety is a primary driver of the FMTP process development. It is seen in multiple action items of the FMTP and in the development of its goals in coordination with the FTP goals.

Collaboration is required and partnership as the FMTP is an important member of the larger FDOT family of plans.

Multiple data streams have been identified to develop dashboards and analytical tools to better understand state needs.

The implementation efforts have shown to be reliant on collaboration with agencies around the state. A prime example of this is the theft reports from the FHP as a set of data that the FDOT does not have access to on its own.

Rickey: Before we move on to the final portion of the meeting, I would like to give Jennifer and Paul with size and weights to see if there is anything they would like to add.

Paul Clark: I am the manager of all weigh stations in the state. Currently working to update all weigh stations to have drive through weigh systems. As well looking to establish a system which allows stations to communicate with each other so that if a truck does not leave the interstate it can bypass later stations. The work being done is meant to assist the industry and not hinder movements.

Jennifer: I am excited to share with everyone what SIS has coming regarding Safety. Our SIS policy plan update is ongoing right now. Safety is incorporated into our strategic investments tool and well as our corridor studies and long-range transportation plans. This adheres to our year zero policy vision. We are ensuring if there are safety possibilities whether through technology or resilience, our plans our built to encompass these issues.

Patrick Feeney: Brenda, does impaired driving include distracted driving such as cellphone use or sleep deprived?

Brenda: No, these are separate areas of significance, so the measures are held separately.

Patrick: Stephano, are the CMV collisions broken down by cause? We don't want necessarily to just say it is a CMV collision as it can fall short of the full story.

Brenda: Yes, we can really break it down to that level and more. We can break it down to road conditions and who is at fault and the level of injury. This can be very helpful for data engineers and research and other things as well.

Patrick: If there is a reason why CMV crashes are up, this is a great way to determine why.

Rickey: Here at the Department we want to make sure we make Safety out primary message. Though this entire meeting was a safety presentation, we want to make sure every meeting has this effort. Thank you to our teams for providing these info points.

VI. Public Comments

Rickey: Do we have any in the chat?

Diana: We do not.

VII. Member Comments

John Abrams: Have we done any studies to look at patterns? Have we looked into patterns of the increased CMV crashes? Is rail looking to adopt some sort of camera systems like on the nose of the trains?

Rickey: We have a hazard elimination program. We index all the crossings and those with the higher risk, we try to address those with the limited funding that we have. Approximately one thousand are chosen yearly to be addressed. We work with partners to prioritize any initiatives they might have. We also work to develop a suite of countermeasures that can be used to address these issues. We have Operation Lifesaver to drive the education factor of these crossings. We also have partnership with a FHP board Member to help drive enforcement. I don't want to speak to the railroads as it is an initiative they would handle. But this is something that can be very great to look into.

Joe Arbona: Just want to commend FDOT for all the work they do towards Safety. One thing we do see as an issue on the rail side is trespassing safety. This affects the wellbeing of crews as these horrible tragedies need to be stopped. They become first responders as they are trying to move freight. We need to remind people of the importance of freight in rural areas of the state. These are areas that are prime for growth of the economy as there is so much growth potential

Rickey: We sincerely see that as an issue. We are working on a study to create and implement strategies to help mitigate trespassing.

Aubrey Brown: Clearly the goal of CSX is to bring in more business and economic growth. In the last ten years I have never seen such interest in manufacturing in the state of Florida. We are already looking to reactive new rail spurs in areas under I-10. We are looking to use this discussion to help move some of these agreements to completion in a faster and more streamlined method. This can move some trucks of our roads like I-95.

Gene Conrad: I don't have anything thank you.

William Crowe: Thank you Rickey for having a meeting and allowing the new members in. There is a topic the ports have been focused on for the last few years. The new fuel being utilized by shipping is LNG we are focused on a targeted outreach plan. We have partnered with the DOT to purchase a purple K fire fighting vessel. We have the Mardi Gras, the first LNG powered cruise vessel coming to our port next week, so I would like to place the kernel of helping with outreach for some of these new partnerships in the future.

Jaha Cummings: No comments

Laura Dibella: No comments. Really just like to hear all the push for Rural development. The main issue is who is going to pay for these investments and who is going to pay for these gaps and make progress.

John Dohm: What a great collection of talent. I always have said 26 heads are better than one. It is interesting to hear how many concerns there are for drivers. One thing to note is how many inland hubs we are seeing being developed across the state. In the past, central Florida was somewhat pass through country. But it is becoming Florida's breadbasket in more ways than one, specifically with the increase in manufacturing. We can begin looking elsewhere for some resolutions to new issues such as international drivers or other vehicle and freight issues.

Lauren Farrell: This has been incredibly informative, it reinforces the thought that anytime there are incidents and issues, how can we go back to the root of it and how we can fight this issue. It would be awesome to see the different breakdowns of the data and how it can be affected even from a licensing perspective.

Patrick Feeney: I want to echo trucking concerns that the state has about trucking in the evening. Some of the more dangerous areas are the more local areas with less lighting and vehicles. Wanted to note as well regarding LNG conversation is spreading across our industry as well.

Terri Malone: I would like to know more about the trespassing issue as we are looking to establish more trails near a lot some rails. This is going to require some pedestrian crossings and how to mitigate these conflicts.

Rickey: We are working to develop some of these strategies and would love to work and partner to implement.

Robert Midgett: Conversation was good on this call as ever, though sometimes we want to make sure that we keep things in our wheelhouse, one of the primary things is to improve freight mobility.

Holly: It is important to note that we approach safety as the reduction of bottlenecks as well, but it is important to remind ourselves that mobility is key factor of these discussions.

Nick Primrose: As a new I-95 driver, I would like to know more about what is affecting our truck drivers on this corridor. Another thing we would like to know is how texting while driving is an impediment to freight safety and bottlenecks. I think if we do tackle these safety issues, to Rickey's point, we will increase the mobility of the state.

Mike Rubin: Thanks again for this meeting. Just wanted to remind everyone that the FHWA is looking to push further infrastructure funding and that the governor just pushed through further funding as well.

Tori Rumenik: This is a great overview of what has been done and what we are doing, a great catchup since the last meeting. As Nick Primrose said it would be great to know most what is going on with the drivers. Last thing to know is that there was an executive order from the Biden Admin to gather information of what is needed from the logistics industry infrastructure.

Andre Samuel: Thank you, this meeting was very interesting. One thing I am always keen to hear about is how Florida's issues will stack up against other states that we compete with economically. Any information on this would be very welcome.

Greg Stuart: Congratulations to new members. It's great to hear everyone's varying views. I want to echo what Mike said about funding bills coming through. It is likely that much of this funding will come through via formula once more and we can look forward to that. On the farming side, we will need to focus on providing access to Urban areas and the Ports. I have been speaking with partners in California, and they have been focusing on local roads to get their goods to the rails.

Alex Trauger: Nothing more to add, thank you for letting me participate.

Kevin Walford: Just wanted to say that I am excited for the future of the state based on what I see here.

Barbara Wilson: Interested to get into the priorities of the state and how we can all contribute. And of course, funding, something that we all worry about.

Desiree Ann Wood: Thank you for the opportunity. One thing I would like to say is that Florida and California have similar geographies for rail, and it may be good to compare data from that state as well. As far as educating and licensing young drivers, there may be some gains to be made by having new license earners work with trucks and learn how to handle CMV. As a driver I have been to the farmlands and ports. Just wanted to note that the state needs more lighting at night and further pullouts, the state can be hypnotic.

VIII. Adjourn

Holly: We are going to continue focusing on the FDOT's role in promoting the vital few throughout the year. And we would like to have one meeting in person this year as long as the safety of the meeting can be guaranteed. Further information will be released as we get closer to the upcoming meetings.

Rickey: Thank you all for joining and providing the insights that you did. This meeting is adjourned.