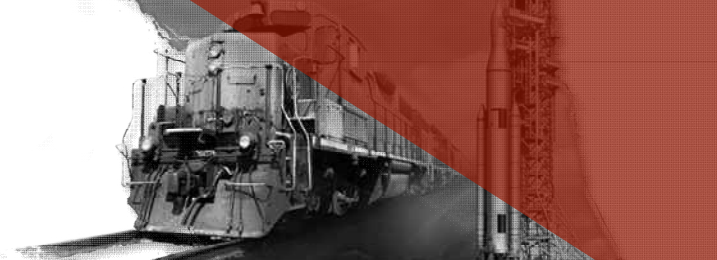


# Florida Freight Advisory Committee Meeting

May 6, 2020



# Call to Order

# Roll Call

| Organization                                | First Name | Last Name |
|---|------------|-----------|
| Broward County's Port Everglades Department | David      | Anderton  |
| Genesee Wyoming Railroad                    | Joe        | Arbona    |
| Space Florida                               | Mark       | Bontrager |
| Florida Fruit and Vegetable Association     | Tori       | Bradley   |
| Lakeland Linder International Airport       | Gene       | Conrad    |
| Florida TransAtlantic Holdings              | John       | Dohm      |
| JAXUSA                                      | John       | Freeman   |
| Interport Logistics, LLC                    | Gary       | Goldfarb  |
| Enterprise Florida                          | Mason      | Henson    |
| Atlantic Logistics Inc.                     | Robert     | Hooper    |
| Franklin Street                             | Larry      | Kahn      |
| FEC   | Bob        | Ledoux    |
| FAU - Freight Mobility                      | Dan        | Liu       |
| Winter Haven Economic Development Council   | Bruce      | Lyon      |
| Walmart                                     | Robert     | Midgett   |
| City of Pensacola/Port of Pensacola         | Amy        | Miller    |
| Florida Trucking Association                | Alix       | Miller    |
| University of South Florida                 | Seckin     | Ozkul     |
| Crowley Logistics                           | Stan       | Parkes    |
| Brevard County                              | Troy       | Post      |
| Florida Ports Council                       | Mike       | Rubin     |
| Broward Metropolitan Planning Organization  | Gregory    | Stuart    |
| UNF   | David      | Swanson   |
| US Sugar                                    | Malcolm    | Wade      |

# Approval of Meeting Minutes



# Eugene B. Conrad III



|                     |  |
|---------------------|--|
| <b>Title</b>        | <ul style="list-style-type: none"><li>• Airport Director at Lakeland Linder International Airport</li></ul>  |
| <b>Experience</b>   | <ul style="list-style-type: none"><li>• 2010-Present Airport Director, Lakeland Linder International Airport</li><li>• 2008-2010 Deputy Director, Marketing &amp; Air Service Development Branson Airport, LLC</li><li>• 2002-2008 Air Service Coordinator/Airport Duty Supervisor, Dayton International Airport</li><li>• 2001-2002 Airport Operations Coordinator, Port Columbus International Airport</li></ul> |
| <b>Education</b>    | <ul style="list-style-type: none"><li>• BA in Aviation Management</li><li>• Certified Member, American Association of Airport Executives (AAAE)</li></ul>  |
| <b>Duration</b>     | <ul style="list-style-type: none"><li>• 10+ Years</li></ul>  |
| <b>Contribution</b> | <ul style="list-style-type: none"><li>• Successfully navigated and negotiated a 50-year deal with Amazon to build a 280,000-square foot Amazon Air Gateway facility on the Lakeland Linder International Airport.</li></ul>  |

# Bylaws Refresher

# Recap

- Last March, we updated the FLFAC bylaws to address membership turnover. An online poll determined that the committee wanted:
  - a 3 year committee member cycle
  - application submissions for replacing current committee members
  - some sort of guidelines/benchmarks to remain on committee – attendance being primary guideline

# Summary of Bylaw Changes

We decided to do a staggered approach to membership cycles to always have some “veteran” members onboard.



# Summary of Bylaw Changes



Every half-cycle (1.5 Years), the Committee will vote on a new Chair/Co-Chair, and half of the committee members will be replaced using an application process

The members that will be replaced will be those that have already served two half-cycle terms, or one full committee cycle

# Summary of Bylaw Changes

- This year, around September/October:
  - We will be doing another cycle of staggered renewal.
  - Those FLFAC members who joined the committee for the first time last March/April will remain on for another half-cycle (1.5 years).
  - Those FLFAC members who elected to reapply last time will step down, and a group of new FLFAC members who are selected through application will join the committee for a 3 year cycle.
    - If you have already been on the committee for a full cycle, you may still reapply, and in the event that there is space available on the committee, you may be selected again.
  - A new chair/co-chair will be voted on.

# Tentative Schedule

- FLFAC #2, Webinar, Late July/Early August
  - Theme: Data-Driven Approaches
    - Optimization Study
    - FMTP Implementation Update
    - How can we help each other through data-sharing?
- FLFAC #3, In-Person, Fall (Could combine w/ Florida Supply Chain Summit)
  - Theme: Outreach/Engaging the Industry
    - As a public agency, how can we bring more private stakeholders to the table?
    - New FLFAC application window will open

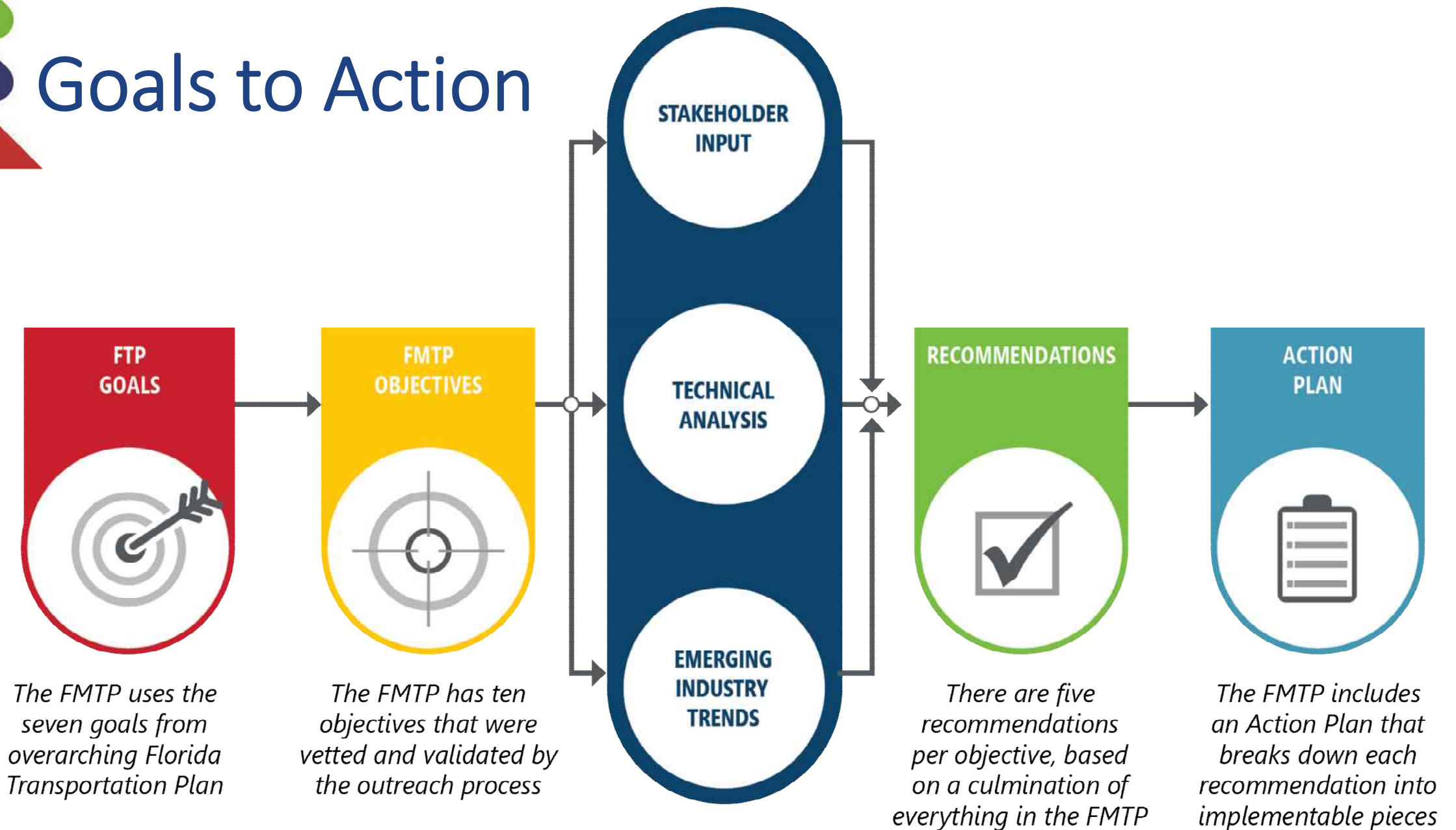


# *Freight Mobility and Trade Plan*

Plan Update



# Goals to Action





# Plan Objectives

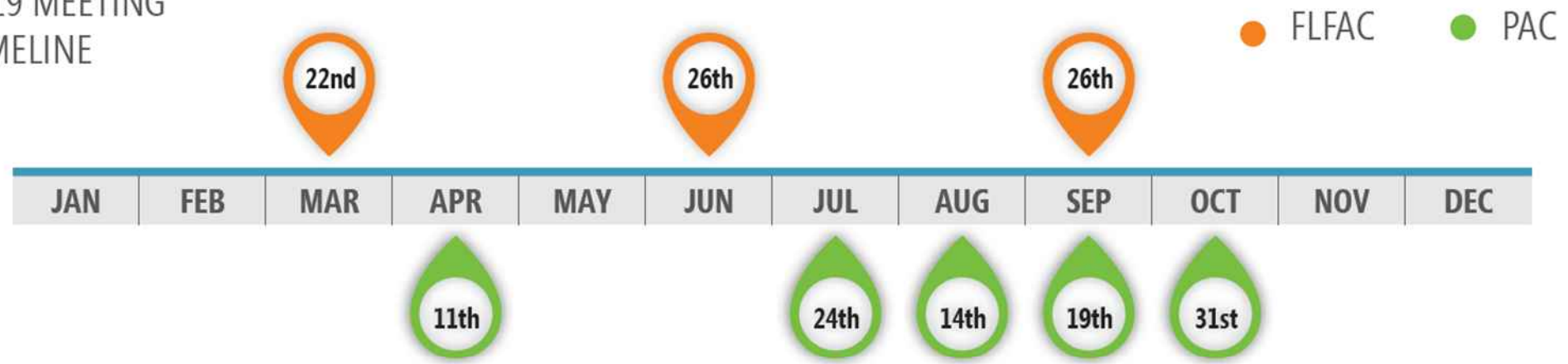
- 1 Leverage multisource data and technology to improve freight system safety and security
- 2 Create a more resilient multimodal freight system
- 3 Ensure the Florida freight system is in a state of good repair
- 4 Drive innovation to reduce congestion, bottlenecks and improve travel time reliability
- 5 Remove institutional, policy and funding bottlenecks to improve operational efficiencies and reduce costs in supply chains
- 6 Improve last mile connectivity for all freight modes
- 7 Continue to forge partnerships between the public and private sectors to improve trade and logistics
- 8 Capitalize on emerging freight trends to promote economic development
- 9 Increase freight-related regional and local transportation planning and land use coordination
- 10 Promote and support the shift to alternatively fueled freight vehicles

# PAC & FLFAC Meetings

The Project Advisory Committee (PAC), an internal body consisting of representatives from FDOT offices related to freight, provided guidance on the development of the plan and helped validate the results along the way.

The Florida Freight Advisory Committee (FLFAC), consisting of public and private sector freight stakeholders, advised on freight-related priorities, issues, projects, and funding needs. The FLFAC ensured that the objectives and issues identified in the plan would effectively address Florida's freight needs.

2019 MEETING TIMELINE



# Regional Freight Forums

Regional freight forums were held in each FDOT District to give the public and stakeholders a venue to share knowledge, and explore freight issues and potential solutions.

| 6 or 7 mentions  | 4 or 5 mentions   | 2 or 3 mentions   |
|--|---|---|
| <ul style="list-style-type: none"><li>• Automation</li><li>• Bottlenecks/Congestion</li><li>• Collaboration/Coordination</li><li>• Land Use</li><li>• Regulations</li><li>• Truck Only Lanes</li><li>• Truck Parking</li><li>• Labor Force</li><li>• First Mile/Last Mile Connectivity</li><li>• Public/Private Partnerships</li></ul> | <ul style="list-style-type: none"><li>• Education/Awareness</li><li>• Data Sharing</li><li>• Empty Backhaul</li><li>• Inland Ports</li><li>• Funding</li><li>• Economic Competitiveness</li></ul> | <ul style="list-style-type: none"><li>• Alternative Fuel</li><li>• Rural/Urban Context</li><li>• E-Commerce</li><li>• Law Enforcement</li><li>• Limited Access/Signalization</li><li>• Grade Separation</li><li>• Blockchain</li><li>• Marketing/Outreach</li><li>• Intermodal Connectivity</li></ul> |

# Top Challenges



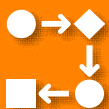
There are growing numbers of vehicles on the road creating a mix of truck and passenger traffic and leading to bottlenecks/congestion and unpredictability in travel times. In 2017, there were 19,100 daily truck hours of delay in Florida.

## CONGESTION/BOTTLENECKS



In Florida, the limited availability of truck parking spaces has caused overcrowding and overflow at existing truck parking locations. Analysis found that during peak periods truck parking demand can exceed 150 percent in some areas of the state.

## TRUCK PARKING



More than half of the trucks coming into the state between the years of 2015 and 2017 were full trucks, in comparison to nearly 38% that left the state during the same time period. While it is largely an economic issue outside of FDOT's purview, addressing empty backhaul could reduce congestion/bottleneck issues, truck parking issues, costs, and environmental impacts for the commercial motor vehicle industry.

## EMPTY BACKHAUL





# FMTP Prioritization

The FMTP helps to determine which projects submitted from around the state will receive funding from the National Highway Freight Program, and this FMTP created a new methodology for project prioritization

- STEP

**1** Identification of Projects
- STEP

**2** Project Classification and Funding Eligibility Screening
- STEP

**3** Quantitative and Qualitative Evaluation



# Scoring Process

| QUANTITATIVE                                 |  |
|--|--|
| (Truck Injuries/Truck VMT) *1000             | Labor Force Size (Ratio of labor force by county population relative to average statewide ratio) |
| (Truck Fatalities/Truck VMT) *1000           |  |
| Crime Index                                  | County GRP Level (Relative to the average county GRP level in FL)                                |
| Roadways within 100 Year Flood Zones         |  |
| Presence of Structurally Deficient Bridges   | Transportation and Warehousing Industry Share of Total Employment                                |
| Presence of Poor Pavement Condition Segments |  |
| Roadways with Top Bottlenecks                | County Population Density (Relative to the average county-level population density in FL)        |
| Truck AADT                                   |  |
| Vicinity to Hubs                             | On Designated Alternative Fuels Corridors  |
| Roadways within Freight Intensive Areas      |  |
|  | Number of Alternative Fueling Stations within 1 Mile of Roadway                                  |

Each project that meets the eligibility and screening requirements is scored in two parts

The quantitative score is based on *geographical/ locational factors*, while the qualitative score *weighs a project's ability to effect FMO priorities*

| QUALITATIVE   |   |
|---|---|
| Does this project implement safety or security enhancements?                              | Does this project address grade separation?                     |
| Does this project improve the State's data gathering efforts?                             | Is this a technology driven or TSM&O project?                   |
| Does this project address the environmental or economic resiliency of the freight system? | Does this project improve multimodal freight connectivity?      |
| Does this project optimize the functionality and efficiency of existing roadways?         | Does this project use public/private partnerships (P3)?         |
| Does this project preserve the existing State Highway System?                             | Does this project capitalize on emerging freight trends?        |
| Does this project address truck parking?  | Is this project on the MPOAC freight project list?              |
|   | Does this project promote the use of LNG/CNG/electric vehicles? |

# Recommendations

Each of the 10 objectives identified in the FMTP have 5 associated recommendations based on a combination of:

- Technical Analysis Results
- Stakeholder Input
- Considering Emerging Market Trends and Opportunities



| OBJECTIVE | RECOMMENDATIONS:   |   |   |   |
|-----------|--|---|---|---|
| 1         | • Identify commercial vehicle high crash segments and intersections, analyze causal factors, and develop counter measure   | ● |   | ● |
|           | • Provide more safe and secure truck parking facilities  |   | ● | ● |
|           | • Identify and implement freight related automated and connected vehicle projects to improve safety and mobility   | ● |   |   |
|           | • Prioritize rail-highway grade separation needs and implement select projects depending on funding availability   | ● |   |   |
|           | • Partner with freight related industries to support development of electronic freight management systems that enhance freight flow visibility throughout the entire supply chain, expedite communication among supply chain partners and government agencies, and enhance system security |   |   | ● |



# Action Items

Each of the 50 recommendations is broken down further into action steps for implementation, including partner offices/agencies and a timeframe for scheduling.



| Recommendation   | Action   | Partner Offices  | Partner Agencies/<br>Private Stakeholders | Schedule   |
|--|--|--|---|------------|
| <b>1.1 Identify commercial vehicle high crash segments and intersections, analyze causal factors, and develop counter measures</b> | 1.1.1 Conduct data analysis to identify commercial vehicle high crash segments and intersections | Office of Safety, Transportation Data Analytics                                  | DHSMV                                     | Short-term |
|  | 1.1.2 Analyze causal factors, develop countermeasures, prioritize and implement projects         | FDOT Districts   |   | Continuous |
|  | 1.1.3 Establish/ leverage Florida intra and inter agency task force                              | Office of Safety, Office of Maintenance, Office of Motor Carrier Size and Weight | FDLE, DHSMV                               | Continuous |



# Implementation



The resulting 154 action items make up the action plan for implementation. The primary focus of the initial implementation phase will be:

*Truck Parking*

*Freight Resiliency*

*Safety*

*Intermodal Connections*

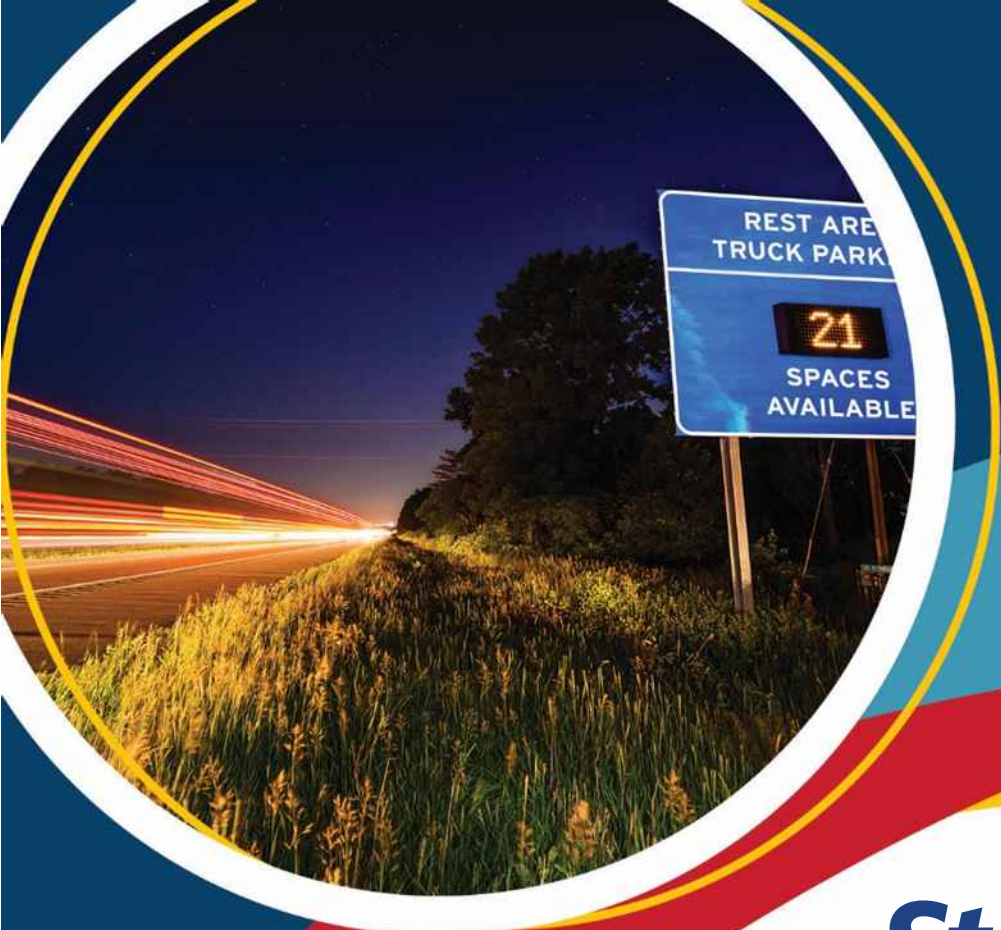
*Electric Vehicle Adoption*

For information on implementation progress, visit  
[FDOT.gov/FMTP](https://www.flhwy.com/FDOT.gov/FMTP)



# *Freight Mobility and Trade Plan*

Discussion



# *Statewide Truck Parking Study*



# Critical Issue in the Trucking Industry

## Driving Conditions



**\$5.1B**

annual loss in revenue due to lack of truck parking (wasted fuel, time lost, additional maintenance, associated crashes, etc.)



**40%**

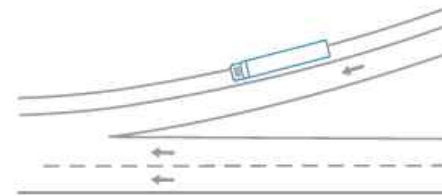
of truck drivers spend over an hour searching for a place to park

## Parking Conditions

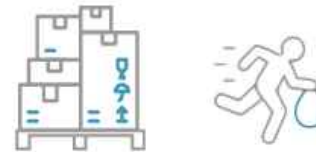
### TRUCK STAGING & DRIVING TIMES



### PARKING ON RAMP SHOULDER IS NOT SAFE



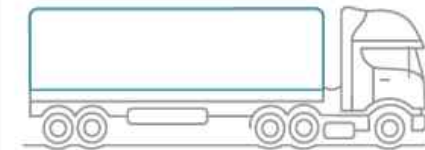
### CARGO THEFT



### DEMAND EXCEEDS SUPPLY



### SHOULDER NOT MADE FOR WEIGHT OF TRUCK



### EXCESSIVE TIME SPENT SEARCHING

Searching for truck parking = higher cost of consumer goods

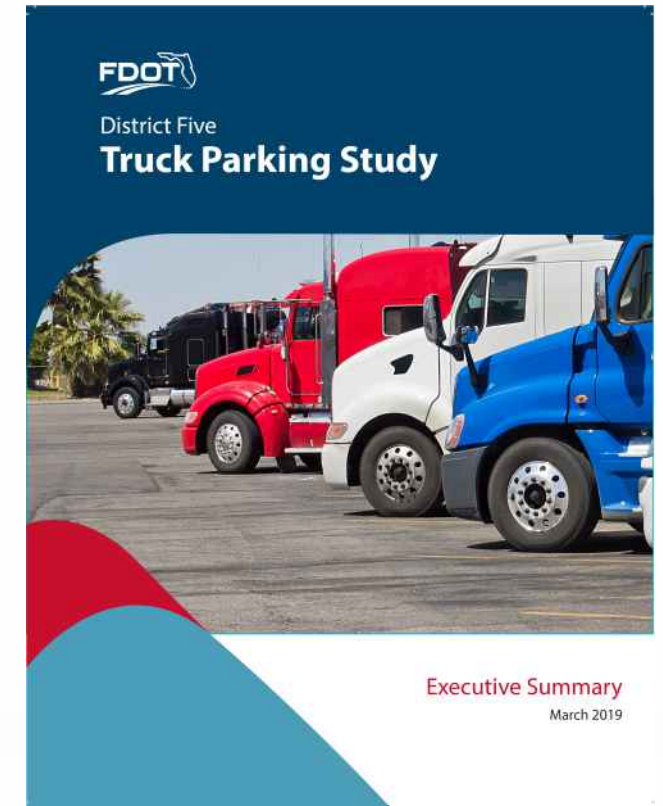
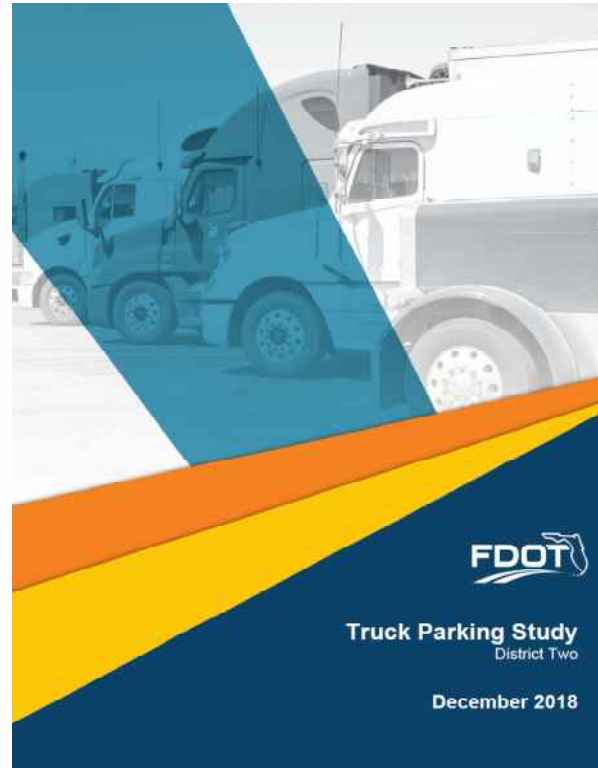


- **Safety** issue – driver fatigue and unauthorized parking
- **Mobility** issue – over-utilization and hindrance to moving goods
- **Economic** issue – loss of revenue/ income, economic impact
- **Political** issue – public perspective and local government challenges

Source: TruckerPath (national statistics)

# Purpose

- Conduct systematic and objective evaluation from a statewide perspective
- Complement District efforts – provide guidance and support
- Respond to FHWA Jason’s Law Truck Parking Survey
- Identify and prioritize critical needs
- Pave pathway to implementation



# Approach

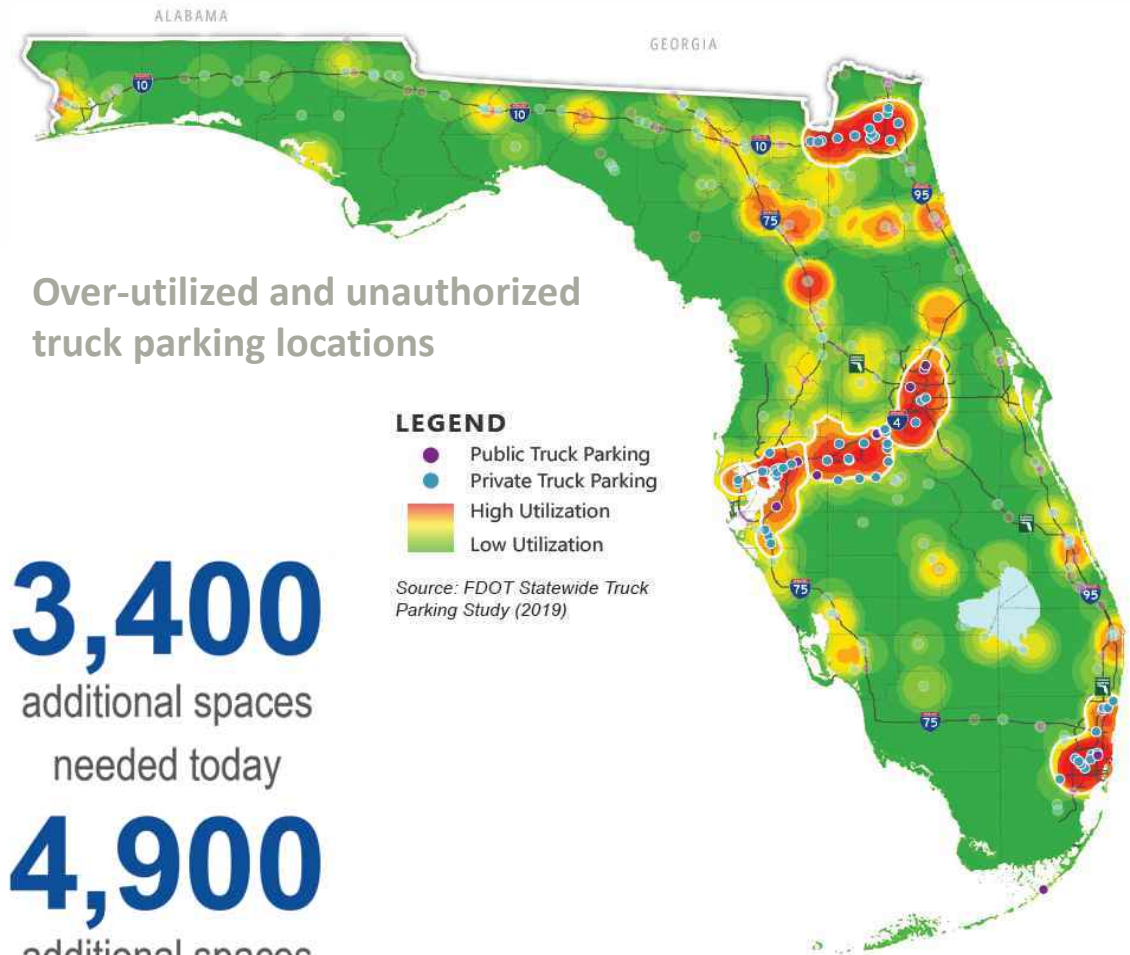
- Literature review
  - District studies/ efforts
  - National best practices
- Analysis and prioritization
  - Supply and demand conditions
  - Priority areas of concern
- Stakeholder input
  - Districts
  - Industry partners
- Solutions and recommendations
  - Solutions and funding toolbox
  - Implementation strategies





# Supply and Demand Analyses

| Input Dataset                     | Source           | Temporal Coverage            | Spatial Coverage   | Description  |
|-----------------------------------|------------------|------------------------------|--------------------|--|
| Truck GPS Records                 | ATRI*            | September 2017 – August 2018 | Statewide          | Propriety dataset of truck GPS pings with geospatial information   |
| Property Tax Oversight Program    | DOR              | 2016                         | Statewide          | Parcel boundaries and related information collected for tax and property appraisal purposes                                |
| Parking Supply                    | Multiple Sources | 2018                         | Statewide          | A comprehensive list of parking locations and estimated parking spaces information. Includes public and private locations. |
| Truck Counts                      | FDOT             | September 2017 – August 2018 | Statewide          | Hourly truck class counts at all available Telemetered Traffic Monitoring sites (TTMS)                                     |
| Truck Parking Availability System | FDOT             | July 2018 – February 2019    | FDOT District Five | Parking availability information for public locations in District five   |



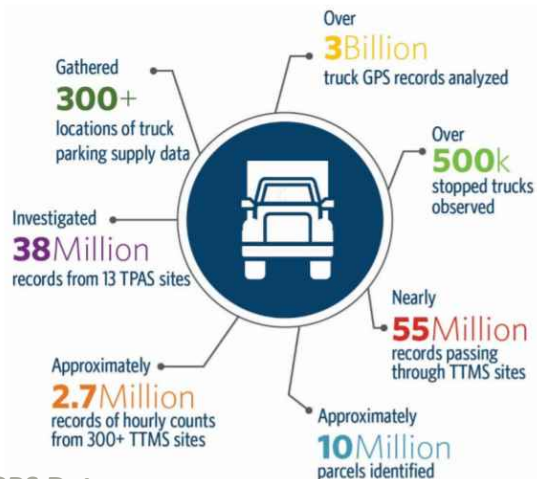
Over-utilized and unauthorized truck parking locations

**3,400**  
additional spaces  
needed today

**4,900**  
additional spaces  
needed by 2030

| Truck Parking Facilities |        |
|--------------------------|--------|
| Private                  | Public |
| 200                      | 98     |
| Truck Parking Spaces     |        |
| Private                  | Public |
| 7,409                    | 2,683  |

Existing Supply

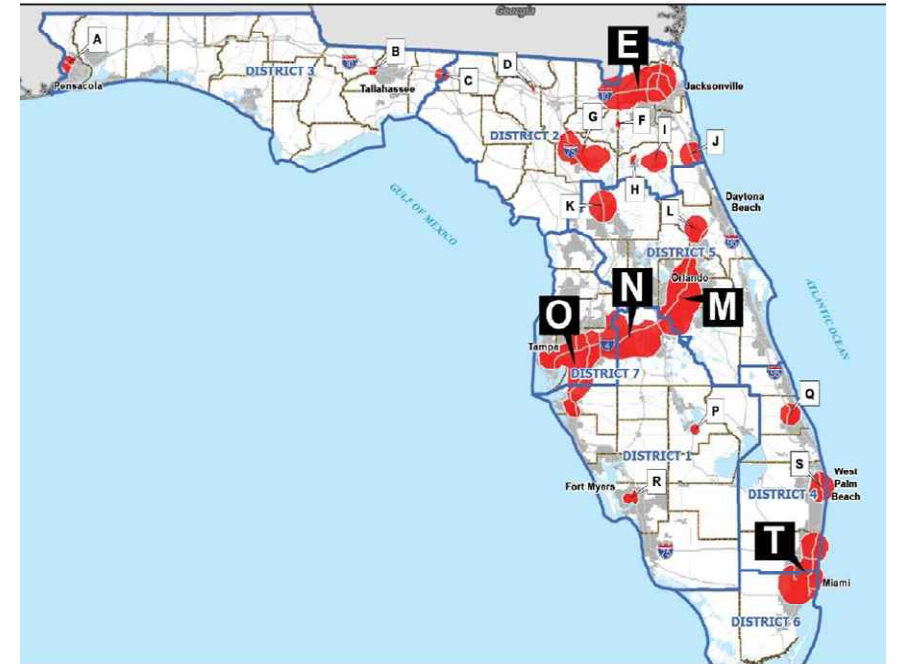


GPS Data

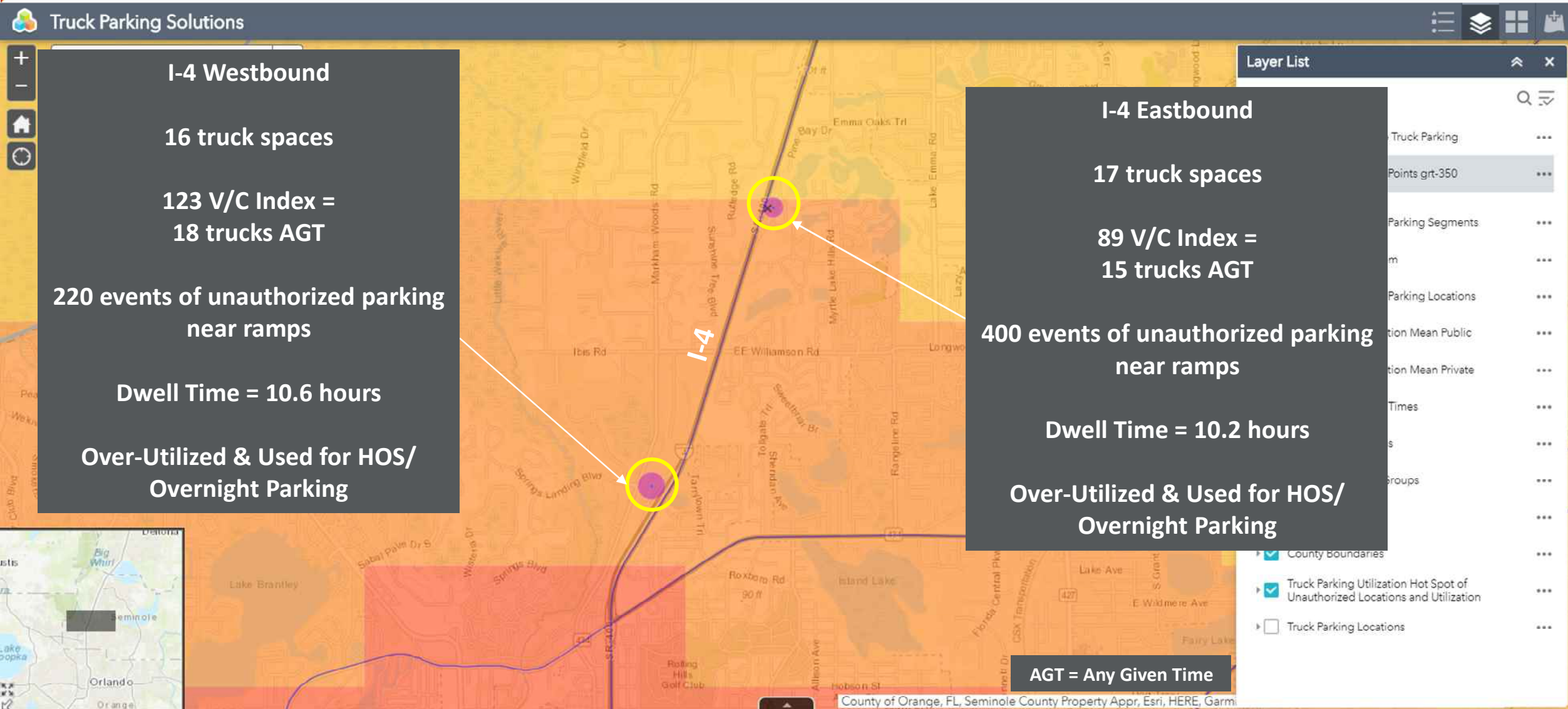


# Priority Areas of Concern

| Rank | Area of Concern | District | Annual Excess Truck Parking Demand (V) | Supply Parking Spaces Total (C) | V/C index |
|------|-----------------|----------|--|---------------------------------|-----------|
| 1    | M               | 5        | 43,396                                 | 263                             | 165       |
| 2    | O               | 7        | 55,833                                 | 342                             | 163       |
| 3    | N               | 1        | 66,002                                 | 444                             | 149       |
| 4    | E               | 2        | 61,610                                 | 553                             | 111       |
| 5    | T               | 6        | 60,184                                 | 646                             | 93        |
|      | J               | 2        | 19,339                                 | 141                             | 137       |
|      | S               | 4        | 9,632                                  | 38                              | 253       |
|      | G               | 2        | 5,620                                  | 6                               | 937       |
|      | P               | 1        | 4,321                                  | 8                               | 540       |
|      | C               | 3        | 4,209                                  | 21                              | 200       |
|      | K               | 5        | 3,791                                  | 535                             | 7         |
|      | I               | 2        | 3,429                                  | 6                               | 572       |
|      | A               | 3        | 2,829                                  | 127                             | 22        |
|      | L               | 5        | 2,780                                  | 0                               | N/A       |
|      | Q               | 4        | 2,464                                  | 773                             | 3         |
|      | R               | 1        | 1,421                                  | 0                               | N/A       |
|      | B               | 3        | 381                                    | 278                             | 1         |
|      | H               | 2        | 187                                    | 0                               | N/A       |
|      | D               | 2        | 34                                     | 0                               | N/A       |
|      | F               | 2        | 3                                      | 0                               | N/A       |



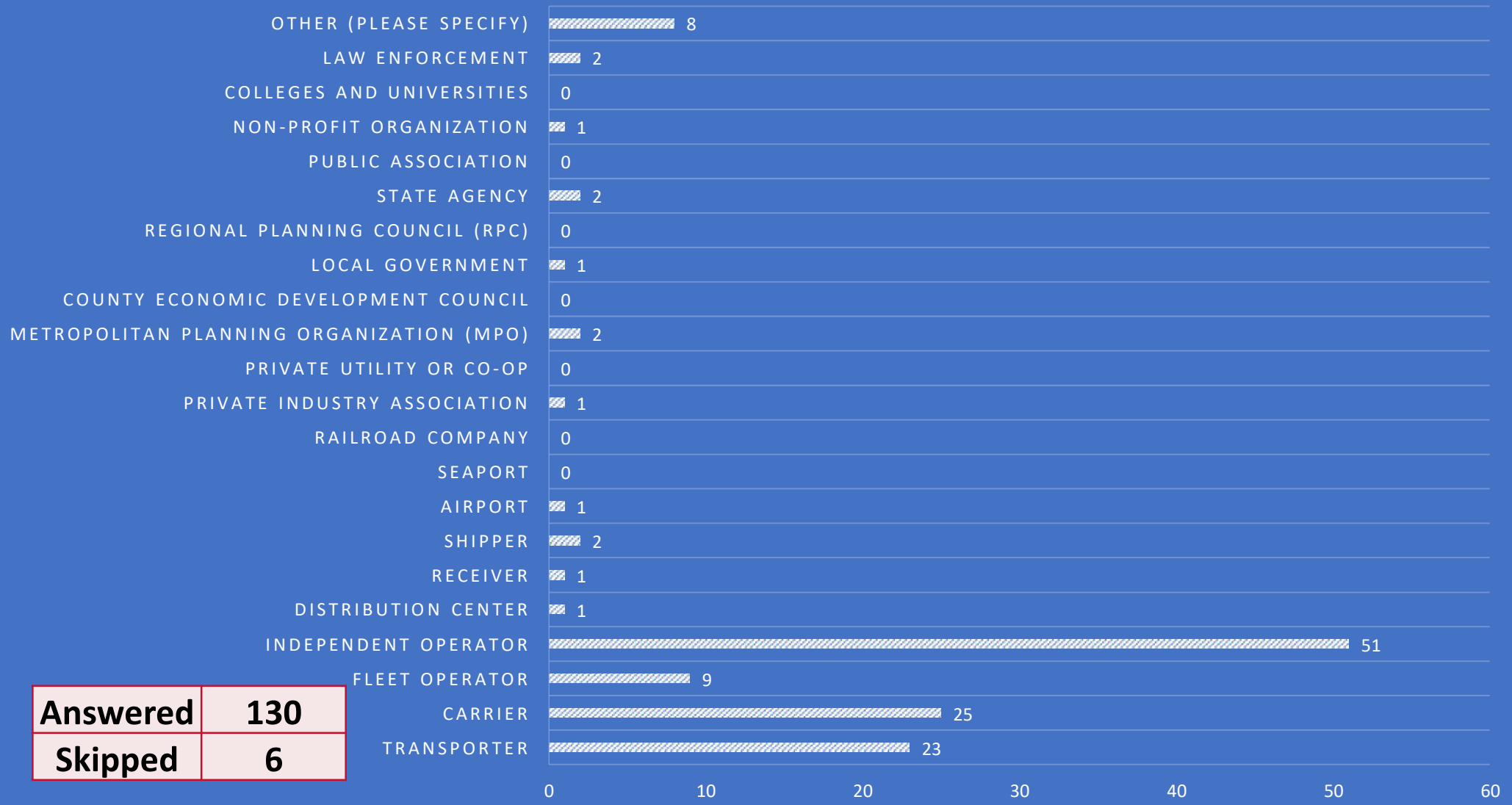
# Public Rest Area (Longwood) - Over-Utilization & Unauthorized Parking Observations



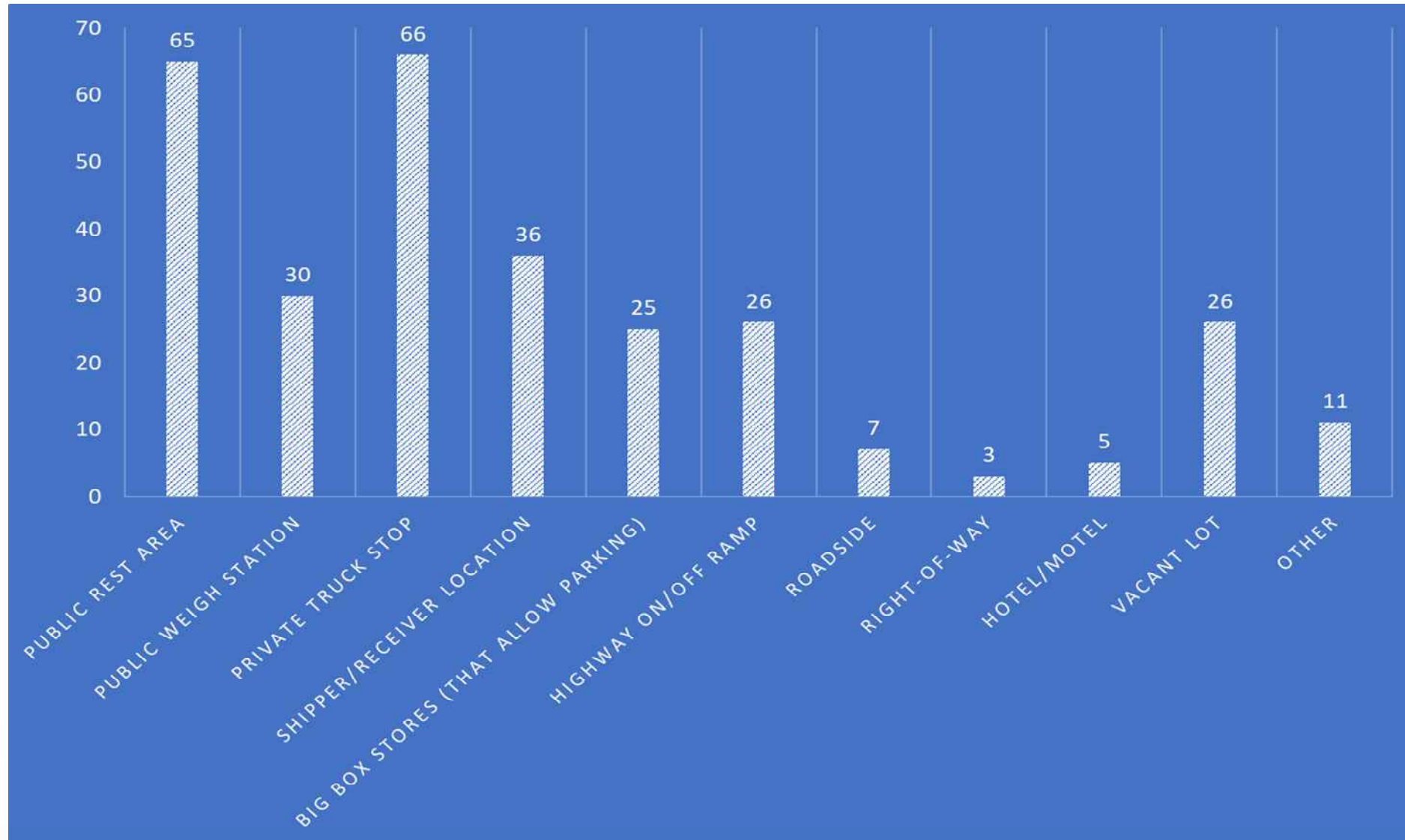
# Outreach Efforts

|                              | <b>Stakeholders &amp; Outreach Approach</b>   | <b>Input Received</b>   |
|------------------------------|---|---|
| <b>Internal Stakeholders</b> | <ul style="list-style-type: none"><li>▪ District &amp; Central Office freight staff</li><li>▪ Group &amp; individual meetings, webinars, &amp; survey</li></ul> | <ul style="list-style-type: none"><li>▪ Identified existing truck parking activities <b>(Step 1)</b></li><li>▪ Validated locations of unauthorized truck parking <b>(Steps 1 &amp; 2)</b></li><li>▪ Identified &amp; validated solutions <b>(Steps 3 &amp; 4)</b></li></ul> |
| <b>External Stakeholders</b> | <ul style="list-style-type: none"><li>▪ Truck drivers, fleet operators, MPOs, associations, shippers, receivers, etc.</li><li>▪ Webinar &amp; survey</li></ul>  | <ul style="list-style-type: none"><li>▪ Validated locations of unauthorized truck parking <b>(Steps 1 &amp; 2)</b></li><li>▪ Identified truck parking solutions <b>(Steps 3 &amp; 4)</b></li></ul>  |

# Survey Respondents



# Critical areas of concern per survey responses

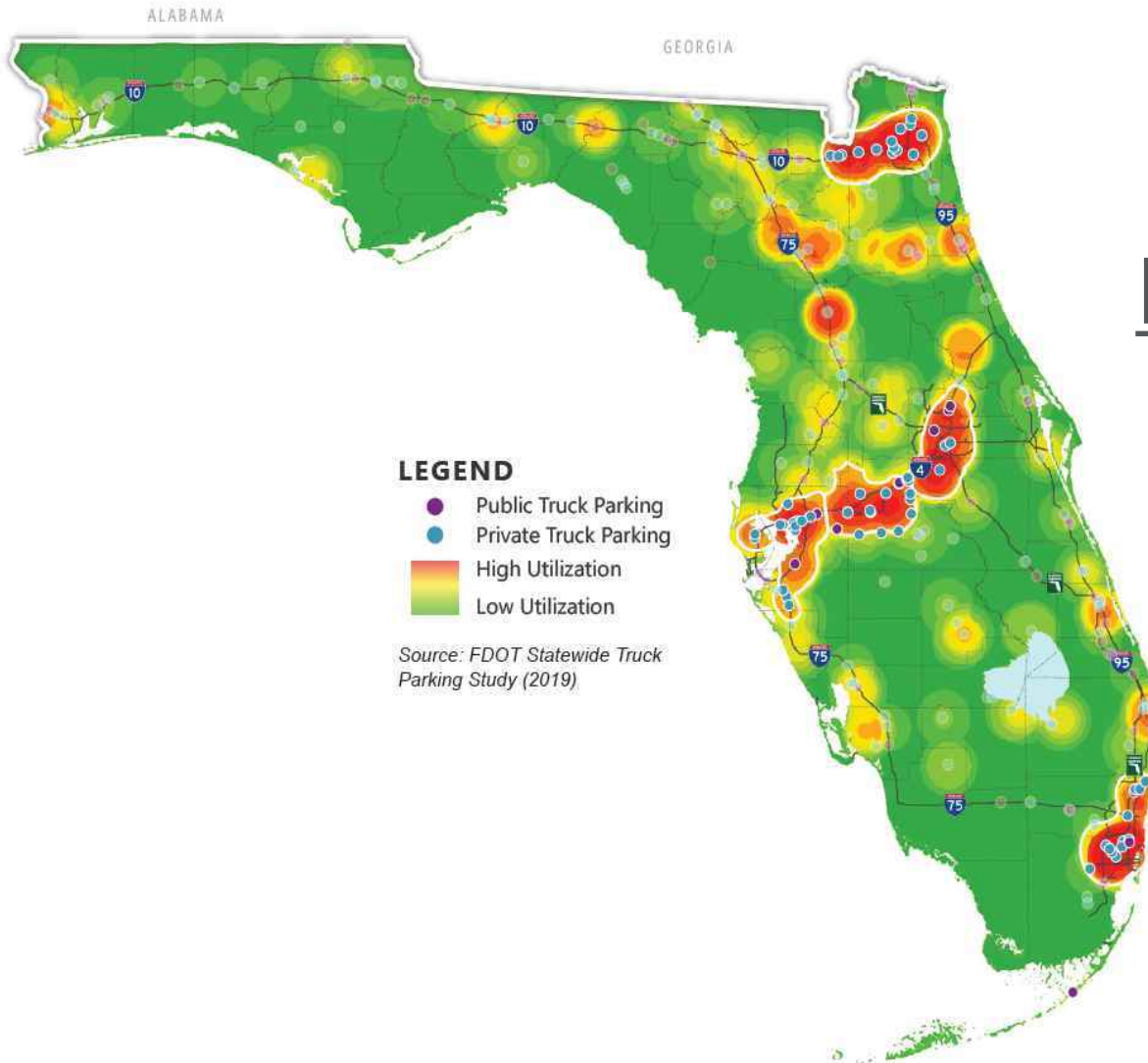




# Summary Recommendations

- 1) Add Capacity:
  - Optimize space & design of rest areas and other state-owned facilities
  - Develop new facilities
- 2) Leverage Technology:
  - Expand Truck Parking Availability System (TPAS)
  - Create awareness about under-utilized facilities, including weigh stations
- 3) Build Partnerships:
  - Collaborate with local government partners and private sector to encourage development of new facilities
- 4) Update Policies:
  - Establish a Truck Parking Improvement Program (TPIP)
  - Develop public-private partnership models for rural and urban areas
  - Identify both capital and operations/ maintenance funding
  - Prepare for Automated, Connected, Electric and Shared (ACES) technologies

# Discussion



Visit  
[FDOT.gov/truckparking](https://www.floridadot.gov/truckparking)  
to learn more!

# FMO Research Initiatives

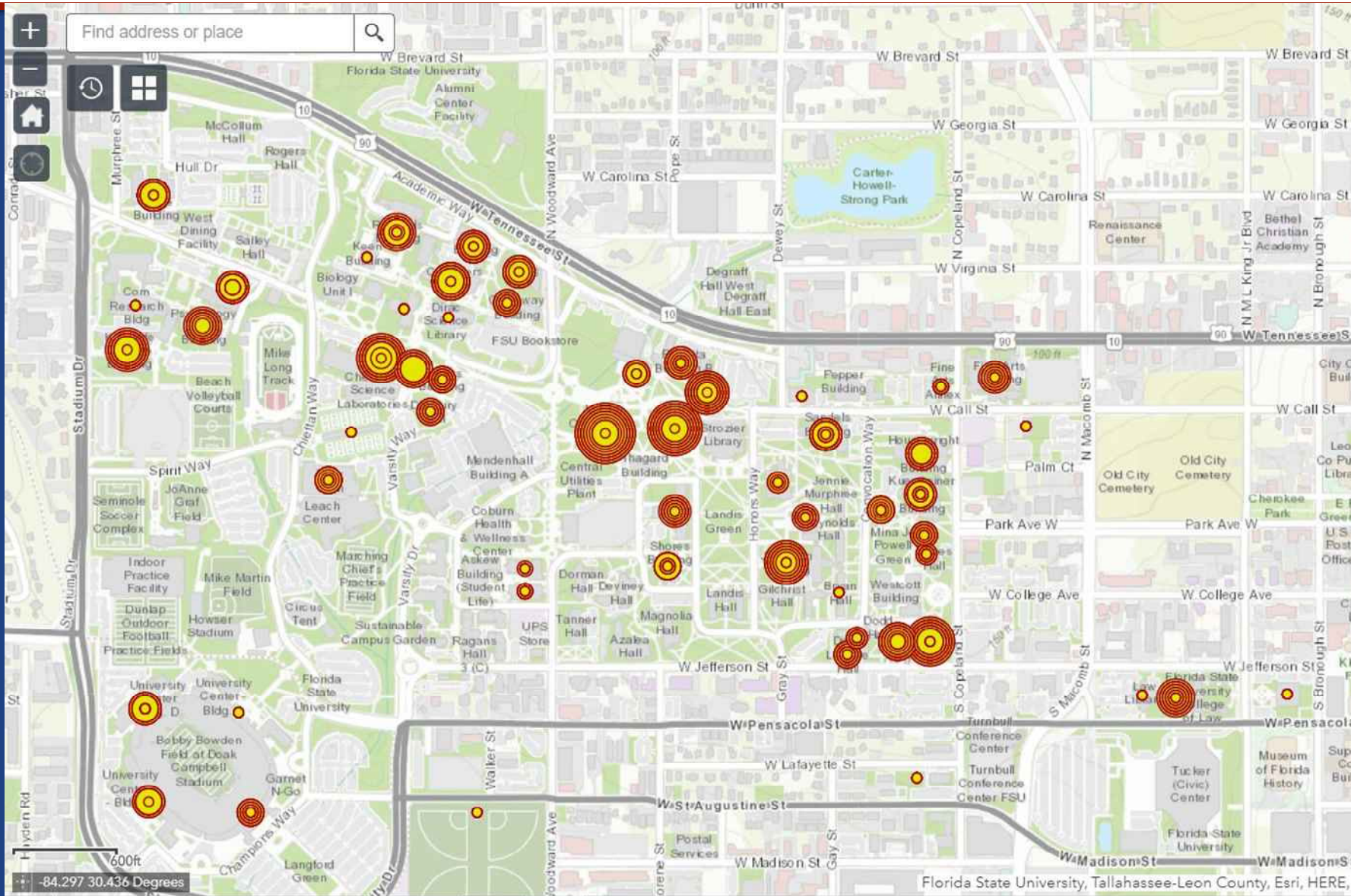


# On-Going Research

## FSU Off-Hours Delivery Update:

- FDOT/USDOT/FSU Effort to discover improved efficiencies in last mile delivery through off-peak delivery timings
- New Focus: Improved pedestrian safety through optimized delivery and maintenance movement timings
  - Less dense areas have smaller freight impacts, but freight safety is still a key driver in freight initiatives
  - Further implications for rural/suburban freight delivery
- Data Efforts: A composite of data sources to identify pedestrian hot spots around campus on a time scale
  - Student class size data
  - Wi-fi access point data

# Off-Hours Campus Hot Spots



# Potential Upcoming Research

- Land-Use studies
  - After completing the Evaluation of Florida's Inbound and Outbound Freight Imbalance study it was determined there is a correlation between land use and freight activity that may better inform recommendations on solutions to empty backhaul from an FDOT perspective
- Empty Backhaul
  - Linked to the Evaluation of Florida's Inbound and Outbound Freight Imbalance study completed in 2018 and the Land Use Analysis study starting this year, these analyses will work together to help identify and find solutions to the problems related to demand and application of freight connected resources.
- Current Rail crossing guidelines
  - This analysis is linked to the Development of the Optimization Model for Improving Safety at Rail Crossings in Florida study completed this year. Both analyses will work together to help identify and find solutions to the problems related to eliminating hazards at RR crossings while minimizing overall traffic delays by improving safety and freight flows.



# Discussion



# COVID-19 Roundtable

*“The pandemic has disrupted the freight transportation industry in incredible ways. From spikes in volume to the often referenced “freight cliff”, the industry is being tested like never before. Much like the world post-9/11, COVID-19 will have far-reaching and long-lasting impacts on industry”*

– FreightWaves

# Major Impacts & Challenges

- GDP contracting
- Unemployment is up – cutbacks and furloughs
- Consumption is down
- Medical equipment in demand
- Number of cargo flights dropping
- Truck driver issues accessing food options
- Crop losses in the \$millions for FL
- Oil demand down, supply up. Port storage at capacity and tankers off the coast are storing the excess supply
- Forecasting uncertainty

# Public Comments

# Member Comments



Adjourn





**Rickey Fitzgerald**  
**Manager, Freight & Multimodal Operations**  
Florida Department of Transportation

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