District One Freight Trucking Forum
1 September 2021

Keith Robbins
District Freight & Seaport Coordinator
FDOT District One

FDOT DISTRICT 1

Administrative Remarks

- Restrooms
- Emergency Procedures
- Ground Rules for What is Presented
- Available Handouts for Reference
- Thank you…

Purpose and Intent for the Working Group

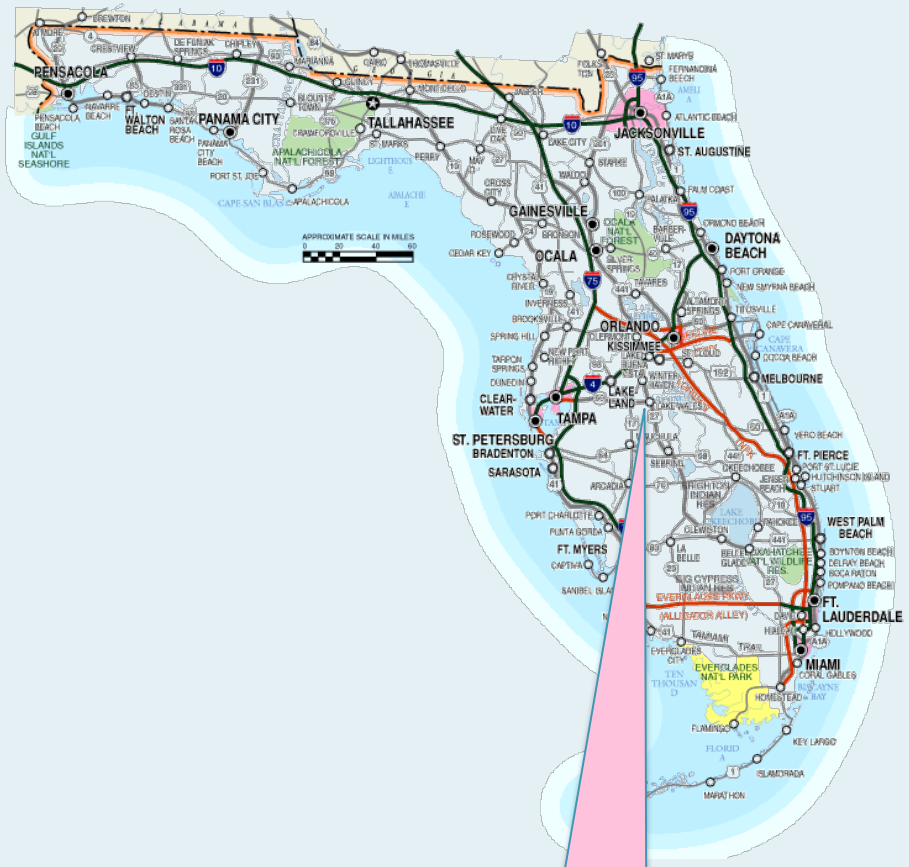
Purpose: To inform the trucking industry of trending issues noted by law enforcement and FDOT personnel, provide information that may be helpful in enhancing their operations and safety programs for their companies and drivers, and respond to questions and concerns raised from the audience.

Intent: What We Hope to Accomplish

- Raise awareness of roles and authorities of state and local agencies who “touch” the trucking industry
- Generate dialogue on current issues and concerns noted by industry stakeholders to identify ways to seek resolutions
- Work with industry and law enforcement to bridge the gap of understanding how we can work better together to achieve goals
- Cultivate positive relations between public and private sector to promote a safer and more efficient operating environment for us all

Agenda

- Welcome & Administrative Remarks
- District One Freight Update
- FDOT Commercial Vehicle Operations Office Overview
  - CVO Role and Organization
  - Freight Operations Exchange (FOX) Overview
  - FLHSMV Update
- FMCSA Update
- Florida Highway Patrol Update
- Florida Department of Law Enforcement Update
- 2021 Freight Market Insights & Outlook
- Florida Trucking Association Update
- Closing Remarks



Freight Mobility through the Heartland of Florida

FDOT District One

Keith Robbins
District Freight Coordinator
Freight Update

Focus & Challenge Areas

Growth and Development of Rural Areas

Freight Mobility and Agribusiness

First and Last Mile Connectors

Assistance / Collaboration with Local Colleges

Growth of Distribution / Fulfillment Center Industry

Assistance to Local Planners

Support to Trucking Industry

Increasing Congestion

Truck Parking

Liaison / Collaboration with Law Enforcement

Collaboration with Economic Development

FDOT District One Projects

www.swflroads.com

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Southwest Florida Roads

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E-Mail Us

Additional Contacts
Staff Directory

SWFL Resources

- Current Projects
- Future Projects
- FAQs
- Photos
- Public Notices
- More...

Travel Updates

Weekly Project Updates

FLORIDA 511

Welcome

This website is maintained by Florida Department of Transportation (FDOT), District One. FDOT, District One covers the Southwest Florida region including the following 12 counties: Charlotte, Collier, DeSoto, Glades, Hardee, Hendry, Highlands, Lee, Manatee, Okeechobee, Polk and Sarasota. Information updated on this website for each project may include construction updates, current photographs, lane closure information and other interesting and/or useful project facts. **More**

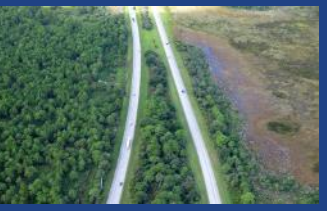
News

FDOT District One Tentative Five-Year Work Programs fiscal years 2018-2022

Learn more about FDOT Roundabouts
What is a roundabout? A roundabout is a one-way, circular intersection that uses signs to guide motorists around them. They do not have traffic signals. Roundabouts have safe crossings for pedestrians and bicyclists. **learn more...**

Fastland Grant Application: Central Florida Freight Corridor Multimodal Mobility Enhancement Improvements (US 27 and SR 60)



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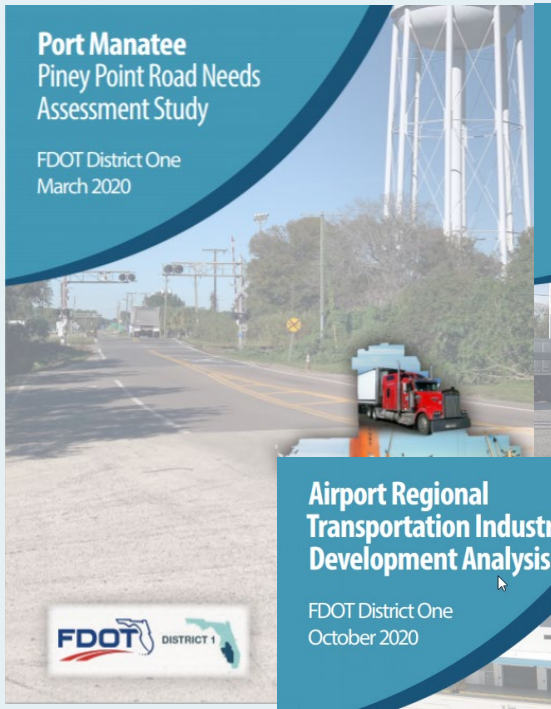
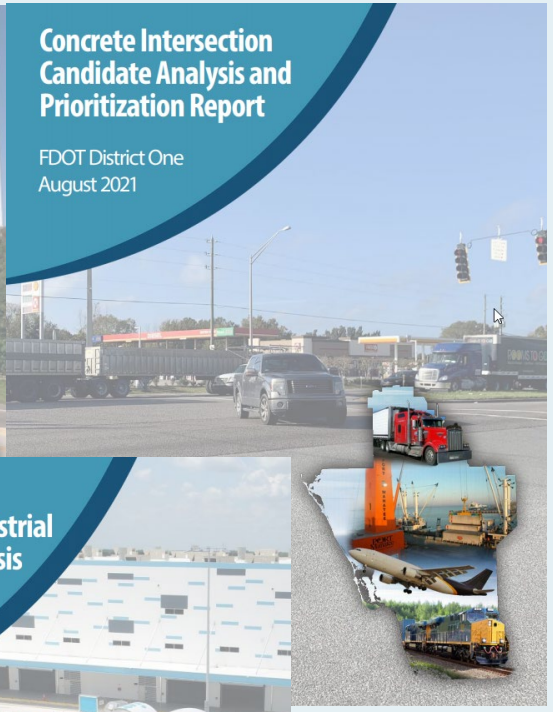
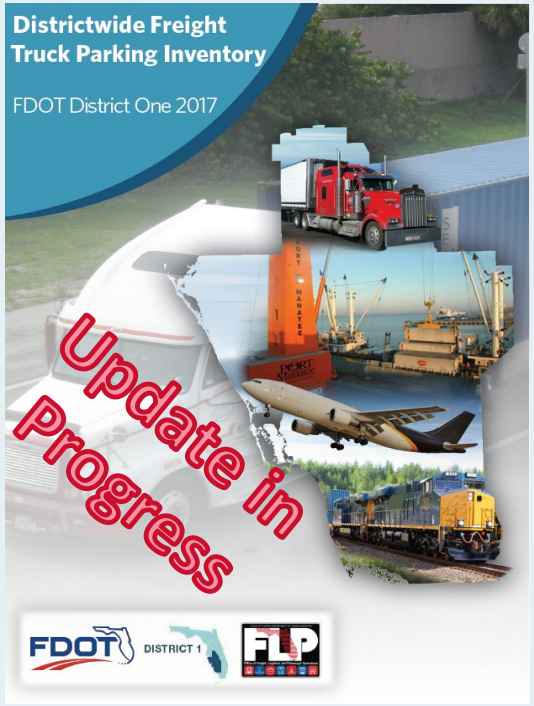
District Interstate Construction: www.swflroads.com

- I-75 at SR 72/Clark Road: www.swflroads.com/i75/clarkrd
- I-75 at US 301: www.swflroads.com/i75/us301
- I-4 Resurfacing: Polk County: www.swflroads.com/i4resurfacing

Recent Major Products







Integrating Product Efforts

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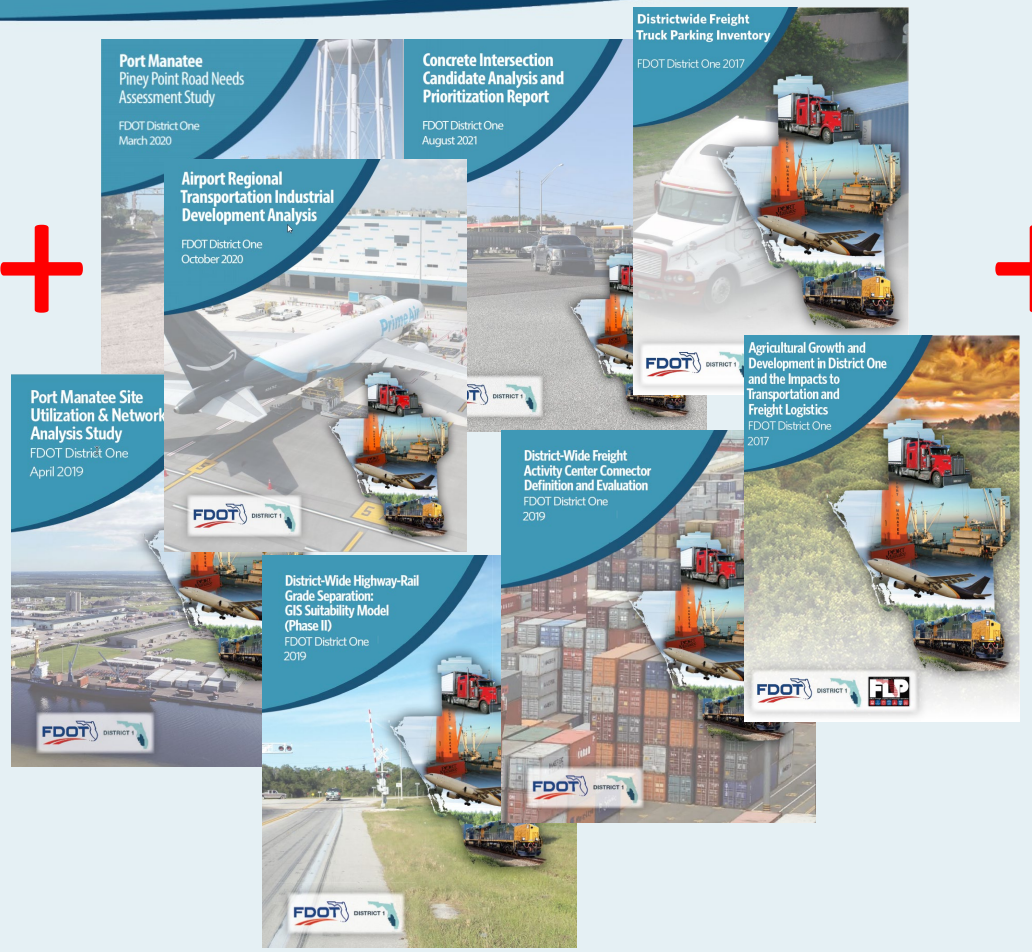

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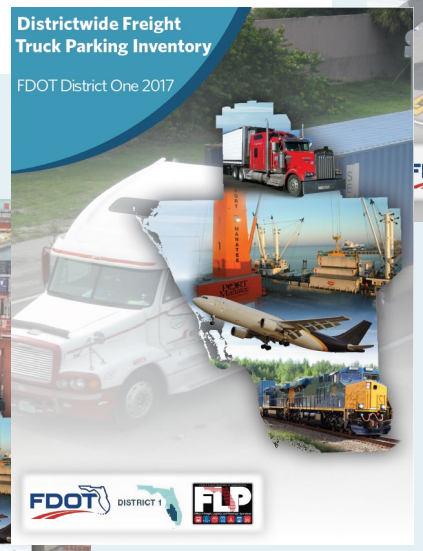
District 1 FMTP

2022 Edition

What does this do for us?

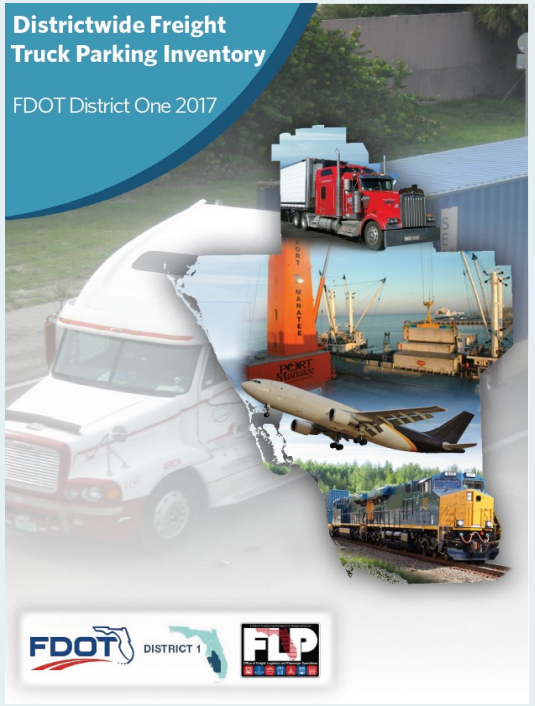
- 2019 State FMTP implementation efforts on Freight Safety and Resiliency
  - Updates to truck parking and corridor management efforts

Integrating Product Efforts



What does this do for us?

On site surveys, stakeholder feedback, and local agency and business engagement to seek solutions.



Truck Parking Solutions

2022 Edition

CONCRETE CONSTRUCTION

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT 1 FREIGHT MOBILITY & TRADE PLAN

Concrete Construction | Rigid Pavement

Concrete roadway projects are typically constructed from Portland Cement Concrete (PCC) which has high structural resistance to deformation from loads, making it ideal for use on roadways and intersections that experience significant volumes of truck traffic.

SR 546 (Memorial Blvd) in Lakeland
Completed: May 2019

Benefits of Concrete Construction

COST
Life-cycle maintenance costs are much lower for concrete as rigid pavement handles localized stress from the frequent stopping, starting, and turning at intersections significantly better than asphalt.

SAFETY
Increased resistance to flexible pavement issues, such as rutting, cracking, potholes, and loss of texture – skidding.

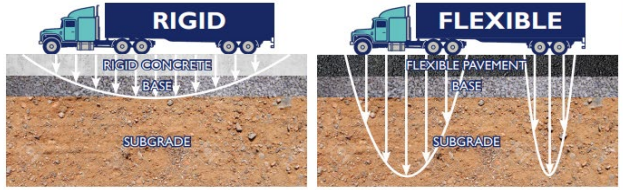
DURABILITY
Concrete pavement has an expected design life of 30 to 50 years, as compared to asphalt, which requires milling and resurfacing every 10 to 15 years.

National Academies Press: Guide to Using Existing Pavement in Place and Achieving Long Life

ENVIRONMENT
Concrete can incorporate locally sourced resources, including recycled materials and industrial byproducts (fly ash, etc.). Concrete also reduces heat island effects, lowering pollution and greenhouse gas emissions.

Wheel Loading: Rigid Concrete vs. Flexible Pavement

Wheel loading in flexible pavements is concentrated and absorbed by the sub-grade, resulting in eventual roadway defects. Rigid pavements widen the wheel load, locating impacts to the slab and reducing future maintenance requirements.



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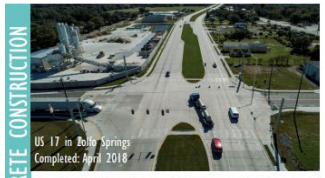
COMPLETED CONCRETE CONSTRUCTION



US 17 in Bolto Springs
Completed: April 2018

US 27 at SR 64 in Avon Park
Completed: October 2019

UPCOMING CONCRETE CONSTRUCTION

US 27 at SR 60 in Lake Wales
Construction Scheduled: September 2020

US 27 at SR 78 in Moore Haven
Construction Scheduled: Late 2023

BRIDGES AND FREIGHT MOBILITY

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT 1 FREIGHT MOBILITY & TRADE PLAN

Why pay attention to bridges?

Freight routing and planning is impacted by bridges. Examples of bridge conditions which may impact routing include load ratings, weight restrictions, and overweight permit availability. Additionally, construction projects involving bridges may affect freight routing. This can lead to delays and increased safety considerations related to workzone areas. These planning efforts are no small task, and involve inter-departmental coordination among the following FDOT offices and partners:

- District Freight Coordinator
- District Traffic Operations
- District Maintenance Office
- District Bridge Office
- State Bridge and Permitting Offices
- Florida Highway Patrol
- FDOT Office of Motor Carrier Compliance

Wilson Pigott Bridge on SR31
Bridge Improvement Project Completed in 2021

Bridge Condition Terminology

STRUCTURALLY DEFICIENT

"Structurally deficient" means that the department believes a bridge should undergo a series of repairs or replacement within the next six years. The department's policy is to repair or replace all the structurally deficient state owned bridges during that time. The department also recommends that local governments follow the same schedule for their structurally deficient bridges.

FUNCTIONALLY OBSOLETE

"Functionally obsolete" means that a bridge does not meet current road design standards. For example, some bridges are "functionally obsolete" because they were built at a time when lane widths were narrower than the current standard.

HEALTH INDEX

The "health index" is a tool that measures the overall condition of a bridge. The health index typically includes about 10 to 12 different elements that are evaluated by the department. A lower health index means that more work would be required to improve the bridge to an ideal condition. A health index below 85 generally indicates that some repairs are needed, although it doesn't mean the bridge is unsafe. A low health index may also indicate that it would be more economical to replace the bridge than to repair it.

SUFFICIENCY RATING

"Sufficiency rating" is a tool that is used to help determine whether a bridge that is structurally deficient or functionally obsolete should be repaired or just replaced. The sufficiency rating considers a number of factors, only about half of which relate to the condition of the bridge itself. The sufficiency ratings for bridges are part of a formula used by the Federal Highway Administration when it allocates federal funds to the states for bridge replacement.

LOAD RATING

Refers to the procedure of evaluating the adequacy of various structural components of a bridge and the ability to safely carry predetermined live loads over them. For more information, please visit: https://www.fdot.gov/maintenance/LoadRating.shtm.

DISTRICT 1 BRIDGES

918 FIXED BRIDGES

15 MOVABLE BRIDGES

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BRIDGE IMPROVEMENTS

LaBelle Drawbridge on SR 29

The project included repairs and rehabilitation of the drawbridge along SR 29 over the Caloosahatchee River in Hendry County. In its previous condition, restrictions did not permit overweight vehicles to use the drawbridge. This strengthening project improved the bridge's load rating and removed it from load-restricted maps.

FREIGHT DETOUR IMPACTS

Prior to the completion of the LaBelle Drawbridge project, overweight vehicles were forced to detour to the Mamie Langdale Memorial Bridge in Moore Haven as an alternate crossing point over the Caloosahatchee River. Improvements allow trucks with a 10% overweight permit to cross in LaBelle, shortening travel distances and improving travel times as shown in graphic above.

OPERATIONAL IMPROVEMENTS

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT 1 FREIGHT MOBILITY & TRADE PLAN

Operational Improvements

FDOT District 1 implements operational improvements to the roadway network based on strategic planning efforts and active stakeholder involvement and input. Operational improvement projects can often begin as short-term fixes, ultimately leading to long-term solutions.

OPERATIONAL IMPROVEMENT PROJECTS

Signal Timing

Customizing signal operations considering intersection design and traffic control device layout to reduce both average delay time for all vehicles as well as accident probability by minimizing conflict points.

Truck U-Turn

Standard turning-lane width is prohibitive to safe u-turn maneuvers by large trucks. FDOT has modified standard design practices to increase the length and size of specific u-turn locations, increasing safety for both trucks and passenger vehicles.

Pavement Improvements (Non-Concrete)

FDOT undertakes roadway resurfacing, replacement, reconditioning, reconstruction and expansion projects to improve the condition, durability, safety and functionality of the network.

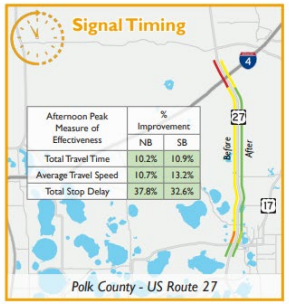
Signal Construction

FDOT acts as a monitor, liaison and educator, in partnership with stakeholders, to plan for and construct traffic signals. By performing traffic counts and studies, FDOT is able to provide a factual basis for the need or future need of additional traffic controls.

Lane Width

FDOT employs context sensitive solutions to ensure proper lane width is maintained on existing roadways and considered during the design process in order to meet the transportation needs of all system users.

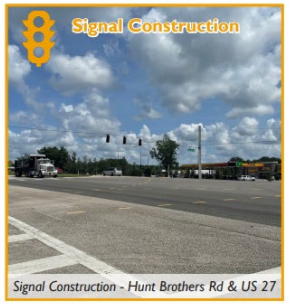
OPERATIONAL IMPROVEMENT PROJECTS



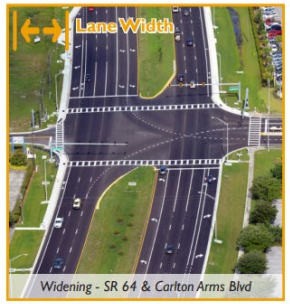
Polk County - US Route 27

DeSoto County - US 17

SR 60 Resurfacing



Signal Construction - Hunt Brothers Rd & US 27



Widening - SR 64 & Carlton Arms Blvd

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FDOT

ROUNDABOUTS

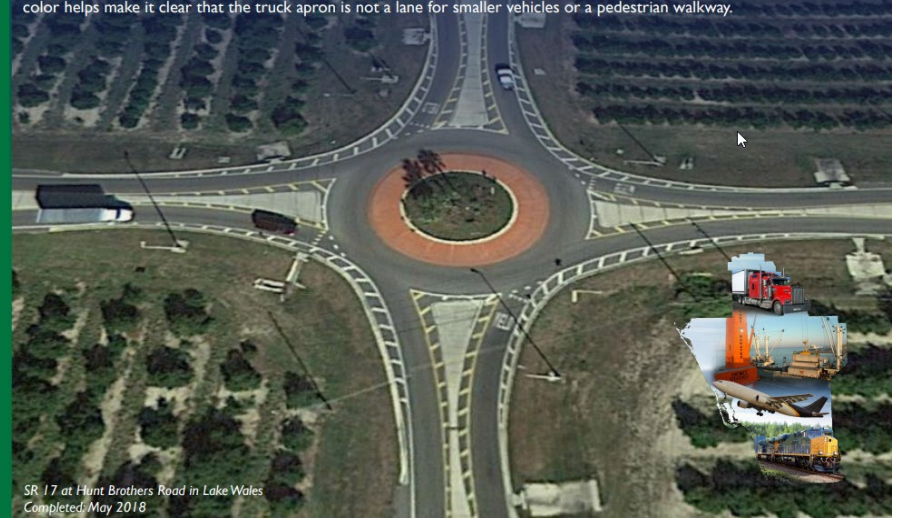
FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT 1 FREIGHT MOBILITY & TRADE PLAN

Roundabouts

Roundabouts are designed to accommodate all vehicles, including tractor-trailers. To accommodate the vehicle turning path as the tractor-trailer makes its way through the roundabout, a truck apron around the inside of the circulating roadway provides the space needed. The apron is slightly elevated and visually different from the circulating roadway. This different color helps make it clear that the truck apron is not a lane for smaller vehicles or a pedestrian walkway.



SR 17 at Hunt Brothers Road in Lake Wales
Completed: May 2018

Benefits of Roundabouts

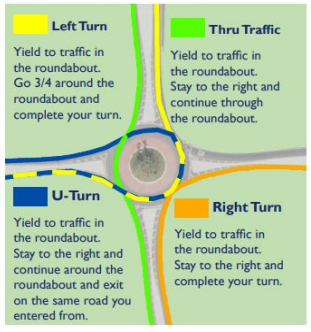
SAFETY
90% fewer fatalities and 75% fewer injuries
Source: FDOT-Benefits of Roundabouts

OPERATIONS
30% to 50% increase in traffic capacity for intersections
Source: FDOT-Benefits of Roundabouts

PRODUCTIVITY
Vehicle delay reduced on average 48%
Average based on 3 studies: Sources: Retting et al., 2002; Russell et al., 2004; Retting et al., 2006

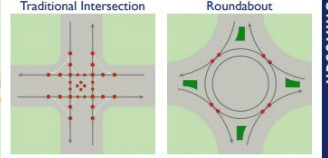
ENVIRONMENT
Reduces pollution, noise, and fuel consumption
Source: FDOT-Benefits of Roundabouts

How To Navigate a Roundabout



Intersection Conflict Points

With roundabouts, head-on and high-speed right angle collisions are virtually eliminated.



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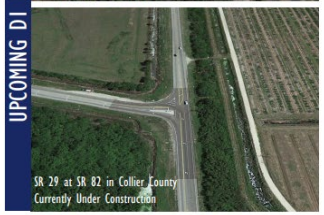
D1 ROUNDABOUTS


SR 33 at Deen Still Road in Polk County
Completed: May 2018

UPCOMING D1 ROUNDABOUTS


SR 64 at Rye Road in Manatee County
Currently Under Construction


SR 29 at SR 82 in Collier County
Currently Under Construction

FREIGHT MOBILITY ANALYSIS PROJECTS

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT 1 FREIGHT MOBILITY & TRADE PLAN

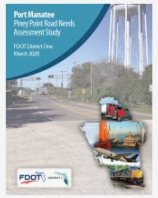
Studies

FDOT District 1 undertakes numerous studies and research efforts related to the movement of goods throughout the region, the existing surface transportation network, and other freight-related infrastructure within the District. These studies help define integrated and connected freight transportation networks, identify investment priorities, and justify federal and state funding requests.

RECENT STUDIES

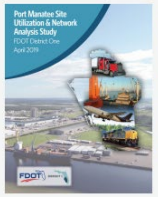
Airport Regional Transportation Industrial Development Analysis (ARTIDA)

Evaluated current and future expansion areas, existing infrastructure, and the identification of new infrastructure and facilities in order to maximize freight movement and handling capabilities at and near five select airports within FDOT District 1.The study recommends specific projects, on-and-off airport properties, with a goal of improving cargo and traffic flow on existing roadways and airport connectors.



Piney Point Road Needs Assessment Study

Evaluated existing and future conditions along Piney Point Road to determine the purpose and need for potential future improvements to the roadway. The study considered several factors, such as land use development trends, roadway capacity and transportation demand, and the continuing year-over-year growth of throughput at Port Manatee.



Port Manatee Site Utilization and Network Analysis Study

Identified potential facility and infrastructure improvements in order to increase cargo throughput capacity at Port Manatee. The study sought to make recommendations that would maximize the efficiency of intermodal freight operations at the Port, including enhancements to the regional transportation network.

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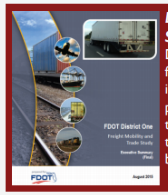
PAST STUDIES



District 1 Freight Mobility and Trade Study

Defined and integrated and connected regional freight transportation network. The FMTS identified regional freight investment needs to provide input to the Investment Element of the State Freight Mobility and Trade Plan, and to guide freight mobility initiatives to support better freight mobility and economic growth.

Districtwide Freight Truck Parking Inventory

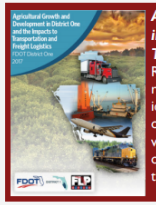
Assessment and inventory of existing, proposed and potential overnight truck parking locations, both public and private, throughout District One. The assessment identified certain restrictions to truck parking and identified gaps on the District network where truck parking is severely limited or not at all available.

Districtwide Freight Activity Center Connector Definition and Evaluation

Definition and evaluation of Freight Activity Center Connectors in District One to identify issues impacting transportation and freight logistics along key corridors. This is part of the on-going effort by District One to provide efficient and safe freight movement in the region.

Districtwide Highway-Rail Grade Separation: GIS Suitability Model Phases I and II

Evaluation of active rail crossings in District One to identify need for grade separation, or alternative improvements, and provide preliminary construction costs. Findings identified the top 20 locations along with recommendations for improvements to increase safety and efficient freight transportation.



Agricultural Growth and Development in District One and the Impacts to Transportation and Freight Logistics

Reviewed current and future commercial and residential development plans and patterns to identify where encroachment will likely occur on commercial agriculture lands. Assessed where a shift in agricultural production may occur and the corresponding impact on the transportation system as a result of that shift.

CURRENT STUDIES

Concrete Intersection Candidate Study

Identify potential candidate concrete projects within the District for roadways and intersections that are currently experiencing, or are anticipated to experience an increase in industrial development and/or freight traffic.

Freight Mobility Trade Plan Update

The District 1 FMTP update will review and assess all data, findings, and guidance presented in the FMTP and update these areas to reflect current and future conditions, and provide a connection between the Statewide FMTP and the District's plan.

INDUSTRY ENGAGEMENT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT 1 FREIGHT MOBILITY & TRADE PLAN

District Freight Coordinators Role

Serves as the primary contact for all matters of freight and acts as a resource for and assists in facilitating public-private, state-local and state-federal freight transportation investment decisions. Communicates, informs and seeks input from freight customers/partners. Collaborates with economic development agencies, the private sector, governmental agencies and other stakeholders to ensure a united front in freight and multimodal transportation improvements within the district.

For More Information Contact:

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ACTIVITIES

Collaboration with Law Enforcement

One-on-one engagement with local, state, and federal law enforcement agencies throughout District One.
Activities: Ride alongs, industry forums, and safety meetings.
Outcomes: Identify safety, operational and infrastructure preservation concerns in addition to emerging trends within the trucking industry in District One.
Frequency: Ongoing

District One US 27 Mobility Stakeholder Working Group

Opportunity to bring stakeholders together to identify freight mobility needs and discuss other items or issues related to planning and development.
Outcomes: Identification and/or development of strategies that strive to improve mobility, safety, and livability for all users with an emphasis on freight.
Frequency: Biannually

District One Rural Freight Mobility and Agriculture: Stakeholder Update

One-on-one engagement with associations, agribusinesses, farmers, growers, producers, and ranchers throughout District One.
Activities: Identify mobility and safety needs specific that enables Florida's Agriculture to maintain a competitive advantage in the global market place and keep cost low for consumers.
Frequency: Ongoing

Freight Trucking Forum: General and Ag Transport Focus in District One

Opportunity to raise awareness of state and local projects and policies with the trucking industry and associated partners.
Outcomes: Generate dialogue on issues and concerns identified by industry stakeholders to seek improvement strategies.
Frequency: Annually

Collaboration with Economic Development

Engagement with the economic development community representing interest at the local, regional and state level within District One.
Activities: Florida Freight Leadership Forum, Florida Chamber Trade & Logistics Institute, Regional stakeholder forums and summits, and local meetings.
Outcomes: Ensure coordination with economic development agencies, the private sector, and other stakeholders to ensure a united front in freight and multimodal transportation improvements within their district/ region.
Frequency: Ongoing

*Not an all-inclusive list of industries in District One; representative only

What's Next?

- US27 Mobility Working Group and FMTP feedback later this Fall
- Corridor planning efforts for SR 70, US 27, US 17, and US 41

Statewide coordination and collaboration efforts:

- State FMTP implementation efforts on Freight Safety
  - Large Truck Crash Analysis and Safety Countermeasures
  - Collaboration with state and local law enforcement on crime prevention efforts
  - Educational and training material for statewide outreach and engagement
- State FMTP implementation efforts on Freight Resiliency
  - Emergency Notice for freeze events – targeted to support the agriculture industry
  - Needed services during a pandemic or other disruptive event
  - Broadband access and robustness of the transportation network

FDOT Headquarters

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Manager
Commercial Vehicle Operations

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Commercial Vehicle Operations

FDOT DISTRICT 1 TRUCKING FORUM

SEPTEMBER 1, 2021

Commercial Vehicle Operations (CVO)

- Division of the Traffic Engineering and Operations (TEO) office
  - Under the Engineering and Operations function of the Florida Department of Transportation (FDOT)
- Oversees the policy and operations associated with moving freight in commercial vehicles
  - Includes the activities to regulate these operations

Key Team Members

Marie Tucker
CVO Manager

Jeff Frost
TIM/CVO Program Manager

CVO Division Responsibilities

The CVO is a division of the Traffic Engineering and Operations (TEO) office under the Engineering and Operations function of the FDOT. The CVO division's role includes the policy and operations associated with moving freight in commercial vehicles and the activities to regulate these operations.

Business Plan Development

Workshop to solicit input from key FDOT offices, agency partners and stakeholders

Continued coordination with FLP, TSM&O, MCSAW, TDA, and other partner agencies

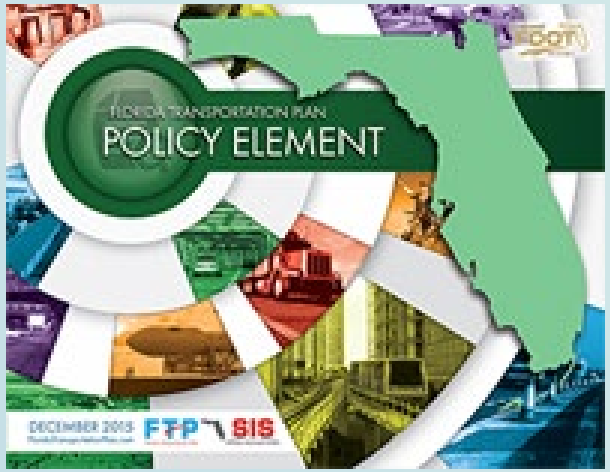
Survey to stakeholders and partners for additional feedback and input

Stakeholders, Partners & Plans

FLHSMV
FLORIDA HIGHWAY SAFETY AND MOTOR VEHICLES

HIGHWAY PATROL FLORIDA

FLORIDA DEPARTMENT OF AGRICULTURE & CONSUMER SERVICES EST. 1868



U.S. Department of Transportation
Federal Highway Administration

FMCSA
Federal Motor Carrier Safety Administration

Strategic Goals

SAFETY: Reduced CMV crashes and support of Vision Zero program

MOBILITY: Improved travel time reliability for CMV

EFFICIENCY: Reduced administrative efforts, capital costs and project/program delivery schedule

Tactics

COORDINATION

- Mainstreaming awareness of commercial motor vehicle (CMV) and freight considerations
  - ➢ In-reach to FDOT and consultant staff
  - ➢ Out-reach to public and industry
- Improve planning and development of CMV related projects and opportunities

TECHNOLOGY

- Interagency Data Exchange Interface
- Permit Application System
- Commercial Vehicle Data Feed (FL511)
- Data and Governance
- Roadside Device Deployment
- Security

POLICY

- Connected and Automated Vehicles (CAV)
- Permits
- Multi-State Data Sharing
- Commercial Motor Vehicle Review Board

FUNDING

- State Funding
- Federal Funding

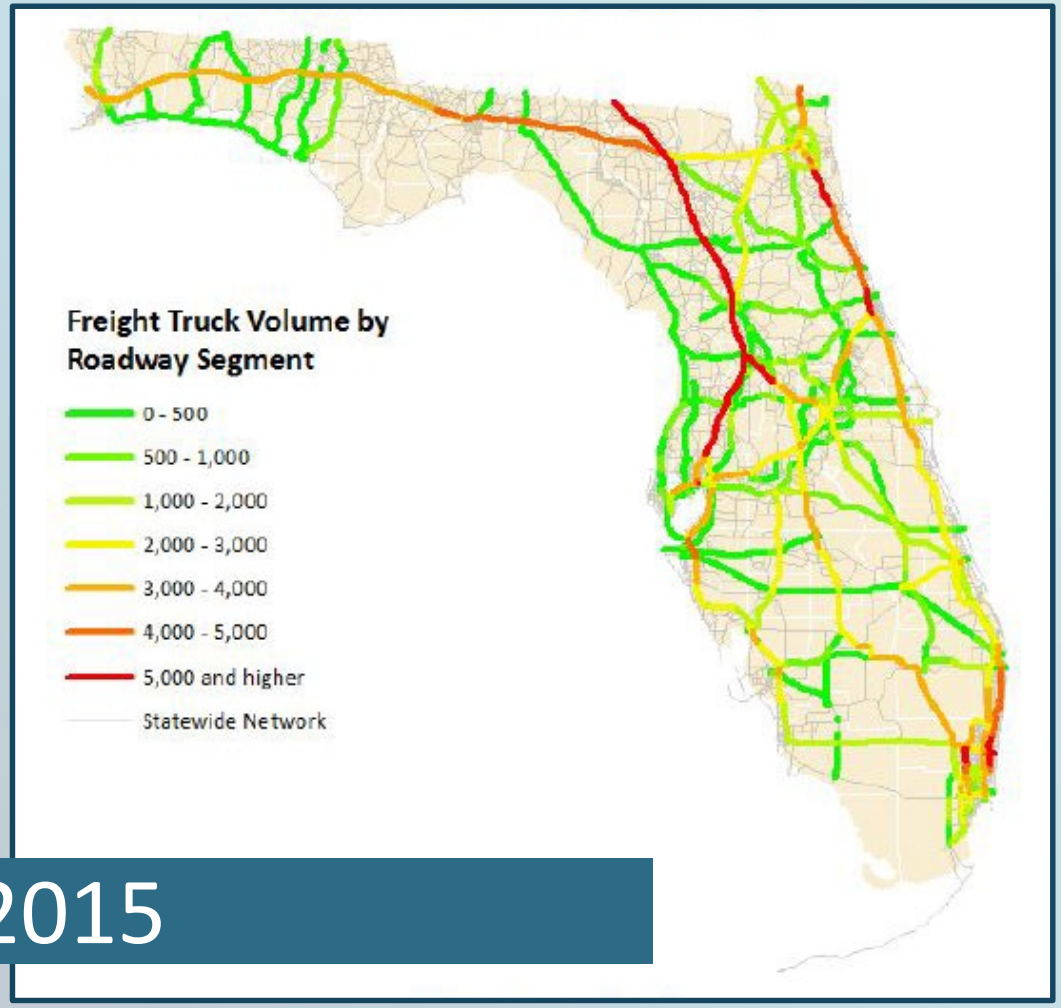
Communication and Outreach

- Resource to to the commercial vehicle industry
- Outreach
  - Increase awareness of CVO to the public
  - Increase messaging to commercial vehicle operators
- In-Reach
  - Education materials
  - Coordination and communication with District Freight Coordinators

Commercial Motor Vehicle Review Board (CMVRB)

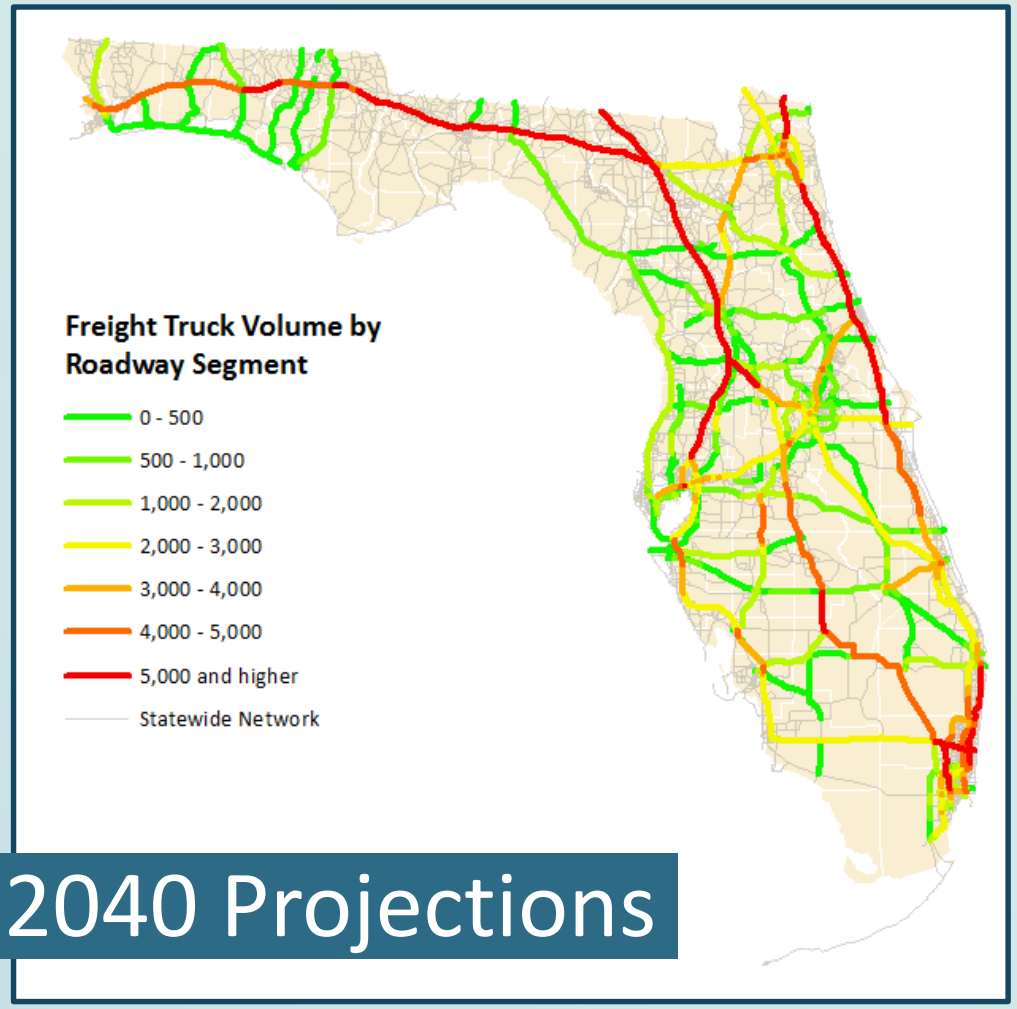
CVO is responsible for administering the CMVRB. The CMVRB is established to review penalties imposed upon vehicles or persons and to modify, cancel, revoke, or sustain penalties protested. The Board consists of three permanent members along with three appointed by the governor and one appointed by the FDACS Commissioner from four key industries

Florida Freight Growth



2015

2017 FDOT Motor Carrier System Plan



2040 Projections

2017 FDOT Motor Carrier System Plan

Truck Parking Availability System (TPAS)

Federal Legislation:

Map-21

- Established eligibility for truck parking funding under different federal aid programs

"Jason's Law"

- Established under MAP-21 to address the shortage of long-term parking for commercial motor vehicles on the National Highway System (NHS) and
- Improved safety of motorized and non-motorized users as well as commercial motor vehicle operators

FAST Act

- Created dedicated funding for freight projects, including truck parking

Changes to the Federal Hours of Service Rules were implemented on June 1, 2020, and include:

Short-Haul Exception

- Maximum allowable workday changed from 12 to 14 hours, and the
- Driver operating distance extended from a 100 air-mile radius to a 150 air-mile radius.

Adverse Driving Conditions Exception

- Extends the duty day by up to two hours when adverse driving conditions are encountered.

30-Minute Break Requirement

- Can now be satisfied by an on-duty, non-driving break (in addition to an off-duty break).

Sleeper Berth Provision

- Allows drivers to split their 10-hour off-duty period in different ways, provided one off-duty period is at least 2 hours long, and the other involves at least 7 consecutive hours spent in the sleeper berth.

TPAS Supports

- Federal Motor Carrier Safety Administration (FMCSA) Hours-of-Service regulation
- Safe and convenient parking options
- Just-in-time delivery
- Advance planning for freight operation
- Reduced truck parking violations to enhance safety for travelling public
- Electronic monitoring and dissemination of information

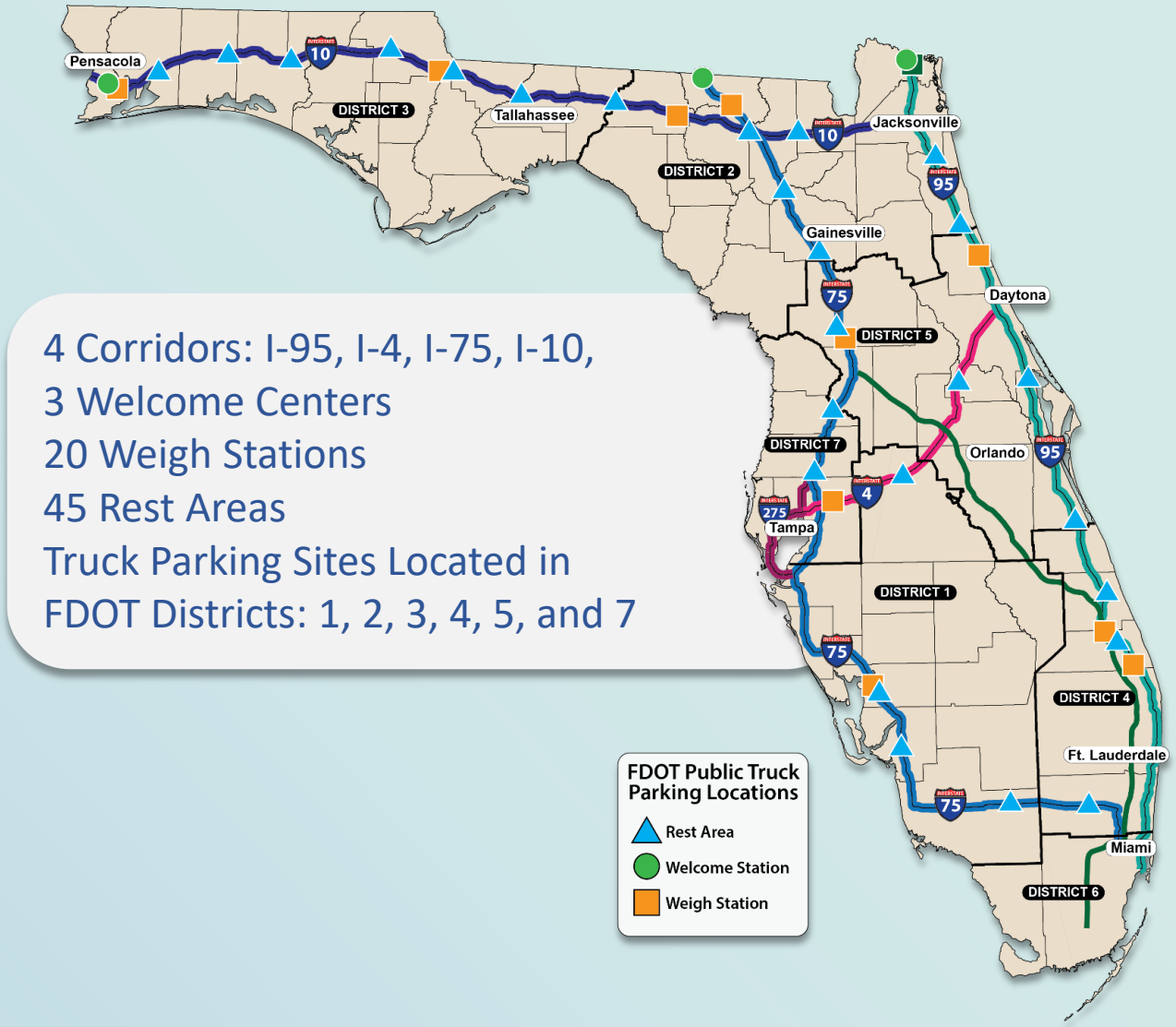
TPAS Program Delivery

Three-stage approach to statewide comprehensive truck parking solution

TPAS Initial Locations

- 45 rest areas
- 20 weigh stations
- 3 welcome centers

Number of Truck Parking Spaces Monitored	2,352
Wireless Detection System (WDS)	1,875
Microwave Vehicle Detection System (MVDS)	477



4 Corridors: I-95, I-4, I-75, I-10,
3 Welcome Centers
20 Weigh Stations
45 Rest Areas
Truck Parking Sites Located in
FDOT Districts: 1, 2, 3, 4, 5, and 7

TPAS Supplemental Locations

6 Additional Rest Areas:

- I-10 EB Suwannee County
- I-10 WB Columbia County
- I-75 SB Hillsborough County
- I-75 NB Hillsborough County
- I-275 SB Pinellas County
- I-275 NB Manatee County

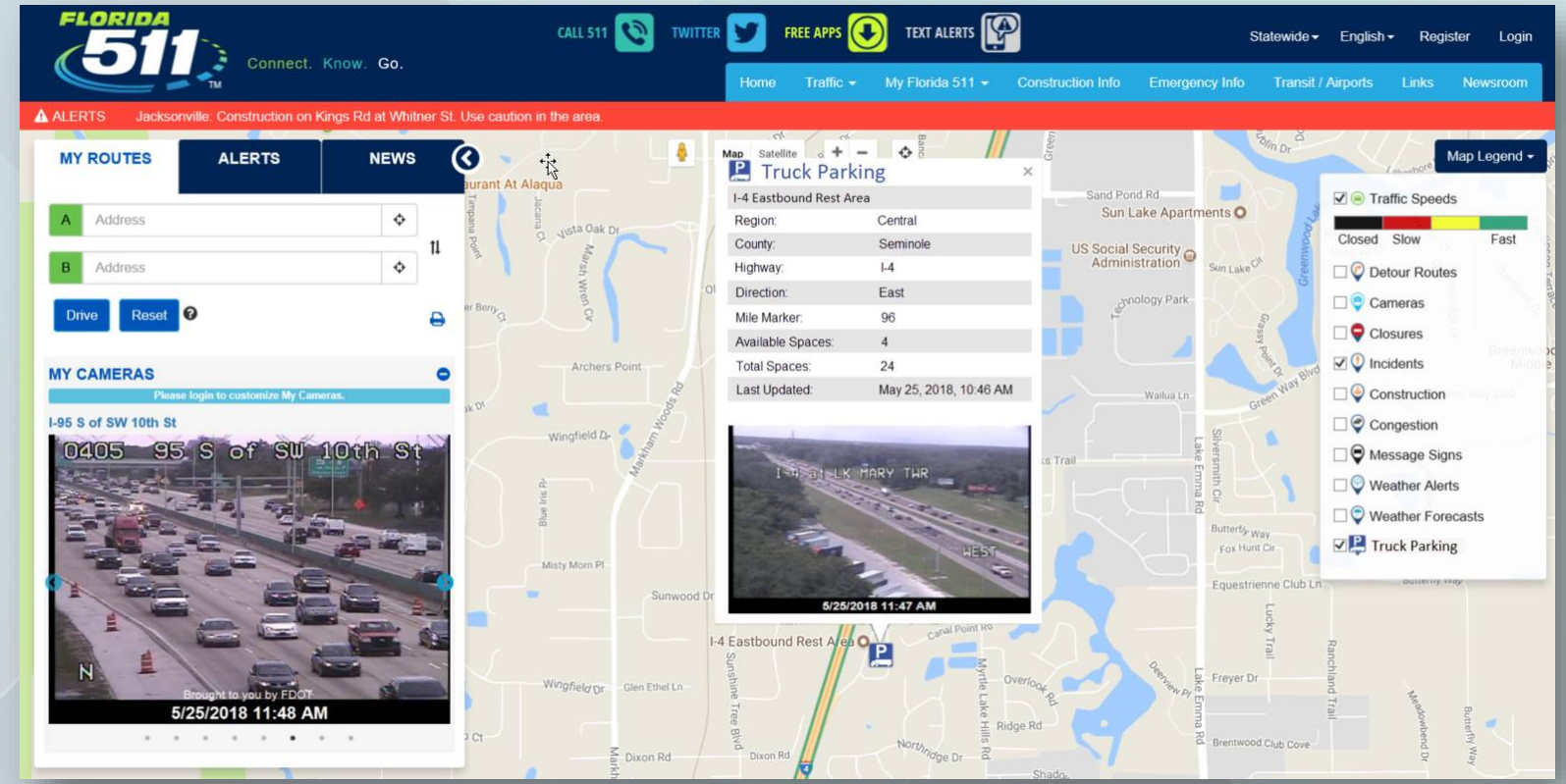
3 corridors: I-75, I-10, I-275
6 Rest Areas
Truck Parking Sites Located in FDOT Districts: 1, 2, and 7

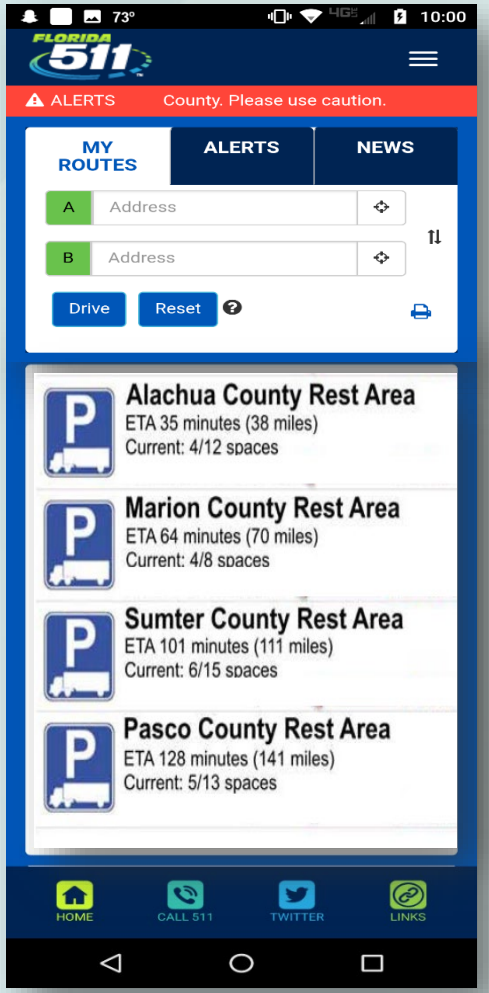
Information Dissemination - Signs

Criteria used for roadside signs

- Two to three miles upstream of the parking facility preferably prior to an upstream exit ramp for better decision-making
- Manual of Uniform Traffic Control Devices (MUTCD) compliant
- Near existing ITS communication and power source
- Near an existing CCTV for message verification

Information Dissemination – FL511



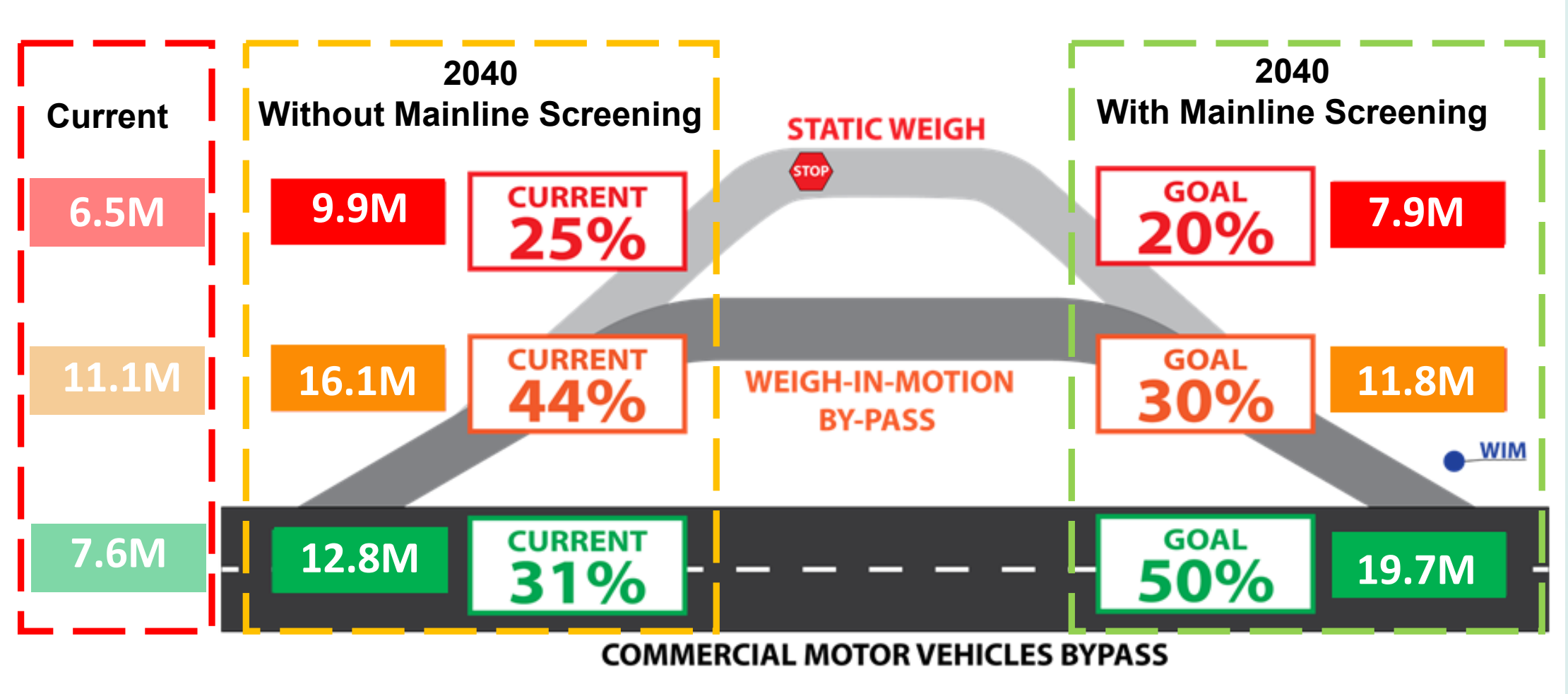


Motor Carrier Size and Weight MCSAW

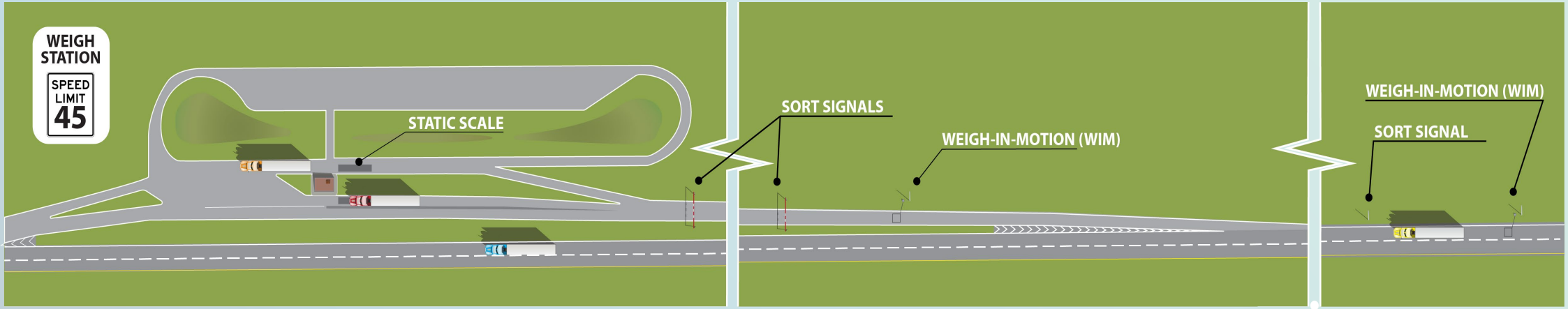
Statewide Scale Manager

Paul Clark

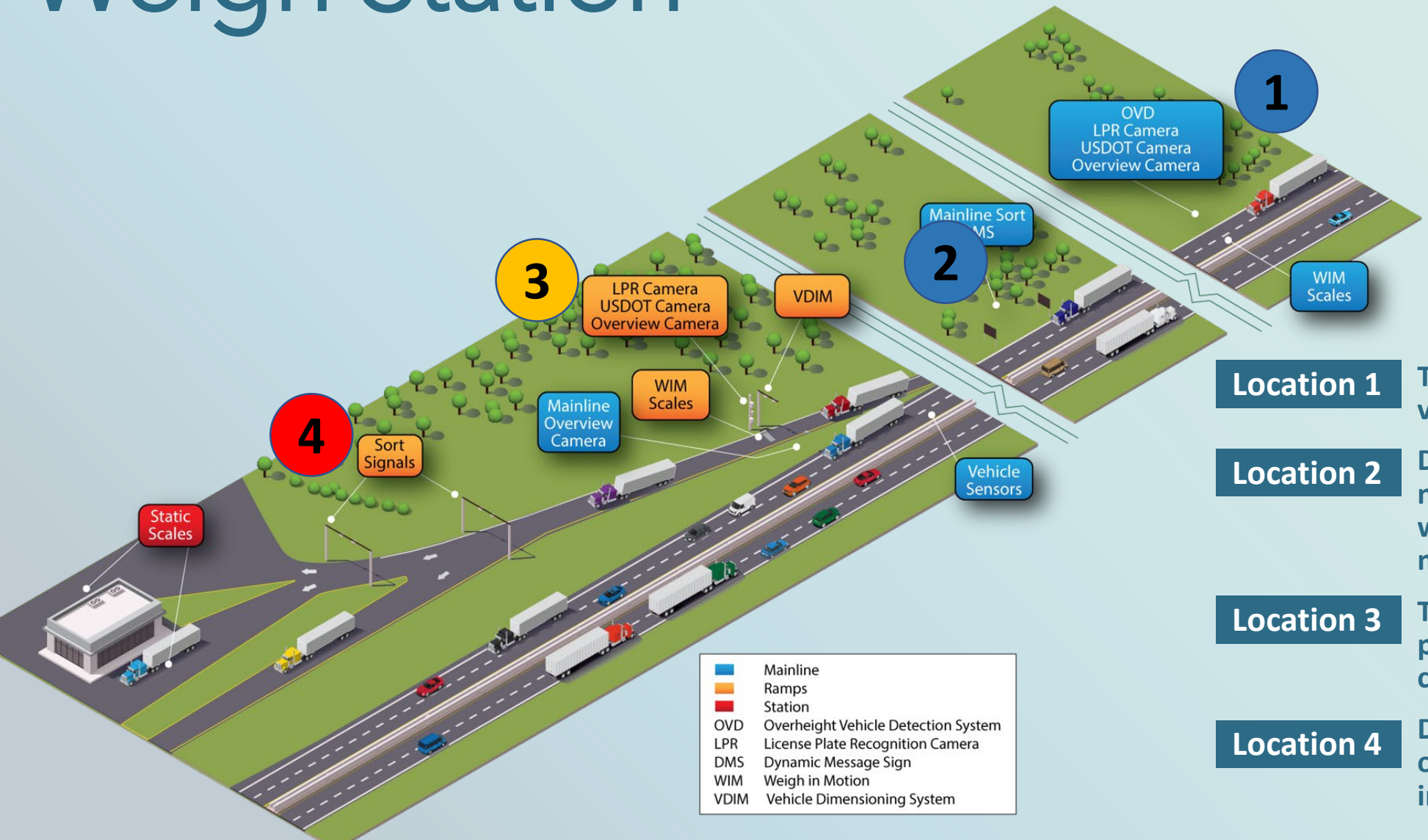
Proposed Bypass Statistics



Mainline Weigh-in-Motion Weigh Station



Mainline Weigh-in-Motion Weigh Station



Deploying mainline screening at all Interstate scales will expedite and streamline freight movements throughout the state.

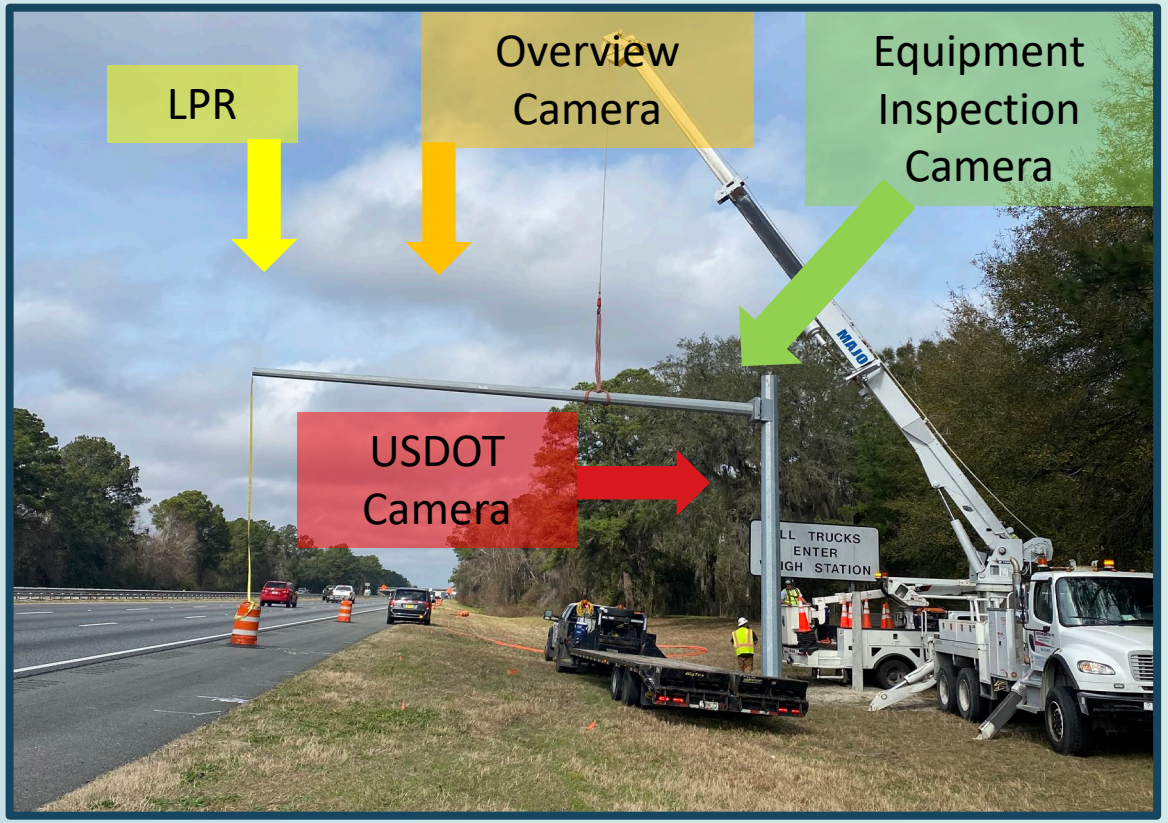
Location 1 Technologies weigh commercial vehicles and collect data.

Location 2 Data is processed and drivers are notified to either pull into the weigh station or continue on the mainline.

Location 3 Technologies reweigh and perform additional data collection

Location 4 Drivers are notified to either pull onto the static scale or continue in the bypass lane

Current Construction / I-75 White Springs



Dynamic Message Sign (DMS)

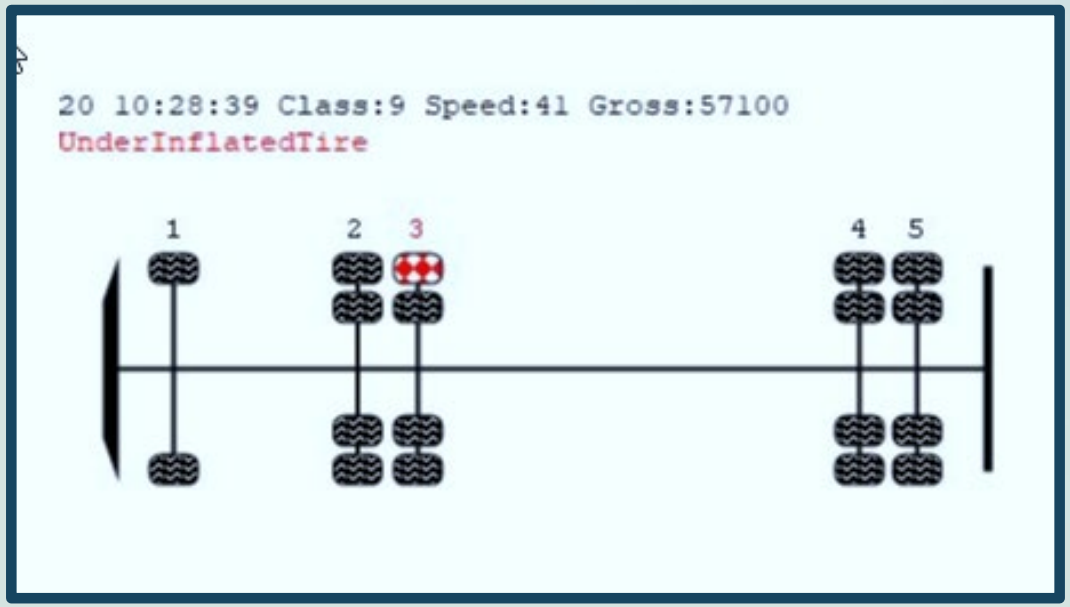
TRUCK ENTER
WEIGH STATION

TRUCK BYPASS
WEIGH STATION

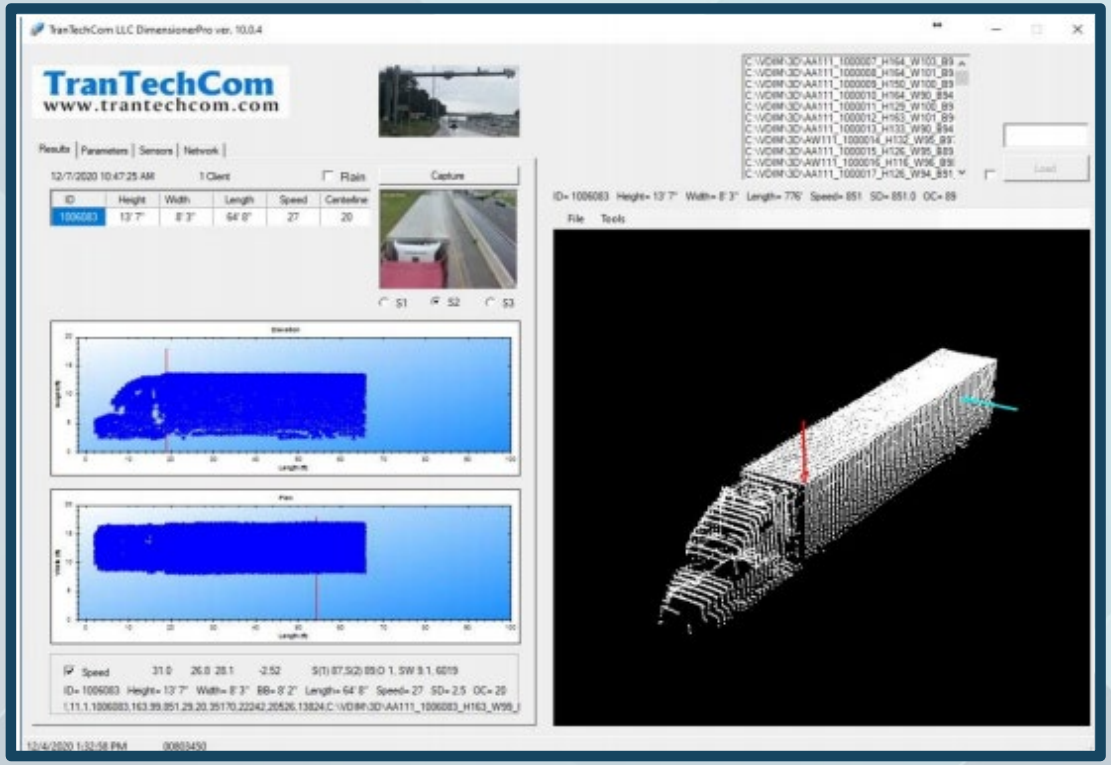
Mainline Weigh Station Deployment

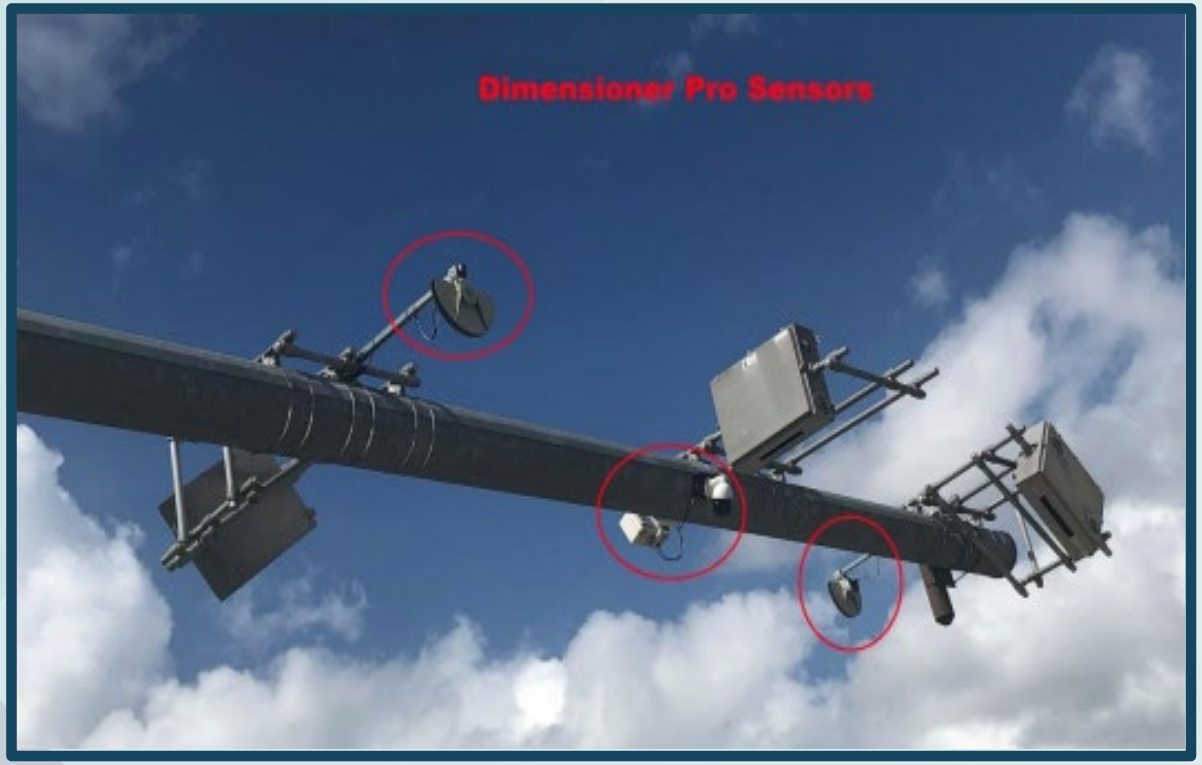
2020	2021	2022	2023	2024
• I-75 White Springs	• I-10 Madison • I-10 Sneads	• I-75 Wildwood • I-75 Punta Gorda • I-4 Seffner	• I-95 Yulee • I-95 Flagler • I-95 Martin	• I-10 Pensacola

Technology Enhancements Tire Pressure Anomaly



Upgrading VDIM System and Over Height Detection





Intelligent Weigh Stations

Questions?

FMCSA

Jeff Sanderson
Federal Regulations Update

Adverse Driving Conditions and Personal Conveyance

U.S. Department of Transportation
Federal Motor Carrier Safety Administration

395.2

- *Adverse driving conditions* means snow, ice, sleet, fog, or other adverse weather conditions or unusual road or traffic conditions that were not known, or could not reasonably be known, to a driver immediately prior to beginning the duty day or immediately before beginning driving after a qualifying rest break or sleeper berth period, or to a motor carrier immediately prior to dispatching the driver.

395.1(b) Driving Conditions

- (1) *Adverse driving conditions.* Except as provided in paragraph (h)(3) of this section, a driver who encounters adverse driving conditions, as defined in §395.2, and cannot, because of those conditions, safely complete the run within the maximum driving time or duty time during which driving is permitted under §395.3(a) or §395.5(a) may drive and be permitted or required to drive a commercial motor vehicle for not more than two additional hours beyond the maximum allowable hours permitted under §395.3(a) or §395.5(a) to complete that run or to reach a place offering safety for the occupants of the commercial motor vehicle and security for the commercial motor vehicle and its cargo.

FAQ 13 - 14

- Q: If it only takes an hour for a driver to get through the adverse driving conditions, do they still get to use the full 2 hours of the exception?
- A: No. Drivers are allowed *up to* an additional two hours. If it only took an hour for the driver to get through the adverse driving condition, then that is all the additional time the driver is allowed.

- Q: May a driver use the adverse driving conditions provision even if the adverse conditions have cleared when the driver arrives at the location where the condition occurred?
- A: Yes, but only if the adverse driving condition inhibited a driver's ability to proceed. For example, if a rock slide blocks the road and causes traffic to back-up, and the rock slide is cleared off the road before the driver gets there, but the driver is inhibited by the traffic back-up, the driver may use the adverse driving condition exception.

FAQ 15

- Q: Are drivers required to annotate an adverse driving condition they encountered on their electronic logging device (ELD)?
- A: Yes. A driver is required to annotate the use of the adverse driving conditions exception on the electronic logging device under 49 CFR Section 395.28(c). If the roadside officer can prove there was no adverse driving condition, the driver should be cited for the applicable violation of 49 CFR 395.3 or 395.5.

What is Personal Conveyance?

- Personal conveyance is the movement of a commercial motor vehicle (CMV) for personal use while off duty. A driver may record time operating a CMV for personal conveyance as off-duty only when the driver is relieved from work and all responsibility for performing work by the motor carrier.
  - Time spent traveling to a nearby, reasonably, safe location to obtain required rest after loading or unloading.
  - Time spent traveling from a driver's en route lodging (such as a motel or truck stop) to restaurants and entertainment facilities.
  - Commuting between the driver's terminal and his or her residence, between trailer-drop lots and the driver's residence, and between work sites and his or her residence.

Improper Use of Personal Conveyance

- The movement of a CMV in order to enhance the operational readiness of a motor carrier. For example, bypassing available resting locations in order to get closer to the next loading or unloading point or other scheduled motor carrier destination.
- After delivering a towed unit, and the towing unit no longer meets the definition of a CMV, the driver returns to the point of origin under the direction of the motor carrier to pick up another towed unit.
- Time spent transporting a CMV to a facility for vehicle maintenance.

Questions

Contact us:

Federal Motor Carrier Safety Administration
Florida Division
3500 Financial Plaza, Suite 200
Tallahassee, FL 32312
850-942-9338

Jeff Sanderson
Division Administrator
jeff.sanderson@dot.gov

Florida Highway Patrol

SGT Chris Weed

Commercial Vehicle Enforcement

COMMERCIAL VEHICLE SAFETY

TPR. DENISE MEREDITH

FHP COMMERCIAL VEHICLE ENFORCEMENT

denisemeredith@flhsmv.gov

WHY WE DO WHAT WE DO

The primary mission of the Federal Motor **Carrier** Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses

DISTRACTED DRIVER

- § 392.82 Using a hand-held mobile telephone.(a)(1) No driver shall use a hand-held mobile telephone while driving a CMV.(2) No motor carrier shall allow or require its drivers to use a hand-held mobile telephone while driving a CMV.(b) Definition. For the purpose of this section only, driving means operating a commercial motor vehicle on a highway, including while temporarily stationary because of traffic, a traffic control device, or other momentary delays. Driving does not include operating a commercial motor vehicle when the driver has moved the vehicle to the side of, or off, a highway and has halted in a location where the vehicle can safely remain stationary.(c) Emergency exception. Using a hand-held mobile telephone is permissible by drivers of a CMV when necessary to communicate with law enforcement officials or other emergency services.[76 FR 75487, Dec. 2, 2011]

The Driver was talking on the cell phone and ran the stop sign before crossing onto the tracks.

His friend was traveling behind him and witnessed the crash, he was the one on the phone with him.

390.5 Definitions

» Use a Hand-Held Mobile Phone means:

- Using at least one hand to hold a mobile phone to conduct a voice communication.
- Dialing or answering a mobile telephone by pressing more than a single button.
- Reaching for a mobile telephone in a manner that requires a driver to maneuver so that he or she is no longer in a seated position, restrained by a seatbelt that is installed in accordance with 393.93 and adjusted in accordance with the vehicle manufacturer's instructions.

Other Types of Communications

- Drivers cannot use mobile telephones or similar devices for other types of communication, including:
  - Entering odometer readings.
  - Synchronizing EOBRs.
- These functions may be completed only when the vehicle is safely removed from the highway.
- Drivers can use mobile telephones for voice to text and text to voice applications if the function can be completed with the pressing of one button.

Definitions 392.80 / 392.82

- Driving means operating a CMV, including while temporarily stationary because of traffic or other momentary delays. “Driving” does not include when the driver has moved/stopped to the side of or off of the highway.

Florida Statute 316.3025 (Penalties)

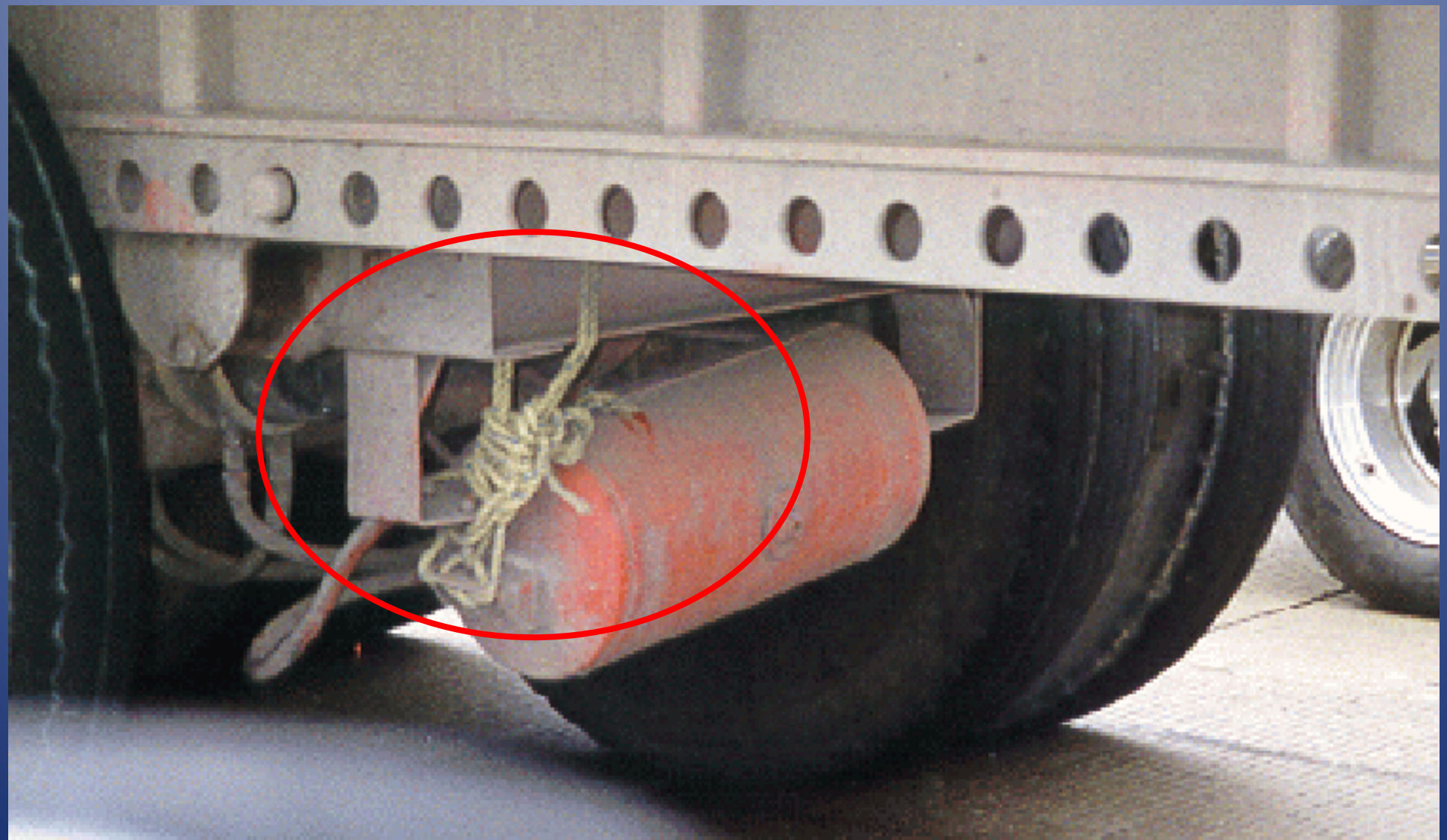
- Driver:
  - First violation $500.
  - Second violation $1,000 and 60-day disqualification of CDL.
  - Third violation $2,750 and 120-day disqualification of CDL.
- Carrier (when allowed or required):
  - First violation $2,750.
  - Second violation $5,000.
  - Third violation $11,000.

TEXTING

- § 392.80Prohibition against texting.(a) Prohibition. No driver shall engage in texting while driving.(b) Motor carriers. No motor carrier shall allow or require its drivers to engage in texting while driving.(c) Definition. For the purpose of this section only, driving means operating a commercial motor vehicle, with the motor running, including while temporarily stationary because of traffic, a traffic control device, or other momentary delays. Driving does not include operating a commercial motor vehicle with or without the motor running when the driver moved the vehicle to the side of, or off, a highway, as defined in 49 CFR 390.5, and halted in a location where the vehicle can safely remain stationary.(d) Emergency exception. Texting while driving is permissible by drivers of a commercial motor vehicle when necessary to communicate with law enforcement officials or other emergency services.[75 FR 59136, Sept. 27, 2010, as amended at 76 FR 75487, Dec. 2, 2011]

Part 393

Parts and Accessories for Safe Operation



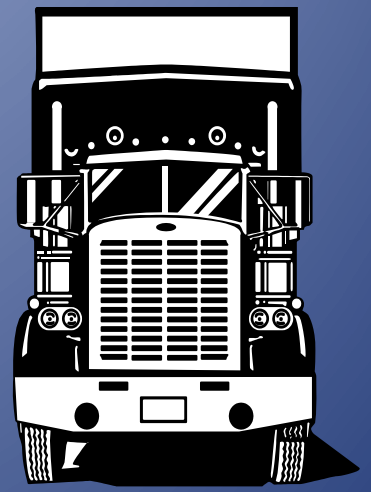
Scope of the rules

- Every employer and employee shall comply and be conversant with these requirements and specifications.

- No employer shall operate a commercial motor vehicle unless it is properly equipped.

What is covered by Part 393 ?

- Lighting devices, Reflectors & Tape, Electrical equipment, wiring specifications
- Brakes
  - Parking brakes, Breakaway device, Air warning
- Window Construction and Tint
  - Allow 70 % transmittance of light
- Fuel Systems
  - Construction, location, venting systems
- Coupling Devices and Towing Methods
  - Fifth wheel, saddle mount, safety devices



Parts 393 continued

- Miscellaneous Parts and Accessories
  - Tires, speedometers, rear end protection
- Emergency Equipment
  - Fire Extinguisher, Triangles
- Protection against Shifting and Falling Cargo
  - New rules as of 1 January 2004
- Frames, Cab and Body Components
  - Wheels, rims
  - Suspension Systems
  - Steering Systems

LIGHTING DEVICES
Ensure they are hooked up properly

OBSCURED LIGHTING

BROKEN LIGHTING

393.75 TIRES

STEER TIRES MUST HAVE A MINIMUM OF 4/32 OF TREAD DEPTH, ALL OTHERS MUSH HAVE A MINIMUM OF 2/32 OF TREAD DEPTH

BREAK AWAY DEVICE-393.43
4 POINTS

BRAKES 393.47
4 POINTS

OBSCURED OR IMPROPER DISPLAYED TAGS FSS. 316.615


FLORIDA
987 BOF
Permanent Trl


04 18X

WHEELS AND HUBS

BROKEN HUB ASSEMBLY 393.207

CRACKS ACROSS SPOKES

BROKEN SPOKES

ELONGATED STUD HOLES

BATTERY COVERS 393.30

SUSPENSION
BROKEN LEAF SPRING 393.207

- QUESTIONS??????

Florida Dept of Law Enforcement

Frank Mercurio

Special Agent

FDOT District 1

Freight Trucking Forum

Wednesday September 1, 2021

Avon Park, Highlands County, FL.

Commercial Driver License

Instructor Arrested - Presentation

Florida Department of Law Enforcement

Florida Department of Law Enforcement

ANVAR KHAYDARKULOV

White / Male , 40 YOA, US Citizen

Born: UZBEKISTAN

Operates: Florida & South Carolina

Arrested: **Tuesday March 30, 2021**

Florida Department of Law Enforcement

Arrested on a **45** count warrant.

15 counts each of Forgery (Principal) FS 831.01

Uttering a Forged Instrument (Principal) FS 831.02

Unauthorized possession of and other unlawful acts in relation to, driver license or identification card (Principal) FS 322.212.

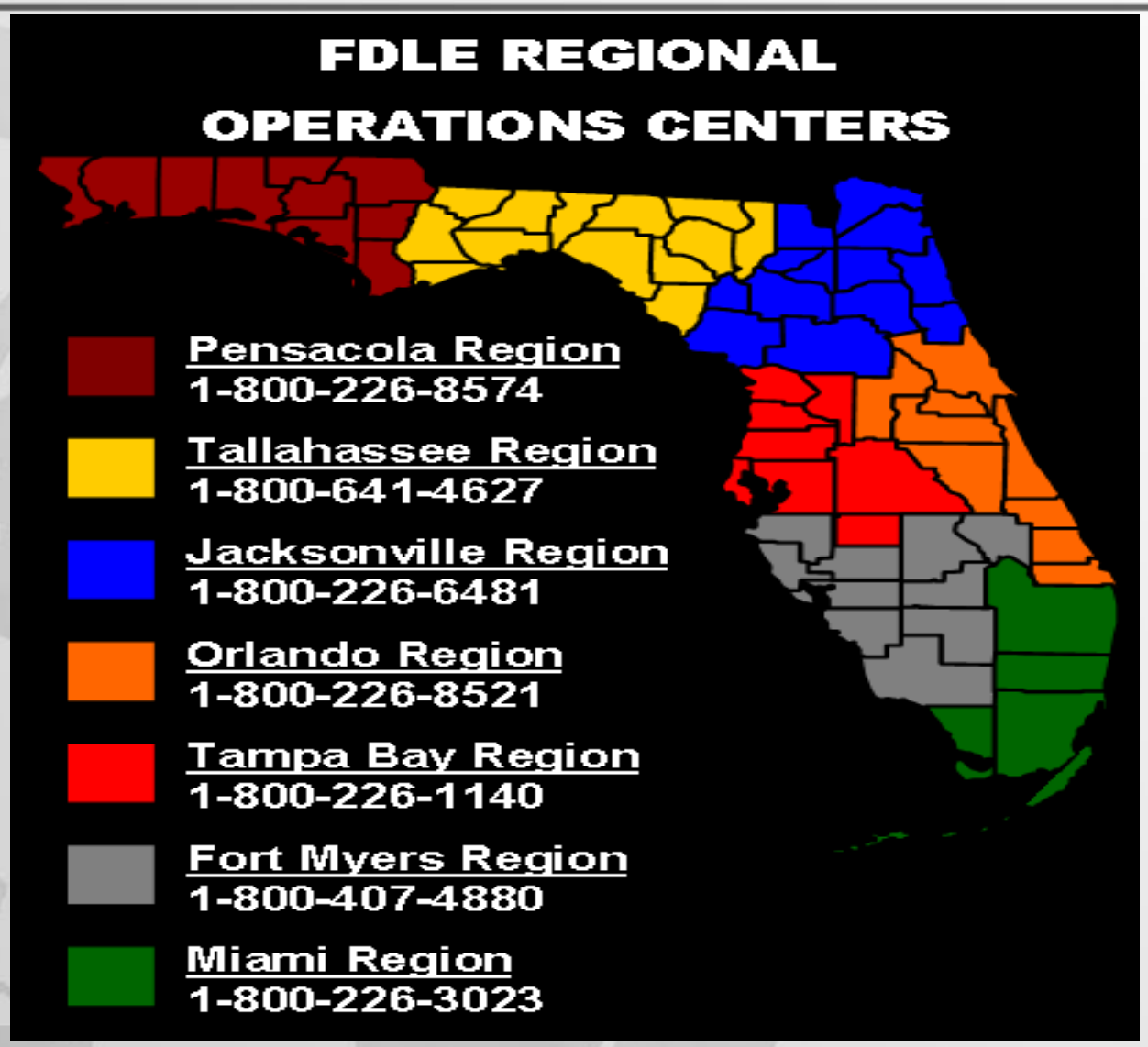
All criminal acts are **Third Degree Felonies**.

FDLE Statute & Authority

- 943.04 Criminal Justice Investigations and Forensic Science Program; creation; investigative, forensic, and related authority.—

- (2)(a) the department may investigate violations of any of the criminal laws of the state, and shall have authority to bear arms, make arrests and apply for, serve and execute search warrants, arrest warrants, capias, and other process of the court. (Multi-Jurisdiction Cases, Statewide Prosecution)

Florida Department of Law Enforcement



Florida Department of Law Enforcement

Contact Information:

Frank S. Mercurio – Special Agent

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Office: 863-386-6085

Cell: (863) 272-3785

2021 Freight Market Insights & Outlook

Mark Peterson & Nonna Hassan

C.H. Robinson

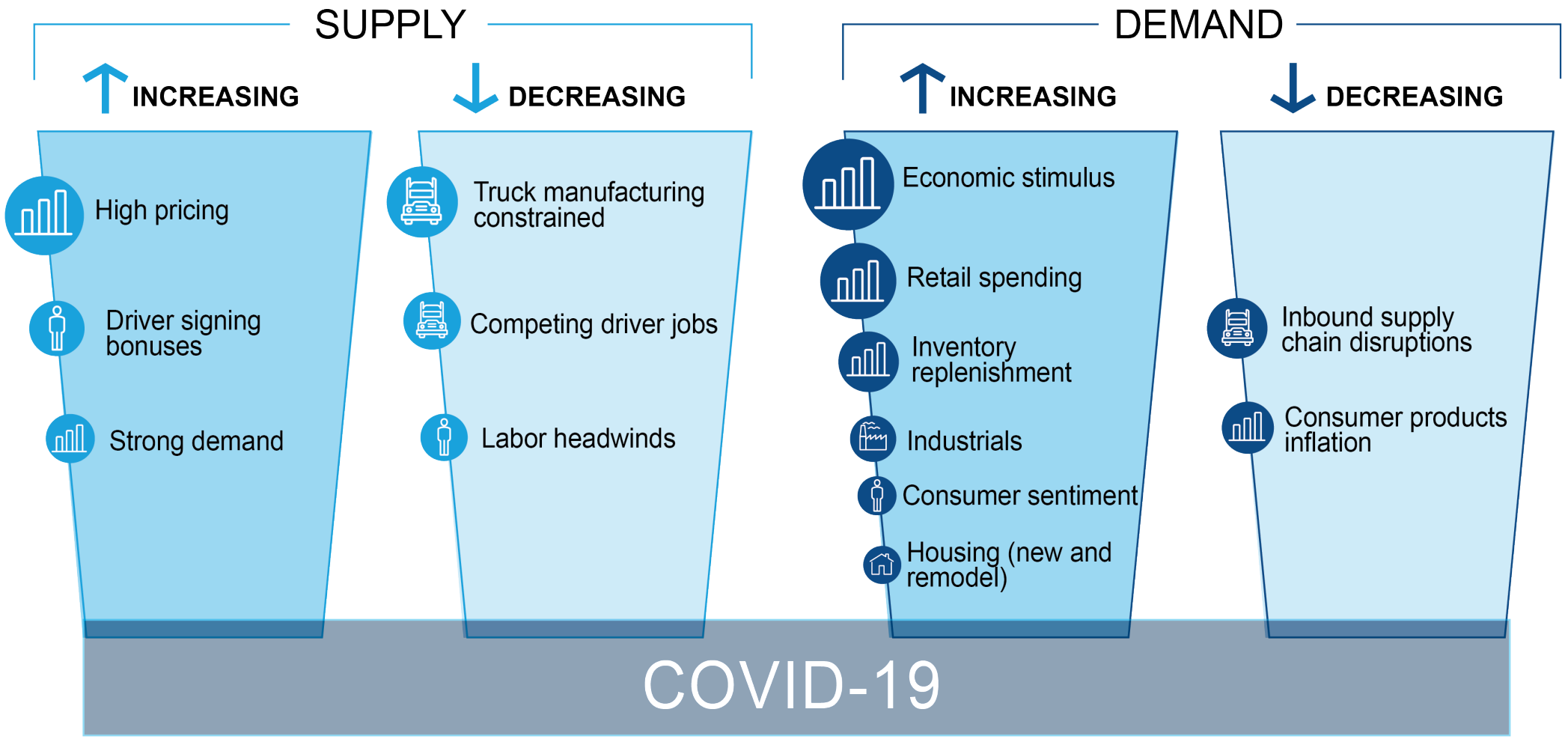
FLORIDA FRUIT AND VEGETABLE ASSOCIATION & C.H.ROBINSON

9/1/21

MARK PETERSEN

C.H. ROBINSON

Market forces | August 2021



→ U.S. truckload capacity is highly fragmented

2020 FMCSA Data

U.S. truckload 2020 totals:
- **310,481** for hire motor carriers
- **1,580,724** truck tractors

62% of carriers in the U.S. are owner/operator capacity

1-5 TRUCKS	6-50 TRUCKS	51-399 TRUCKS	400-3,999 TRUCKS	4,000+ TRUCKS
273,330 carriers	33,334 carriers	3,619 carriers	184 carriers	14 carriers
88.0%	**10.7%**	**1.0%**	**0.1%**	**0.0%**
416,697 units	488,720 units	399,952 units	160,070 units	115,285 units
26.4%	**30.9%**	**25.3%**	**10.1%**	**7.3%**

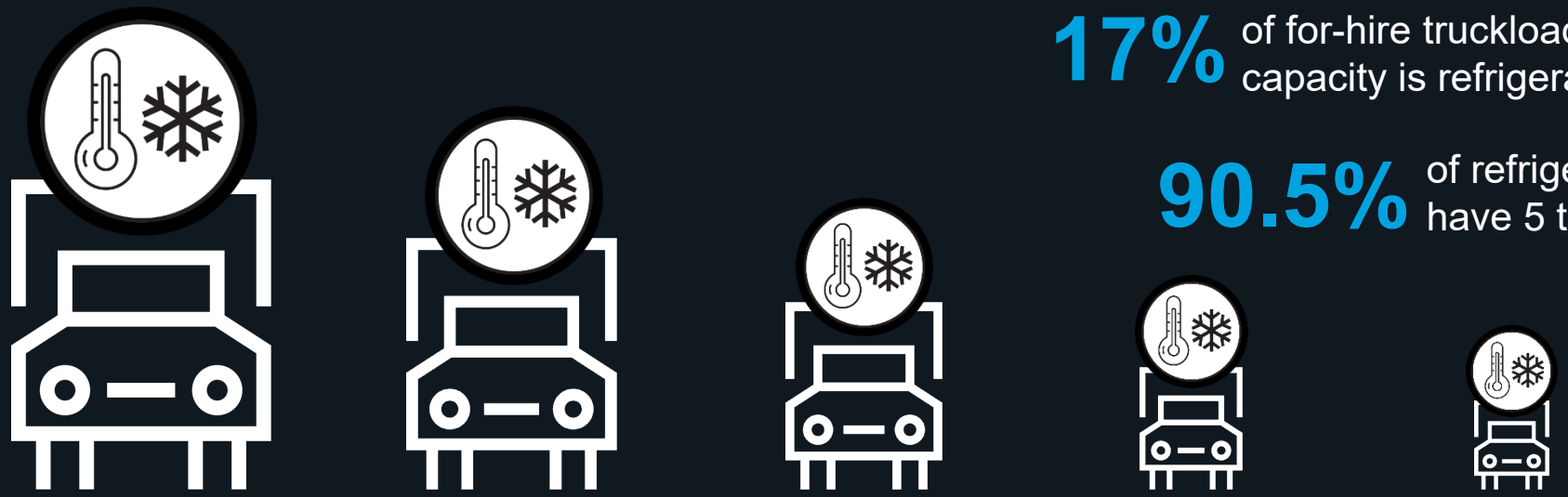
(1) MCMS Motor Carrier Master Information System. Federal Motor Carrier Safety Administration's (FMCSA) dataset of carrier registrations. Carriers Included: For Hire, USA 48 state, active status. Carriers Excluded: Bus companies, LTL carriers, parcel, government vehicles, private, interstate only operating authority, waste haulers, forwarders and brokers (audit performed on carriers of 400 tractors and greater)

C.H. ROBINSON

U.S. TEMP CONTROLLED CAPACITY IS HIGHLY FRAGMENTED

17% of for-hire truckload capacity is refrigerated

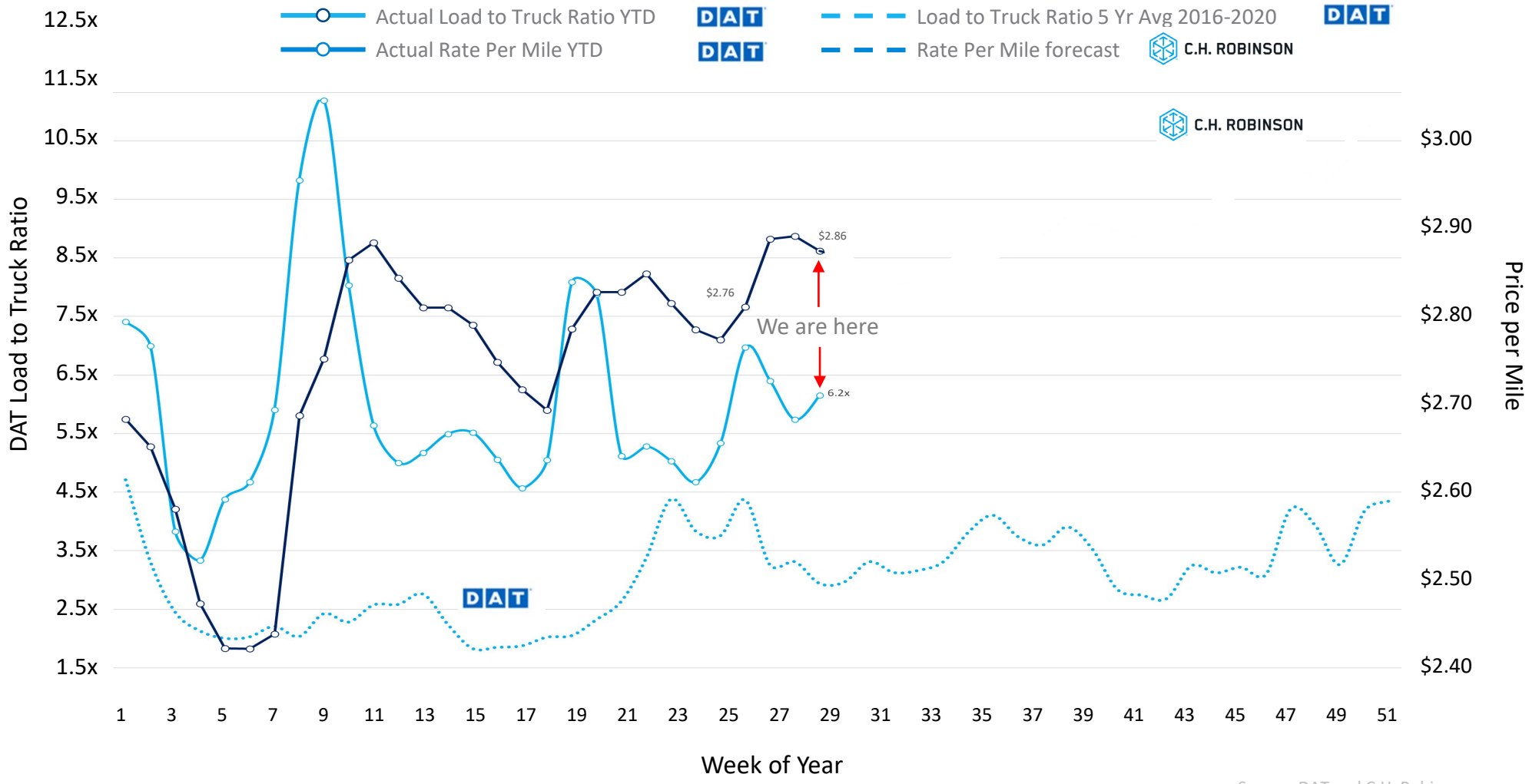
90.5% of refrigerated carriers have 5 trucks or less



	1-5 TRUCKS	6-50 TRUCKS	51-399 TRUCKS	400-3,999 TRUCKS	4,000+ TRUCKS
Carriers	39,924 **90.5%**	3,646 **8.3%**	499 **1.1%**	36 **0.1%**	---- **0.0%**
Power units	68,443 **27.5%**	60,194 **24.2%**	67,733 **27.2%**	52,500 **21.1%**	---- **0.0%**

C.H. Robinson forecasting upward trend in spot pricing through 2021

- Expect 5–6% growth of spot rates to year end as capacity remains tight
- Load to truck ratio remains elevated vs. historical 5-year average
- Driver shortage is not alleviating
- Inventory rebuilding continues on top of robust demand

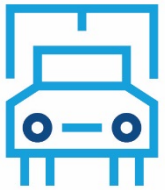


Source: DAT and C.H. Robinson

BEST PRACTICES

REDUCE WASTE

- Be flexible with loading and unloading times
- Aggressively manage dwell times



RESPECT DRIVERS

- Fairly compensate for accessorial charges such as stops
- Have respectful and courteous staff
- Have easily accessible bathroom facilities
- Have break rooms
- Offer access to Wi-Fi

PLAN EFFECTIVELY

- Build in lead time
- Leverage inventory to soften impact of tightness

Florida Trucking Association

Alix Miller

President & CEO of the Florida Trucking Association

Closing

- Freight Coordinator Site Visits to You
- District FMTP Update Meetings
- Districtwide Corridor Studies in Progress
- US27 Mobility Stakeholder Working Group
- 2022 Freight Trucking Forum

We Want You!
Next Seminar
In 2022!

Thank YOU for coming, and we'll see you next year!!

Keith Robbins
District Freight & Seaport Coordinator
DOT District One
863-232-7525
Keith.Robbins@dot.state.fl.us

FDOT DISTRICT 1 FLP