Agenda

• Purpose and Intent for the Working Group
• Welcoming Remarks - Polk County Sheriff’s Office
• Remarks by Director of Operations, District One
• Access Management
• Remarks by the Florida Trucking Association
• Cargo Theft and Safety Update
• Ideas to Make Life better for Trucking
• Advances in Autonomous Vehicle Technology – A Trucking Perspective
• District 1 DFC Update
• ELD Mandate Q&A Led by the FHP
• Truck Parking Activity
• Closing
Administrative Remarks

- Restrooms
- Emergency Procedures
- Ground Rules for What is Presented
- Available Handouts for Reference
- Thank you…
Thank you to the following for making it out!
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
FDOT State and District Leadership Changes

State Secretary Mike Dew

District 1 Secretary L.K. Nandam, PE

Director of Transportation Development John Kubler, PE

Director of Transportation Operations Rick Lilyquist, PE
• Project will reconstruct the existing I-75/US-301 partial cloverleaf interchange to a tight diamond configuration interchange.

• New bridges will be constructed over the Manatee River for a northbound exit ramp and a southbound entrance ramp.
  – Placing the NB off-ramp south of the Manatee River will allow the existing six thru-lanes of NB I-75 to handle traffic much more efficiently.
I-75 will be widened and reconstructed from north of SR 64 to the new on/off ramps for US-301 to provide for an eight-lane divided roadway.

Construction estimated to begin: Fall 2019
I-75 at SR 64 Interchange (Manatee)

- Project will reconstruct the existing I-75/SR 64 partial cloverleaf interchange to a modified diamond configuration interchange with a single loop in the northwest quadrant.
  - Eliminates need for two separate NB SR 64 Exits (“A” and “B”).
  - Combines all I-75 NB exit traffic onto a single ramp in the southeast quadrant.
- SR 64 to be reconstructed from 66th St Court E to Grand Harbour Pkwy
I-75 at SR 64 Interchange (Manatee)

- The loop ramp in the NW quadrant will be reconstructed with a separate bridge over SR 64 to allow for considerably more acceleration distance before merging onto I-75.
- Currently Under Construction.
- Est. Completion: May 2019
• Project will reconstruct the existing I-75/SR 70 partial cloverleaf interchange from the existing six travel lanes (three in each direction) to a modified diamond configuration interchange with a single loop in the northwest quadrant.

• The typical section consists of an eight-lane facility (three thru lanes and one auxiliary lane in each direction) from north of University Parkway to south of SR 64.

• The interchange improvements will also include the replacement of the existing I-75/SR 70 bridges and widening of the Braden River bridges to accommodate the southbound and northbound auxiliary travel lanes.

• Construction estimated to begin: Summer 2018
The existing I-4 mainline in the area of the interchange will be reconstructed with new bridges and a wider median. The existing I-4 bridges over SR 33 will be replaced due to vertical clearance deficiencies.

Based on the results of a Roundabout Feasibility Evaluation, roundabouts at the ramp termini are estimated to provide significant life-cycle safety benefits and reduce delay compared to conventional intersections at the eastbound and westbound I-4 on-/off-ramps.

Design on-going. ROW funded in current year. Construction unfunded.
I-4 at SR 33 Interchange (Polk)

Roundabout Designed to Accommodate Truck Traffic

Roundabout for EB Ramps

- EB to NB: Through
- EB to SB: U-turns
- SB to EB: NB to EB
Roundabout for WB Ramps

Roundabout Designed to Accommodate Truck Traffic

- SB to WB
- WB to NB
- Through
- NB to WB
- U-turns
- WB to SB

I-4 at SR 33 Interchange (Polk)
US 27 at SR 60 Interchange (Polk)

- Improvements will replace this inadequate interchange with a single point urban interchange (SPUI), similar to that at the Interstate 4 at US 98 Interchange.
  - A SPUI is similar to a diamond interchange except the two ramp terminal intersections are combined into a single intersection.
- Much of the roadwork in the interchange will be in concrete.
- Project also includes expanding from 4 to 6 lanes within the footprint of the interchange project.
- Construction estimated to begin: Spring 2020
SR 60 at CSX Railroad Crossing (Polk)
SR 60 at CSX Railroad Crossing (Polk)

- Project purpose is to improve safety by separating vehicle traffic from train traffic and reducing travel delays in removing the need to stop traffic for trains.
  - This is a designated a hurricane evacuation route and is identified as an evacuation route in the Polk County Comprehensive Plan.
- Proposed bridges will go over the CSX railroad, a frontage road, and the Peace Creek Drainage Canal.
- Frontage road west of the railroad will provide access for area businesses.
- While the project is not to add capacity, a six-lane capable facility is being planned to accommodate future widening of SR 60 and eliminate the need to reconstruct the bridges.
- Design and ROW funded. Construction Unfunded.
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)
Nathan Kautz
Access Management Engineer
Managing Modal Conflicts

Access Management Is Conflict Management

- Auto
- Transit
- Pedestrian
- Bike
Defining Access Management

Access management is the careful planning of the location, type and design of access.

Driveways
Medians
Median Openings
Interchanges
What Are The Principles of Access Management?

- **Limit** the number of conflict points for all modes
- **Separate** the conflict points for all modes
- **Provide** reasonable access at each property
We didn’t just make this stuff up

Safety is the Prime Reason for Access Management

David Gwynn
Limiting Conflict Points

- Reducing Number of Median Openings
- More Restrictive Median Openings
- Reducing and Aligning Driveways
- Better Driveway Design

Directional vs Full
What are the Florida Statutes on Access?

Sections 335.181-335.188
the “State Highway System
Access Management Act”

Rule 14-96
– Connection Permits

Rule 14-97
– Classification System and
Access Management Standards
Does Everyone Get a Driveway?

Every owner of property which abuts a road on the State Highway System has a right to **reasonable access** to the abutting state highway but does not have the right of unregulated access to such highway.

335.181 (2)(a)FS
Yes...But

FDOT Can Limit the Types of Turns

“Nothing in this subsection limits the department’s authority to restrict the operational characteristics of a particular means of access.”

335.184(3)(d)FS

Lefts are not a right
“Reasonable Access” means the minimum number of connections, direct or indirect, necessary to provide safe and efficient ingress and egress to the State Highway System based on Section 335.18, F.S., the Access Management Classification, projected connection and roadway traffic volumes, and the type and intensity of the land use.

FAC 14-96
Roadway Improvements

• Right Turn Lanes
• Left Turn Lanes
• Acceleration Lanes
## Right Turn Lanes

### FACTORS:
- number of lanes on the roadway
- speed limit
- number of turning vehicles
- **TYPES** of vehicles.

### TYPES of Vehicles

<table>
<thead>
<tr>
<th>Roadway Posted Speed Limit</th>
<th>Number of Right Turns Per Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>45 mph or less</td>
<td>80-125&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
<tr>
<td>Over 45 mph</td>
<td>35-55&lt;sup&gt;2&lt;/sup&gt;</td>
</tr>
</tbody>
</table>
Speed and the volume of right turns should not be the only criteria used to determine the requirement for an exclusive right turn lane at unsignalized intersections. In order to minimize the rear-end collision potential of some situations, a right turn lane may be required where large and slow moving vehicles need to turn right such as:

- Trucking facilities (or locations that have a high volume of large vehicle traffic such as water ports, train stations, etc.)
- Recreational facilities attracting boats, trailers and other large recreation vehicles
- Transit facilities
- Schools
Left Turn Lanes

Evaluated Using Several Criteria:

- Turning Volume
- Highway Volume
- Type of Intersection
- Type of Vehicles
Acceleration Lanes

Don’t Normally Permit Acceleration Lanes... \textit{However}


Issues:

Most Locations Do Not Have Enough Frontage

Can Cause More Issues Than They Solve – Potentially Dangerous
Acceleration Lanes – Bad Example

Short and Tapered
Acceleration Lanes – Good Example

Over 700’ Long
Acceleration Lanes – What Lengths?

**Exhibit 10-70. Minimum Acceleration Lengths for Entrance Terminals with Flat Grades of Two Percent or Less**

**65 MPH Roadway Requires 1410' Acceleration Lane**
How to Permit Improvements

1. Call your local FDOT Operations Center
2. Request a Pre Application meeting
3. Bring all information to the meeting: Conceptual Plans, Traffic Information, etc.
4. The request will be evaluated.
5. If approved, the Operations Staff will determine what kind of permit you need and walk you through the process!
## Operations Centers

<table>
<thead>
<tr>
<th>Bartow Ops</th>
<th>Manatee Ops</th>
<th>Heartland Ops</th>
<th>Fort Myers Ops</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Polk</td>
<td>• Manatee</td>
<td>• Hardee</td>
<td>• Charlotte</td>
</tr>
<tr>
<td></td>
<td>• Sarasota</td>
<td>• De Soto</td>
<td>• Lee</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Highlands</td>
<td>• Collier</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Okeechobee</td>
<td>• Hendry</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Glades</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Hendry</td>
<td></td>
</tr>
</tbody>
</table>

Phone Numbers:
- (863) 519-4100
- (941) 708-4400
- (863) 471-4848
- (239) 985-7800
Questions?
FDOT Freight Forum
District 1

KEN ARMSTRONG
FLORIDA TRUCKING ASSOCIATION
GO IT
ALONE
GOING IT ALONG
Is No Longer a Likely Path to Success
CONNECTIONS
RELATIONSHIPS
NETWORKS
EVEN A VERB!
The World Is Hopelessly and Wonderfully Complex.
“All the easy stuff is already done. There’s only hard stuff left.”

Dr. Bill Law
If you aren’t part of a network, actually multiple networks, you will get left behind.
Information Networks
Assistance Networks
Friendship Networks
Planning Networks
So where is he going with all this?

Two places....
1. Keith Robbins has a network. If you aren’t taking advantage of it, you are at a disadvantage.
2. FTA IS a network. That’s what an “association” is.
All of this was on display at our Annual Conference this month:

CEO CIRCLES
KEVIN KNIGHT
MIKE DEW
JIM GATTONI

ADAM PUTNAM
BREAKOUTS
FHP & HSMV
SOCIAL EVENTS
So what will make our/your industry network more valuable?
Making it larger...

Strength in Numbers
“Drive for Five”

Already at 400 members...
Annual Dues:
$595 + $20/Florida-Based Truck

60% discount for 2017

If already a member...help.
If not yet a member...join.
Next Major Event: Fall Round-Up and Educational Institute

Jacksonville, October 11-12
Ken@FLTrucking.org

Ken Cell: 850-459-1256
Strength in Numbers

Thank You....

YOUR TOMORROW IS ON A TRUCK TODAY
Jennifer Sample
Polk County Sheriff’s Office
George Seiler
Federal Bureau of Investigation
CARGO THEFT TRENDS IN POLK

• Decline in actual thefts of cargo
• **New trend in 2017:** Removal of tires and rims from trailers
Cargo stolen:

• 35,000 lbs of Coca-Cola products (Walmart parking lot – Lake Wales)
• Hot water heaters (Pilot Truck Stop – Haines City)
• 30,000 lbs of shrimp (Cold Storage Warehouse – Winter Haven)
• 48 wheels & tires removed from 6 refrigerated & flatbed trailers.
• Trailers were left on wooden blocks.
• Damage to trailers - $20,000
• Property loss - $48,000
• Incident took place outside the view of surveillance video
STORAGE LOT– HWY 60, LAKE WALES

- 4 semi-trucks and 1 flatbed trailer loaded with a forklift.
- 3 trucks were recovered nearby with tires & rims removed.
- Network of chase vehicles & counter-surveillance utilized.
- Trailer with forklift not recovered.
- Approximate property loss - $151,000
TRUCKING COMPANY PARKING LOT—NORTH LAKELAND

- 29 semi tires removed from storage container
- No surveillance cameras
- Property loss - $6,640
ECM THEFTS

- 7 reported incidents of ECM thefts between 2016-2017
POSSIBLE EMERGING TREND??

• Two businesses on Hwy 17-92 N, Davenport were hit August 15th.

  • 3 vacuum trucks (Kenworth & International) were stolen and later recovered on fenced property belonging to Ridgewood Lakes (Hwy 547 / Oak Haven Dr).
    Suspects: 4 unknown race suspects

  • Attempted theft of a Mack concrete truck
    Suspects: 4 white or Hispanic males
Warehouses/Distribution locations were hit most often during incidents reported in 2017. This is an increase compared to previously reported stats.

45% from warehouse/distribution locations
21% from public parking
17% from truck stops/truck parking lot
15% from secured parking areas
REPEAT THEFT LOCATIONS IN POLK

3725 N Frontage Rd in Lakeland – Moving & Storage Company

Hit 4 times between Oct 2016 - January 2017. Locks were cut on trailers and one refrigerated trailer was stolen.
REPEAT THEFT LOCATIONS IN POLK

Furniture Stores – Lakeland
- Ashley Furniture – 4025 Hwy 98 N
- Hudson Furniture – 4955 S Florida Ave
REPEAT THEFT LOCATIONS IN POLK

102 Industrial Blvd, Winter Haven – Commercial Warehouse

Hit twice – October 2016 and August 2017. Trailers stolen.
• **Limit** where drivers are allowed to park and how long they can leave loads unattended

• Choose well lit areas that have external **Closed Circuit TV cameras**

• Encourage parking habits that minimize the potential for easy access to the **rear of the trailer**

• **Do not leave trucks unsecured.**
YOUR COMPANY SHOULD TAKE ADVANTAGE OF TECHNOLOGY:

- Install & Monitor warehouse and parking cameras
- Install hidden fleet trackers
  - Detect when trailer/truck is off-route
- GPS all loads and tractors
  - Should be hidden and not easily accessible to a thief
  - GPS Tamper Resistant – if the GPS is turned off or removed the truck will not start
- New apps such as Canary, Nest may be quick solutions to notify if movement is made in the truck
CONSIDER CREATING A COMPANY ANONYMOUS TIP LINE

• Gives honest employees a means for reporting dishonest employees
• Help identify shrinkage

**Educate drivers on reporting suspicious activity:**
• Someone making inquiries regarding the cargo
• Suspicious people in the wrong areas
• Probing CB radio questions
• Unusual encounters at road stops
• Vehicle shadowing or following too closely to others
IF YOU SEE SOMETHING – IF YOU HEAR SOMETHING – THEN SAY SOMETHING.
Ideas to Make Life Better for Trucking
Dean Bushey
Director of Autonomous Systems Research
Automated/Connected Vehicles
Potential Impacts on Trucking

Dr. Dean Bushey
Aug 17, 2017
Dr. Dean Bushey, Col(r) USAF

Director of Autonomous Systems Research, Florida Polytechnic University

- Professor of Computer Science
- Research & development of self-driving cars
  - Automated & Connected Vehicles
    - Algorithms, Sensors, Networks, Data Management, Cyber Security
- FI Poly Rep to SunTrax/Central Florida Autonomous Proving Grounds/Orlando Smart Cities
- Retired USAF Colonel
  - Commander/Director of Unmanned Systems
    - MQ1 Predator, MQ9 Reaper, RQ4 Global Hawk
  - Command Pilot,
    - 4500 Command hours (C5, C12, C20)
    - 900 Combat hours
  - Professor USAF Academy
What is your vision?
What is your vision?
What is your vision?
Advanced Technologies & Smart Cities

Technology convergence is revolutionizing transportation, dramatically improving safety & mobility while reducing costs & environmental impacts

- Connected Vehicles
- Vehicle Automation
- Internet of Things
- Machine Learning
- Big Data
- Mobility on Demand

Connected-Automated Vehicles

Benefits
- Order of magnitude safety improvements
- Reduced congestion
- Reduced emissions and use of fossil fuels
- Improved access to jobs and services
- Reduced transportation costs for gov't and users
- Improved accessibility and mobility

US DOT – Smart City Challenge, 206-2017
Florida Polytechnic University

- Science, technology, engineering and mathematics (STEM)
- Project Based Education
- 1300 students, 6 Majors, CS (48%), EE, CE, ME, Adv Tech, ST
- First graduation in January 2017
- Small, elite, foster startups and entrepreneurship
- Regionally Accredited!
- **Promote academic and industry partners, Internship opportunities, research investments, startup capital**
What is a SELF DRIVING vehicle?
Levels of Vehicle Automation (NHSTA 2016)

Different Levels In a Self Driving Car

LEVEL 0
There are no autonomous features.

LEVEL 1
These cars can handle one task at a time, like automatic braking.

LEVEL 2
These cars would have at least two automated functions.

LEVEL 3
These cars handle "dynamic driving tasks" but might still need intervention.

LEVEL 4
These cars are officially driverless in certain environments.

LEVEL 5
These cars can operate entirely on their own without any driver presence.
In a not so distant future (10-20 years), one can envision a world where a shared automated vehicle could be summoned by a click on a smartphone!

**MAJOR TRENDS TRANSFORMING THE AUTOMOTIVE INDUSTRY**

- Lighter materials, recyclability
- Improved combustion engines
- Electrified powertrain, fuel cells
- Materials
- Structural improvements
- Breaking systems
- Airbags...

- Car pooling
- Car sharing
- Uber etc...
- On demand
- Entertainment
- Information
- Avoid congestion...

- Increased B2B (mobility fleets)
- Reduced dealership, direct to consumer sales
- Tech companies
- OEM startups (e.g.: Tesla)
Sensors Needed for AV

- Adaptive Cruise Control
- Emergency Braking
- Pedestrian Detection
- Collision Avoidance
- Lane Departure Warning
- Traffic Sign Recognition
- Cross Traffic Alert
- Park Assist
- Blind Spot Detection
- Rear Collision Warning
- Park Assist/Surround View

Surround View
Estimated to be a $87B industry 10+ years
Radical Change is on the Way

Subject to Change:

- Average Time Driving Each Day: 73min. (~2.5 Days per Year)

- 1.3 Million People Die in Car Accidents Each Year Worldwide

- Average Car Spends 22 hrs. Parked Empty Each Day

- $430 Billion Spent on Purchasing Cars in U.S. in 2013

- Over 2 Million People Drive Cars or Trucks for a Living in the U.S. (~1.5% of Workforce)

- A Google Driverless Car Spotted in Highway Traffic in California.
Every major technological change has come with worries about what displaced workers are going to do, and prognostications that the economy will collapse.

1930 John Maynard Keynes - current technology trends would give us only 15 hours to work every week.
So Where are you??
Adoption Curve
### AV Vehicles on the Road?

<table>
<thead>
<tr>
<th>STAGE</th>
<th>Year</th>
<th>% Sales</th>
<th>% Fleet</th>
<th>% all travel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Available w LARGE premium $$$$$</td>
<td>2020-22</td>
<td>2-5%</td>
<td>1-2%</td>
<td>1-4%</td>
</tr>
<tr>
<td>Available w MOD premium $$$</td>
<td>2025-30</td>
<td>20-40%</td>
<td>10-20</td>
<td>10-30%</td>
</tr>
<tr>
<td>Available w MIN price premium $</td>
<td>2035-40</td>
<td>80-100%</td>
<td>40-60</td>
<td>50-80%</td>
</tr>
<tr>
<td>Saturation (everyone has it)</td>
<td>2060</td>
<td>?</td>
<td>?</td>
<td>?</td>
</tr>
<tr>
<td>Required on all new cars</td>
<td>?</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>
## Estimated U.S. Savings

<table>
<thead>
<tr>
<th>Adoption Rate</th>
<th>10%</th>
<th>50%</th>
<th>90%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lives Saved (per Year)</td>
<td>1,100</td>
<td>9,600</td>
<td>21,700</td>
</tr>
<tr>
<td>Fewer Crashes</td>
<td>211,000</td>
<td>1,800,000</td>
<td>4,220,000</td>
</tr>
<tr>
<td>Annual Savings</td>
<td>$17.7 B</td>
<td>$158.1 B</td>
<td>$355.4 B</td>
</tr>
<tr>
<td>Hours of Times Saved</td>
<td>756 M</td>
<td>1,680 M</td>
<td>2,772 M</td>
</tr>
<tr>
<td>Annual Savings</td>
<td>$16.8 B</td>
<td>$37.4 B</td>
<td>$63.0 B</td>
</tr>
<tr>
<td>Gallons of Gas Saved</td>
<td>102 M</td>
<td>224 M</td>
<td>724 M</td>
</tr>
<tr>
<td>Decrease in Total Vehicles</td>
<td>4.7%</td>
<td>23.7%</td>
<td>42.6%</td>
</tr>
<tr>
<td>Annual Parking Savings</td>
<td>$3.2 B</td>
<td>$15.9 B</td>
<td>$28.7 B</td>
</tr>
<tr>
<td>Total Annual Savings</td>
<td>$37.7 B</td>
<td>$211.5 B</td>
<td>$447.1 B</td>
</tr>
</tbody>
</table>

Source: Eno Center for Transportation
Imagine…NYC
With the hassle of parking the car “automated,” people will now fully engage in walkable, vibrant places.
Trucking

- **Platooning**
  - 4.5% improvement in lead vehicle
  - 10% improvement in training vehicle(s)
  - Michigan, California, Florida, Utah
  - Peloton, Otto

- **Final Mile Approach**
Platooning

10% FUEL SAVINGS

4.5% FUEL SAVINGS
States with Enacted Autonomous Vehicle Legislation

**Legend:**
- **Blue**: Enacted
- **Green**: Executive Order
Challenges to Adoption

1. **Legislative support for autonomous vehicles**
   1. Federal/State
   2. Florida Specific

2. **Public acceptance of autonomous vehicles**
   1. How safe is safe enough

3. **Municipality support for infrastructure improvements**
   1. Highway improvements
   2. Testing facilities

4. **Mixed use – autonomous & non-autonomous complications (2020-2035?)**

5. **Insurance and LIABILITY**

• Street parking removed = space reallocated for pedestrians/real estate/green space
• Parking structures relocated to remote areas - land cheaper.
• Parking requirements reduced, lower cost of construction
• Overall reduction in parking space by 61 billion square feet.
AUTONOMOUS VEHICLES & THE EVOLUTION OF THE PARKING GARAGE

As car ownership evolves to a subscription service with intelligent fleets, there will be less need for parking. Garages are transformed into other uses such as office, residential and hotels.

In 2035, the need for parking should decline by more than 5.7 billion square meters in the United States (This equates to half the size of Connecticut). Source: McKinsey & Co.
Autostadt Car Towers
Wolfsburg Germany
The New City Landscape

Roadway: 80%
Green Space: 0%

Roadway: 20%
Green Space: 42%
4 of every 10 police encounters (42 percent) are traffic-related

- Lane Departure and Adaptive Cruise Control
- Ambush Detection
- Autonomous License Plate Scan
- Face Recognition
- Voice alerts
Precision Agriculture
Boston – Downtown 2035?

- Final Product:
  - Office: 1,150,000 sf
  - Residential: 812 Units
  - Hotel: 196 Rooms
  - Retail: 82,500 sf

- 1,150 Fewer Parking Spaces
Questions?
Submitted on 15 Dec 2016...

Award announcements anticipated April 2017 - ??

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Central Florida Freight Corridor (US 27/SR 80) Multimodal Mobility Enhancement Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Was a FASTLANE application for the project submitted previously?</td>
<td>No</td>
</tr>
<tr>
<td>If yes, was the name of the project in the previous application?</td>
<td>NA</td>
</tr>
<tr>
<td>Previously Incurred Project Cost</td>
<td>$0</td>
</tr>
<tr>
<td>Future Eligible Project Cost</td>
<td>$100,697,380</td>
</tr>
<tr>
<td>Total Project Cost</td>
<td>$170,504,033</td>
</tr>
<tr>
<td>FASTLANE Request</td>
<td>$100,697,380</td>
</tr>
<tr>
<td>Total Federal Funding (including FASTLANE)</td>
<td>$100,697,380</td>
</tr>
<tr>
<td>Are matching funds restricted to a specific project component?</td>
<td>No</td>
</tr>
<tr>
<td>If so, which one?</td>
<td></td>
</tr>
<tr>
<td>Is the project or a portion of the project currently located on National Highway Freight Network?</td>
<td>Yes</td>
</tr>
<tr>
<td>Does the project add capacity to the Interstate system?</td>
<td>Yes</td>
</tr>
<tr>
<td>Is the project in a national scenic area?</td>
<td>No</td>
</tr>
<tr>
<td>Do the project components include a railway-highway grade crossing or grade separation project?</td>
<td>Yes</td>
</tr>
<tr>
<td>If so, please include the grade crossing ID.</td>
<td>#625419N</td>
</tr>
<tr>
<td>Do the project components include an intermodal or freight rail project, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility?</td>
<td>No</td>
</tr>
<tr>
<td>If answered yes to either of the two component questions above, how much of requested FASTLANE funds will be spent on each of those project components?</td>
<td>$57,475,095 for grade crossing separation</td>
</tr>
<tr>
<td>State(s) in which project is located</td>
<td>Florida</td>
</tr>
<tr>
<td>Small or large project</td>
<td>Large</td>
</tr>
<tr>
<td>Urbanized Area in which project is located, if applicable</td>
<td>Portion of the project (less than 50%) is in Winter Haven, FL Urbanized Area</td>
</tr>
<tr>
<td>Project Name</td>
<td>Population of Urbanized Area</td>
</tr>
<tr>
<td>Project Name</td>
<td>201,269</td>
</tr>
<tr>
<td>Project Name</td>
<td>The project components are in Florida’s State Transportation Improvement Program (STIP), the FDOT District One Adopted Five-Year Work Program Projects, and the Polk Transportation Planning Organization’s Long-Range Transportation Plan (LRTP), the State Freight Plan (2014) and in District One Freight Needs Assessment from 2015.</td>
</tr>
</tbody>
</table>
“Area of Freight Influence” - affected by freight movements to/from this region. The combination of the CFILC, high density of major trucking companies, and the heart of the citrus industry centered around this area, and the fact that US27 and SR60 are two of the most critical freight corridors in the state make it truly the “Crossroads of Freight in Florida.”

- **Central Florida Intermodal Logistics Center (CFILC) - CSX Transportation**
- **2 – SR60 Grade Separation over the CSX S-Line RR and Peace Creek Canal in West Lake Wales**
- **4 Miles**
- **1 – US27/SR60 Interchange Replacement in Lake Wales**
- **2 – SR60 Grade Separation over the CSX S-Line RR and Peace Creek Canal in West Lake Wales**
- **3 – Additional Lanes (4 to 6) on US27 South from Lake Wales to President’s Drive**
FY18 INFRA Grant
Application Overview

- Large projects from 2017 were NOT considered or awarded – all large project award $ were rolled into 2018
- Large projects from 2017 are allowed to update their applications and re-submit for consideration in 2018
- Changes from 2017 to 2018 include:
  - Changes to priorities, merit criteria and benefit categories
  - Potential for innovation and leveraging of private partnership funding
  - Explicitly includes economic development as a benefit of interest under economic vitality
- More emphasis toward projects supporting rural areas
- 2017 awards under FASTLANE – 10 awards -
Districtwide Freight Truck Parking Inventory

- 1,320 available (current + proposed) spaces for truck parking primarily at rest areas, weigh stations, and private travel centers
- Truck volume on major regional routes in District One (I-75, I-4, US 27, US 17) is equivalent to approximately 27,000 truck trips per day
- Factors affecting the issue include:
  - Lack of private travel centers on major routes
  - Large gaps with no official parking available
  - No Truck Parking ordinances in several towns
- Future efforts beyond this forum to address this issue include:
  - Statewide attention on the issue to identify potential solutions from both a public and private sector outlook
  - More detailed attention within Districts on what can be done at a local level to help improve the situation

51 sites evaluated and documented:
- 41 existing; 4 proposed; 6 potential
Freight Mobility and Agribusiness Support Effort

D1 harvest trips = >496,471 truck trips
Enough to line up nose to tail covering 4 lanes of US 27 from Miami to FDOT HQ...more than 3 times!!

This report:
- Aims at identifying where the encroachment will likely occur
- Looks at where the shift to other counties in District One will occur
- Looks at how this shift will impact the transportation network
- Findings focus on regional impacts, impact on key corridors and state roads, impact on local roads, identification of areas for future hubs for freight activity, and how this information may be useful in other transportation planning efforts.

Pop Growth and Urban Development in Coastal Counties
Encroachment upon existing commercial Ag production land
Causes Ag production to shift to other counties inland
Creates impact to transportation system in multiple ways
Efforts for the Coming Year

- INFRA Grant application process
- Identifying last-mile connectors to major Freight Activity Centers and determining impact based on projected growth and development
- Identifying Freight Hot Spots across the District
- Continuing effort to identify and implement, where possible, solutions to the truck parking situation
- Continuing effort within the realm of freight mobility support to agribusiness
Florida Highway Patrol

Master Sergeant Tim May
Commercial Vehicle Enforcement
Electronic Logs

Florida Highway Patrol
Commercial Vehicle Enforcement
During this presentation, we will discuss Florida Highway Patrol enforcement procedures. Legal guidance or recommendations on regulations and other business practices should be sought through your legal counsel.
Why Is This Important?
Acronyms

- ELD – electronic logging device
- AOBRD – automatic on board recording device
- Electronic Log – log software
- EOBR – Electronic Onboard Recorder
- FIPS – Federal Information Processing Standards
- FMCSA – Federal Motor Carrier Safety Administration
Acronyms

- HOS – Hours of Service
- NPRM – Notice of Proposed Rulemaking
- NIST – National Institute of Standards and Technology
- RODS – Record of Duty Status
ELD Mandate

• ELD final rule:
  – Phase I
    o From February 16, 2016 to December 18, 2017
  – Phase II
    o Compliance Date: December 18, 2017
    o Can use AOBRDs that were installed prior to 12/18/17 and certified, registered ELDs
  – Phase III
    o Full Compliance Date: December 16, 2019
    o Must be using certified and registered ELDs
• Timeline Webpage:

– https://www.fmcsa.dot.gov/hours-service/elds/implementation-timeline
What is an ELD

• ELD is an electronic module capable of recording the electronic records of duty status for CMV drivers using the unit in a driving environment within a CMV and meets the compliance requirements in this appendix.
Supporting Documents

• Submit employer supporting documents 13 days of either the 24-hour period to which the documents pertain or the day the document comes into the driver’s possession, whichever is later.

• Examples:
  – Bill of ladings, Itinerary, schedule
  – Dispatch records, trip record
  – Expense receipt
  – Payroll record

• Each must contain; Driver / Tractor ID, date, location, time zone
Device Configuration

- ELD
- AOBRD
- Device with Log Software
- Tablet
- Smartphone
- Laptop
- Bluetooth Connection
- Hardwire Connection
Hours of Service

09/23/2011  DOT: 04:27

Status: DRV  Duration: 01:00  Start: 16:47 (09/21/2011)
Location: 19 mi ENE of Meridian, MS

Times shown in driver's current time zone: EDT
### Comparing the 3 Devices

<table>
<thead>
<tr>
<th></th>
<th>AOBRDs</th>
<th>Devices Installed with Software</th>
<th>ELDs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Integrally Synchronized</strong></td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Automatic Recording of HOS</strong></td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Technical Specifications</strong></td>
<td>Limited</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Registered with FMCSA</strong></td>
<td>No</td>
<td>No</td>
<td>Yes*</td>
</tr>
</tbody>
</table>

*To see the list of ELDs registered with FMCSA, go to: [https://www.fmcsa.dot.gov/hours-service/elds/equipment-registration](https://www.fmcsa.dot.gov/hours-service/elds/equipment-registration)  
Federal Motor Carrier Safety Administration*
Exemptions

• Have not changed for the most part

• ELD specific exemptions are still being worked out
  – Trucks with model year older than 2000 are exempted
  – Up to 8 days on paper logs (infrequent use)
  – https://www.fmcsa.dot.gov/hours-service/elds/faqs
Hours of Service

- Important to remember that the overall hours of service have not changed.
  - 11 hour
  - 14 hour
  - 60/70 hour
ELD and AOBRD

- 395.15 AOBRD
- 395.20 to 395.38 ELD
- Some differences in the regulations but also several similarities
395.15(a)(3)
- A motor carrier may require drivers to use an AOBRD and any driver required “shall” use it.

395.15(d)
- Each duty status change, City and state shall be recorded
<table>
<thead>
<tr>
<th>Device Type</th>
<th>Required to have printout during roadside inspection:</th>
<th>Guidance found in:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Logging software and application device with electronic signature capabilities</td>
<td>Yes, at the request of an enforcement official. If the driver is unable or refuses to provide the requested printout, the driver should be cited 395.8(a) or 395.8(k)(2). Driver must be given the opportunity to print current and prior seven days RODs at roadside.</td>
<td>Hours of Service for Commercial Motor Vehicle Drivers; Regulatory Guidance Concerning Records of Duty Status Generated by Logging Software Programs (79 FR 39342)</td>
</tr>
<tr>
<td>Logging software and application device without electronic signature capabilities</td>
<td>Yes. Driver must be given the opportunity to print current day RODS at roadside.</td>
<td>Hours of Service for Commercial Motor Vehicle Drivers; Regulatory Guidance Concerning Records of Duty Status Generated by Logging Software Programs (79 FR 39342)</td>
</tr>
</tbody>
</table>
395.20 – 395.38 ELD

- 395.22(g) - ELD must be mounted in vehicle

- 395.22(h) – ELD information packet
  - user’s manual for the driver describing how to operate the ELD;
  - instruction sheet for the driver describing the data transfer mechanisms supported by the ELD and step-by-step instructions for the driver to produce and transfer the driver’s hours-of-service records to an authorized safety official;
  - instruction sheet for the driver describing ELD malfunction reporting requirements and recordkeeping procedures during ELD malfunctions; and
  - supply of blank driver’s records of duty status graph-grids sufficient to record the driver’s duty status and other related information for a minimum of 8 days.

- ELD must be integrally synchronized to vehicle
Registration of ELD

• 395.22 - ELD must be registered with FMCSA

• https://3pdp.fmcsa.dot.gov/ELD/ELDList.aspx

*******See Guard*******
Additional Resources

- https://www.fmcsa.dot.gov/hours-service/elds/faqs
- https://www.fmcsa.dot.gov/hours-service/elds/enforcement-partners
Truck Parking Activity

Ron Parasram
District Freight Intern
Closing

- US27 Mobility Stakeholder Working Group
- District One Regional Freight Summit – Polk County
- Motor Carrier System Plan Updates
- Freight Coordinator Site Visits to You
- 2018 Freight Trucking Forum

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