



Florida Department of Transportation

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September 4, 2018

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Meeting Summary

Contract: C9Y66 FDOT District One Systems Planning: Trucking Forum
Facilitator: Mr. Keith Robbins, FDOT District One – Freight Coordinator / Keith.Robbins@dot.state.fl.us
Date: Tuesday, August 21, 2018 1:30pm EST
Location: Polk State College Technical Campus – 310 Technology Drive Bartow, FL 33830

A meeting was held for the Trucking Forum at Polk State College Technical Campus – 310 Technology Drive Bartow, Florida on Tuesday, August 21st at 1:30pm. The purpose of this meeting is to create a forum for discussion among the trucking community and other stakeholders of relevant topics.

Attendees to this meeting included:

- ▶ Keith Robbins: Freight Coordinator, FDOT District 1
- ▶ Andy Nicol: Client Manager, TranSystems
- ▶ Monique Whitehead: Industry Specialist for Rail Operations, TranSystems
- ▶ Matt McIntosh: Transportation Planner, TranSystems
- ▶ Juan Flores: Strategic Intermodal Programs Director, Jacobs

This document will provide a summary of topics discussed at the meeting:

Introduction

Mr. Robbins started the meeting by introducing Mr. Nandam, FDOT District 1 Secretary. Mr. Nandam greeted the group and advised that FDOT District 1 is working towards finding network solutions. He stated that Mr. Robbins has spent time building relationships that did not previously exist within the district which helps their office make informed decisions. He believes that meetings like the trucking forum have been successful in the past and hoped to have another successful forum.

Mr. Robbins advised the group that there were employees from the district office present and informed the audience to ask questions as they saw fit. He also stated that he viewed meetings like the Trucking Forum as a great way to network between FDOT and the trucking companies. Handouts were also provided which included useful information with links.

FreightWaves.com has partnered with data providers in the freight marketplace and provide information on weather, economic activity, technology, and regulations changing the freight markets. Mr. Robbins provided three facts generated by FreightWaves.com within his presentation. The U.S. trucking industry has a \$700 billion impact on the economy. There were 7.4 million jobs that exist because of the U.S. trucking industry in 2015. Finally, there were 10.5 billion tons of freight (primary shipments only) transported by trucks in 2016 – 71% of which was domestic tonnage shipped.

This meeting provides a forum to talk about issues that are important to the trucking industry and to learn from the trucking community what needs to be improved across the network. A reverse of this dialogue occurred when the

first FDOT D1 Trucking Seminar was held in spring 2018. In this event, trucking companies were able to present to FDOT some of their concerns and perspectives, and discuss how specific changes could help the trucking community as a whole.

A more detailed intent of the trucking forum is as follows:

- ▶ 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.

Various projects were highlighted including the following:

- ▶ A parking inventory study intended to find the gaps where parking locations are required to provide safe and secure locations for truck drivers to break.
- ▶ Statewide efforts currently underway to determine the number of truck parking spots that are required based on the changes in regulations.
- ▶ A truck parking availability system being developed to provide truck drivers advanced notice of truck parking availability.
- ▶ A Freight Mobility and Trade Plan (FMTP) update being completed by FDOT and a review underway on the FDOT D1 FMTP with intent to update in the next couple of years.
- ▶ A study on last mile connectors is concluding which will lead to a hot spot identification study.
- ▶ A meeting with agricultural stakeholders and highway patrol to review the impact of HOS on transport of agriculture products and livestock
- ▶ A study currently underway to review the site utilization at Port Manatee and its potential future effects on the highway system.

Rick Lilyquist – Director of Operations, FDOT District One

Mr. Lilyquist discussed upcoming projects in District 1 that are impactful to the trucking community. Information regarding on-going projects can be found at www.swflroads.com. This section will provide a brief description on the projects discussed.

I-4 at SR 33 Interchange, located in Polk County, is currently under design. Right-of-way is funded for fiscal years 2018-2020. Construction is not funded at this time.

I-4 at SR 557 Interchange, located in Polk County, will change from a partial cloverleaf to a diamond configuration. This project is expected to enhance safety, create better traffic circulation, and easier truck access. The Design-Build contract is currently funded for fiscal year 2020.

US 27 at SR 60 Interchange, located in Polk County, will include widening of US 27 from south of SR 60 to north of Central Avenue. This design includes a partial cloverleaf design to a Single Point Urban Interchange and will include a six-lane roadway. Construction is expected to begin in fiscal year 2020.

SR 60 at CSX Railroad crossing, located in Polk County, includes a four-lane scope with room to widen to six lanes, eliminating the need to reconstruct the bridges in the future. The design and right-of-way is funded for this project and construction funding is pending Central Office review.

I-75 and US 301 Interchange, located in Manatee County, will include widening and reconstruction of I-75 from north of SR 64 to the new on/off ramps for US-301. The interstate will be widened to provide for an eight-lane highway

with three through lanes and an auxiliary lane in each direction. This project is funded for Design-Build and expected to begin construction in fiscal year 2020.

I-75 at US 301 Interchange, located in Manatee County, will include new bridges over the Manatee River for a northbound exit ramp and a southbound entrance ramp. This will allow for the existing six thru-lanes of I-75 to handle more traffic more efficiently.

The Truck Parking Availability System (TPAS) will use sensors to aid drivers in finding available truck parking spaces along the highway, as shown in Figure 1. Roadway signs will alert drivers using real-time updates. This project is scheduled for completion in July 2019.



Figure 1: TPAS Signage

US 27 Adaptive Signal Control System (ASCT) is a project that was initiated to optimize and update traffic signal timing based on the data collected from traffic sensors. The system is designed to modify the signal timing in real-time to reflect actual conditions on the road by distributing the green signal time based on demand. Twenty-two intersections along US 27 in north Polk County are currently under construction and will be complete in 2018. An additional fourteen intersections along US 27 in Highlands County currently are funded for construction in fiscal year 2021.

SR 82 from Lee Boulevard to Shawnee Road, located in Lee County, is a 4.5-mile capacity project. Improvements include widening to six lanes, a 5-foot sidewalk on the north side, and

a 10-foot shared-use path on the south side. This project also includes the State of Florida's first Continuous Flow Intersection (CFI) at Daniels Parkway and SR 82.

Joe Maltese – Motor Carrier Operations Manager, FDOT Headquarters

This presentation focused on the Motor Carrier Size and Weight (MCSAW) facilities within the state and reviewed plans for on-going and future modification to facilities. There are currently 20 mainline static scales and 10 off-system static scales within Florida.

Currently, trucks entering a MCSAW facility drive through several portals that determine dimensioning, license plate and other visual information, and weight via a weigh-in-motion scale. Based on this data, a truck will be sorted to go back on the highway or to pull into up for static weighing. At this time, approximately 31% of trucks are able to remain on the highway using Electronic Bypass, 44% are weighed-in-motion, and the remaining 25% are statically weighed.

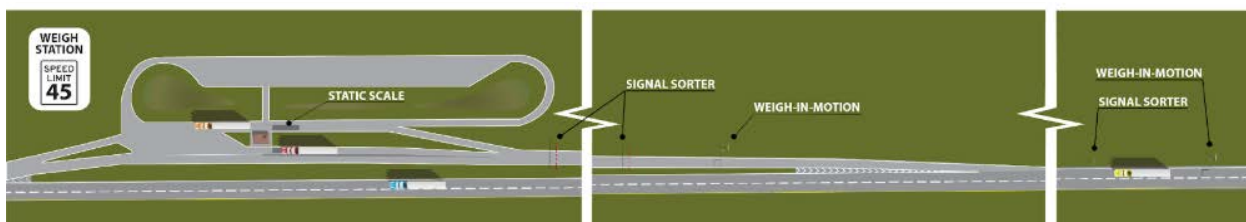


Figure 2: I-75 White Springs Weigh Station Concept

FDOT is working on projects to improve their MCSAW facilities by moving the weigh-in-motion sensors onto the highway, as shown in Figure 2; therefore, providing more advance notification of whether a truck requires static

weighing. This change will prevent more trucks from having to exit the highway that could pass the weigh-in-motion requirements. These changes are expected to allow approximately 50% of trucks to remain on the highway, 30% of trucks to use a secondary weigh-in-motion scales on the MCSAW property, and 20% of trucks to require static weighing. Additional goals of this project are to increase truck parking within their facility footprint and implement the same signs throughout the state to eliminate confusion.

Sgt. Heather Mundell – Crime Suppression Center, Polk County Sheriff's Office

Sergeant Mundell presented on thefts that effect the trucking community. Overall, cargo theft has declined in Polk County; however, there is a recent trend for removal of tires and rims from tractor trailers. These occurred in both vacant lots and secured access businesses. Locations of significant occurrences include the US 27 corridor.

Florida is in the top three states of the county for issues pertaining to cargo theft with the majority focusing on food and beverage. Trends from the last year also included loads of batteries. These thefts have reduced from 14 year to date in 2017 to 10 year to date in 2018; however, this year, only two have been recovered.

In recent years, tires have become an item prone to theft. Tires and rims are not a commodity that is typically tracked and they are easy to sell. Sergeant Mundell provided the following recommendations in attempt to reduce tire theft:

- ▶ Brand tires to identify them if stolen.
- ▶ Provide alternatives for drivers that are unable to park their rigs at home.
- ▶ Provide 24 access phone numbers to law enforcement as a contact.
- ▶ Increase monitoring southbound (referenced to FDOT).
- ▶ Have copies of the bill of lading available for law enforcement when a load is stolen.
- ▶ Provide law enforcement with pictures for truck fleet for identification.
- ▶ Always secure vehicles.
- ▶ Use external closed-circuit TV cameras within the cab.
- ▶ Install parking cameras and hidden fleet trackers.
- ▶ Use applications, like Canary, Nest, or Ring, as a cost effective option.
- ▶ Provide employees with a means of reporting issues discretely.
- ▶ Educate drivers on suspicious activity.

Each tire can cost \$200-\$400 for an owner operator or a trucking company. Working to reduce tire theft has a potential to be a large cost savings for any trucking company.

Charles Barmby – Transportation Development Review Manager, City of Lakeland

The City of Lakeland is centralized within the state of Florida and is a prime location for day cab operations. Understanding their potential for growth, the City is currently updating their codes to accommodate for changes that are happening in and around the region. The intent of the changes is to accommodate truck parking issues while



Figure 3: Polk County Sheriff's Office Presenting

accounting for neighborhood impacts. Mr. Barmby stated that the Lakeland Land Development Code currently defines a “Commercial Vehicle” as any vehicle which possesses one or more of the following characteristics:

- ▶ Gross Vehicle Weight Rating equal to or greater than 12,500 pounds
- ▶ Greater than 80 inches in width
- ▶ Greater than 26 feet in length
- ▶ More than two axles
- ▶ Equipped with air brakes, refrigeration equipment, hydraulic lifts, cranes, loading ramps, or similar equipment
- ▶ Others related to small utility and commercial trucks

Changes to the code will include requiring space for additional parking by developers, and will focus on key areas based on coordination with FDOT. The City is reviewing the intermodal access network to determine opportunities for industrial development based on the entrances and exits of the Lakeland. They also researched and are interested in using park and ride and travel centers during their off-hours to increase the parking within the city. A big win for Lakeland is requiring the new IKEA Distribution Center to increase their total number of vehicular parking spaces and negotiating additional truck parking afterhours.

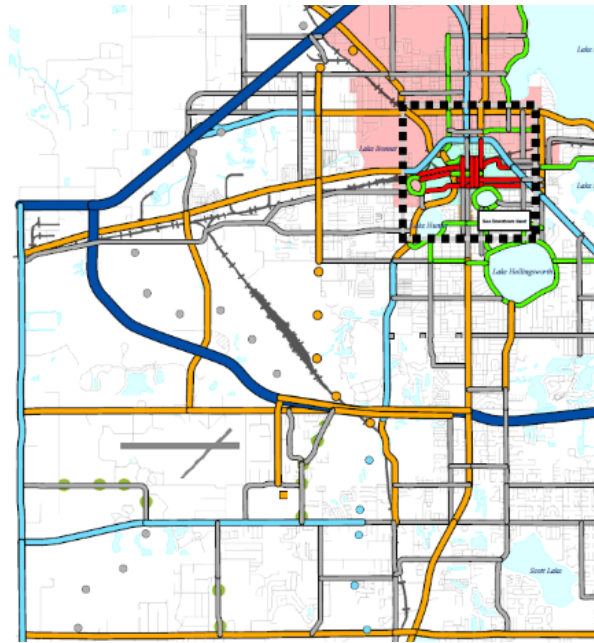


Figure 4: Lakeland Corridor Analysis

Ken Armstrong – CEO, Florida Trucking Association

The Florida Trucking Association promotes and protects the interests of Florida’s trucking and transportation industry. It is a group made up of carriers and suppliers within the trucking industry. There are currently 426 members, as shown in Figure 5, in the association and they expect to hit 500 in 2019. New members help the team accomplish goals that may not otherwise be possible. Successes over the last five years include:

- ▶ Key note speakers at a national association caliber, such as the CEO of FedEx Freight
- ▶ A talking truck tour with six stops within the state to discuss topics that effect the trucking community
- ▶ Safety forums
- ▶ Discussions with national leaders who are pushing the envelope on safety from a distribution center perspective and as a whole
- ▶ Opportunities to discuss supply chain concepts with large companies, such as Chewy, to help the industry speak as a combined voice
- ▶ Participation in an automated vehicle summit

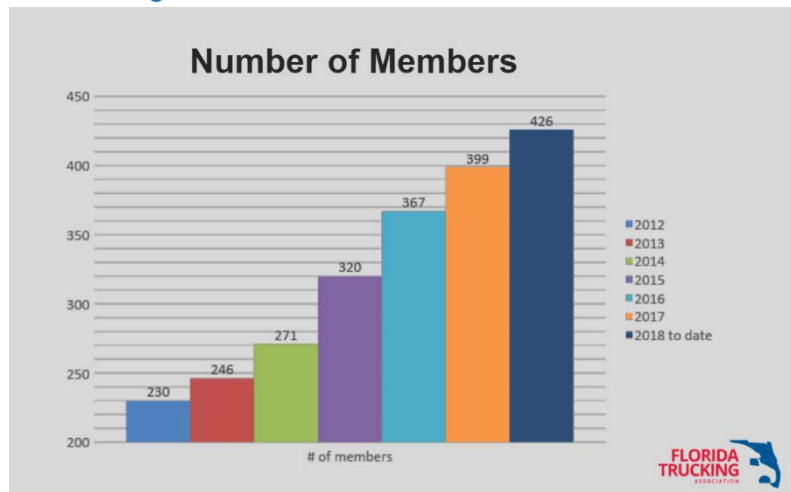


Figure 5: FTA Membership 2012-2018

The Florida Trucking Association's next event will be October 17-18 in Jacksonville.

Master Sergeant Tim May – Commercial Vehicle Enforcement, Florida Highway Patrol

Master Sergeant May discussed the regulations placed on truck drivers within Florida; however, he acknowledged that the state follows Federal regulation when it is more stringent. Highlights of reviewed regulations include the following:

- ▶ Commercial motor vehicles cannot be less than 300 feet between truck one truck and the next. This accounts for approximately four seconds.
- ▶ Federal statutes require seat belts which has been adopted by the state.
- ▶ Vehicles must move over to the adjacent lane if an emergency vehicle is on the side of the road. If a vehicle is unable to move over, they must reduce their speed to 20 MPH below the speed limit.
- ▶ Phones must be hands free and allow for one touch operation for commercial vehicles. Many troopers will provide a warning by putting it on the truck driver's safety inspection; however, the second violation is \$1,000 and a 60-day loss of their commercial driving license.
- ▶ Passing a weigh station is a three-point violation.
- ▶ Statutes for load securement are cargo specific. Drivers should reference CFR 49, 393.XX for more information. Three tickets within a five-year period will result in loss of license.
- ▶ Items included within the pre-trip inspection requirements can be found in CFR 49, 396.11.
- ▶ The hours of service have not been changed; however, electronic logging is now required as of December 18, 2017. Vehicles were considered out of service as of April 1, 2018.
- ▶ Window tinting for commercial vehicles must allow at least 70% of light through or may result in one point.

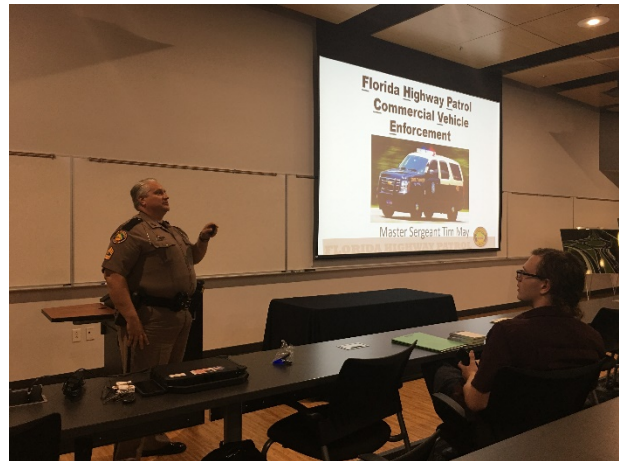


Figure 6: Master Sergeant Tim May Presenting

Compliance Safety Accountability (CSA) scores are monitored and remain on a driver's record for two years. Ten points is the highest violation is a result of a violation for texting while operating a commercial vehicle. Additional information can be found at the following websites:

- ▶ Flhsmv.gov
- ▶ Fmcsa.dot.gov
- ▶ Cvsa.org
- ▶ FDOT.gov/maintenance/OWODPermits.shtm

If a driver receives a citation from a trooper, they can go in front of a commercial review board. The citation must be paid in advance; however, if the case is won, the money is returned. The review board is now teleconferenced and participants are not required to attend in person. Letters can also be submitted. The board is made up of four members from the private sector and three members from the state.

Inspections can also be reviewed online at cvsa.org. If a driver is uncomfortable with an inspection they can issue a request for action to have it removed.

Conclusion

Mr. Robbins closed the meeting stating that he would like to meet with the new attendees individually so that he can get to know their operations and encourages new members to participate in upcoming events. The next event is Mobility Week October 27 through November 3, 2018. This event is a statewide event focusing on safety and transportation opportunities. Mr. Robbins is requesting information on any safety events, trainings, etc. that are being held concurrently with Mobility Week so District One can help to market the event through the FDOT Mobility Week website. The next Trucking Forum will be in 2019 around the same time of year. Surveys will be sent out to determine the exact date.

A final question pertained to removing trucks from the left lane in a three-lane road. Some portions of the interstates have signs that state "no trucks in left lane". The Director of Operations took note of this question and provides the following response: Trucks cannot be prohibited from the left lane on highways with left turn openings like on US 27 because trucks will at times need to utilize the left lanes to make left turns. It is permissible to prohibit trucks from the left lane on the interstate because those are typically closed lane facilities – meaning no left turns from the left lane on the interstate.

Opportunities like the trucking forum offer an educational experience for the trucking community and ensure there is a two-way communication between FDOT and the trucking community. This can hopefully provide insight and shared perspectives on the requirements for truck movement within District 1 and Florida as a whole.