

APPENDIX C: MEETING MINUTES AND PRESENTATION

JUNE 2016



APPENDIX C: MEETING MINUTES FROM FDOT FREIGHT AND MODAL DATA MEETINGS

The following meeting minutes are attached within this appendix in the order identified below:

- » Aviation and Spaceports Office
- » Cyber Strategies Meeting
- » Design Office
- » District Freight Coordinators Meeting
- » Environmental Management Office
- » Freight, Logistics, and Passenger Operations (FLP) Office
- » Maintenance Office
- » Policy Planning Office
- » Rail and Motor Carrier Office
- » Safety Office
- » Seaports Office
- » Systems Planning Office
- » Traffic Engineering and Operations Office
- » Work Program Office

Appendix C also includes an outline for the TranStat Road Map presentation that was part of many of the meetings identified above.



Invited:

- **Joel Worrell (FDOT)**
- **Aaron Smith (FDOT)**
- **Todd Cox (FDOT)**
- **Jim Halley (FDOT)**
- **Abdul Hatim (FDOT)**
- **Andy Keith (FDOT)**
- **Alan Meyers (PB)**
- **Makarand Gawade (RS&H)**
- **Lori Sellers (RS&H)**

Meeting Purpose

As part of the Freight and Modal Data Inventory project, the Freight Data support team is tasked to gather and coordinate FDOT's freight data business intelligence through internal/external offices and identify the available freight and modal data and information. This inventory includes identifying current office routines, potential projects, plans and plan updates, documents, studies, resources, and practices. Following up on the first round of outreach of the program in 2013, the team would like to determine where TRANSTAT's Freight and Modal Data Support Unit can support the development and implementation of the Florida Aviation System Plan and other data needs and reporting services.

Meeting Agenda

3:00 p.m. – Greetings

3:15 p.m. – Freight & Modal Data Unit Overview – Where we are, where we're going

3:30 p.m. – Aviation and Spaceports Office current and future business practices discussion

1. *What freight and modal data information are currently used?*
2. *What are the current freight and modal data office workflows?*
3. *Does the office utilize the National Transportation Atlas Database from USDOT?*
4. *Does the office utilize the Freight Analysis Framework from FHWA?*
5. *Is your office interested in using the Statewide Traffic Demand and Freight Model?*

3:45 p.m. – TWO 10 Freight Data Support System Discussion

4:00 p.m. – Meeting adjourn



1. Joel provided the TRANSTAT overview presentation and explained that this program aims to create business intelligence with collaboration with all FDOT offices and stakeholders. Joel explained that the TRANSTAT office will serve as a “data distribution center” and provide value-added services to the Department. He also noted that one of the goals of the program is to identify a tool to provide that would consolidate all freight data into a web viewer format and provided an example of the Philly Freight Finder.
2. Todd Cox indicated that they are adding discussion pieces about data in their air services and air cargo plan.
3. Abdul and Keith mentioned that they can provide demand/capacity data, but the update is every 3 years. Todd Cox indicated performance measures group uses data from BTS and FAA based on their equations which may or may not be representation of correct demand/capacity ratios
4. Joel asked about freight return of investment for aviation. Todd indicated that the infrastructure for aviation is dependent on freight and passenger activity too. Hence, it is difficult to determine freight return of investment for aviation. There are rare cases where there is infrastructure development solely for freight. Other aspect is that freight comes by air freightliners and as belly cargo which carries passengers too. Freight activity depends on airport infrastructure and the surrounding road infrastructure too.
5. Florida airports are not major hub airports and hence, majority of air cargo coming at airport is distributed throughout state by trucks.
6. The other two air cargo data sources currently being used are data sources from OAG (has been submitted for LBR) and ACI data.
7. One major concern is other entities reporting aviation office data without conversation with the proper feedback from modal office and sometimes report incorrect information.
8. Joel explained the proprietary data sets; currently have a protocol of signing agreements as per the data sources.
9. Todd indicated the aviation freight industry has changed due to changes in air mail demand. He advised to create inventory of data with a focus on supply chain of freight movement.
10. Alan provided information about how different data sources like BTS-T100 can be visualized and analyzed using tools (Tableau)
11. Todd indicated that enplanements data from FAA and passenger information is provided from airports. They are starting to collect information of cargo in terms of tonnage.

Attended:

- **Joel Worrell**
- **Thomas Hill**
- **Bob Emerson**
- **Dan Fitz-Patrick**
- **Bob Butler – Baselayer**
- **Jimmy McDonald**
- **Steven Bentz**
- **Chris Francis**
- **Mike Rubin – Florida Ports Council**
- **Paul O’Rourke**
- **Makarand Gawade**
- **Lori Sellers**

Meeting Purpose

Summary

The meeting opened with greetings and introductions. Bob Butler gave an overview of the challenges and opportunities in supply chain, security, and energy efficiencies.

- Chris Francis talked about port management from his experience with VDOT– the role of the port landlord in terms of access management outside of the terminal gates, and technological solutions – TSSP = Continuity of Operations Plan
 - Without the TSSP, they couldn’t have identified the vulnerabilities
- Bob Butler discussed the issues around maritime awareness and how to maintain the continuity of government
 - DHS – Cyber resiliency with the ports
 - ISAC - Information sharing analysis center
 - Military traffic management center
- Jimmy McDonald discussed the maritime security committees that apply to each port, but don’t communicate statewide .

How do you use data and power to determine breaches in security?

Baselayer – Enterprise Command and Control

- provides a risk analysis and risk assessment in terms of the continuity of operations during surge events. Covered areas such as fuel, legal agreements,
- Baselayer doesn’t supplant other programs, provides information to support investments in maintaining operations
-
- Joel noted that all state servers are subject to AST, stored in Southwood.
- 10+2 Customs and Border Protection – requires ship manifests be sent to CBP 24 hours prior to shipment. PIERS intercepts that data, but cannot release that data until one (1) week until after the shipment is delivered.



Attended:

- **Joel Worrell (FDOT)**
- **Bruce Dana (FDOT)**
- **Bob Crim (FDOT)**
- **Tim Lattner (FDOT)**
- **John Krause (FDOT)**
- **Michael Shepard (FDOT)**
- **Robert Robertson (FDOT)**
- **Makarand Gawade (RS&H)**
- **Lori Sellers (RS&H)**

Meeting Purpose

As part of the Freight and Modal Data Inventory project, the Freight Data support team is tasked to gather and coordinate FDOT's freight data business intelligence through internal/external offices and identify the available freight and modal data and information. This inventory includes identifying current office routines, potential projects, plans and plan updates, documents, studies, resources, and practices. Following up on the first round of outreach of the program in 2013, the team would like to determine where TRANSTAT's Freight and Modal Data Support Unit can support the Design Office's business operations.

Meeting Agenda

10:30 a.m. – Introductions

10:45 a.m. – Freight & Modal Data Unit Overview – Where we are, where we're going

11:00 a.m. – Design Office - Current and Future Business Practices Discussion

1. *What freight and modal data information are currently used by the Design Office and how?*
2. *How does the process differ for a freight project versus a non-freight project?*
3. *What freight and modal data could be obtained to support your office workflows?*
4. *Is your office interested in using the Statewide Traffic Demand and Freight Model?*

11:30 a.m. – Meeting adjourn

1. Joel opened the meeting with providing an overview of the agenda
2. Joel provided overview presentation.
 - a. Transtat organization
 - b. Services which Transtat provide: Handbooks, TCI, Florida Traffic Online, FTI, performance measures source book.
 - c. Data for FAST act comes from FHWA.
 - d. Vision of the program
 - e. Consistent with ROADS project.
 - f. Data Supply chain model
3. Joel enquired about turning radius of existing locations and design parameters. As per design manual, there are radius thresholds for different percent of truck traffic. There is a big discussion about turning radius for roundabouts. It was asked if there are designated freight routes because design office currently uses truck counts. It was recommended assigning freight truck routes will help for design standards and for complete streets projects too. Design office mentioned the data extraction of design characteristics is possible but are not sure what can be applications of this data to other offices.
4. Lori discussed the different projects like FAF-Transearch, NPMRDS, and freight data profiles, being done in the program currently and what data sources are available currently.
5. Joel continued with other description of other projects like Freight-Sim, Tableau profiles of different data sets, inventory of distribution centers. Lori briefly discussed about applications of data for a City of Ocala study.
- 6. Lori mentioned that there will be a follow-up survey.**
- 7. Currently design office uses AADTT only. It will be good to have freight routes and truck classifications can be useful in pavement design and width of lanes.**
8. Design office doesn't classify freight or non-freight projects. For heavy truck traffic, concrete pavement is considered.
9. Navigation data is used for bridges. **Joel mentioned if it is possible to get access for the data.**
- 10. Dwayne Carver will be a good contact for roadway design office.**
- 11. Forecasts are obtained through PD&E studies which is done at district level.**



Attended:

- Joel Worrell (FDOT)
- Ed Hutchinson (FDOT)
- Rickey Fitzgerald (FDOT)
- Thomas Hill (FDOT)
- Gabe Matthews (FDOT)
- Frank Tabatabaee (FDOT)
- Chris Wigglesworth (FDOT)
- Keith Robbins (FDOT D1)
- Justin Ryan (FDOT D2)
- Jeremy Upchurch (FDOT D4)
- Ryan Marks (FDOT D5)
- Jim Wikstrom (FDOT D5)
- Rob Piatkowski (FDOT D6, RPG, for Carlos Castro)
- Makarand Gawade (RS&H)
- Lori Sellers (RS&H)

Meeting Purpose

Following up on the first round of outreach of the freight and modal data inventory in 2013, the Transportation Statistics (TRANSTAT) Office has undertaken the task of creating the **Freight & Modal Data Program** and created the new position of the **Freight & Modal Data Coordinator** to address the data needs to create an consistent and efficient Florida freight story with guidance from the Freight Mobility and Trade Plan and the Data Governance framework from the Reliable, Organized and Accurate Data Sharing (ROADS) Project.

The first task in establishing this program is to conduct the **Freight & Modal Inventory**. The Freight Data Support Team is tasked to identify and gather and coordinate FDOTs existing freight data sources through central and district offices as well as external offices. This information will be provided to FDOT personnel to enhance the Department's freight business intelligence and to establish efficiencies of coordinated data needs for development of datasets, tools, and applications

The Team would like to determine where TRANSTAT's Freight & Modal Data Support team can support the District Freight Coordinators' business operations. Through this process, the Freight Data Support Team requires your feedback on district data needs and service gaps that Central Office can further support your respective initiatives. Your input and continual support is critical for Central Office to identify and support current and future district office freight and modal data needs for routines, projects, plans and plan updates, documents, studies, resources, tools, training, workshops and practices.



Meeting Agenda

10:00 a.m. – Introductions

10:05 a.m. – Freight & Modal Data Program Overview – Where we are, where we're going

10:15 a.m. – DFC - Current and Future Business Practices Discussion

*To ensure we stay within the hour, please be prepared to briefly discuss the following issues. Opportunity for more detailed input will be provided at a later date.

1. *How does your district currently **use** freight and modal data?*
2. *What freight and modal data **gaps** do you see in your business operations?*
 - a. *Gaps could include: data availability, data acquisition process, investments for new data sources, standard business intelligence availability, communication, and training.*
3. *What freight and modal data **services** would benefit your business practices?*
 - a. *Services include: data analytics, research and special studies, provision of marketing materials, single point of contact for data, tool development. .*
4. *Is your District/MPO interested in using the Statewide Traffic Demand and Freight Model?*

10:45 a.m. – Next Steps

11:00 a.m. – Meeting adjourn

Important Points

- Joel opened the Freight & Modal Data Inventory (Inventory) meeting noting the purpose is to present to the Freight & Modal Data Program (Program) program and to solicit feedback from the District Freight Coordinators (DFC) on their data needs.
- Information being collected through this Inventory includes data resource and process needs.
- Joel noted that a main goal of the Program is to provide data for use by statewide programs, District offices, and the DFCs in their respective freight programs.
- Need for consistent, affordable, efficient, and accessible data
 - Ex) FAST FACTs – capture and present data from an operational standpoint and from a policy standpoint
- Joel provided overview of Program Goals:
 1. Provide Consistent & Effective Access, Collection, & Reporting of Multimodal Data
 2. Integrate Operations & Planning Freight & Modal Data Resources
 3. Coordinate Investments & Improvements
 4. Provide Training & Awareness of Data, Datasets, Tools, & Models
- Joel provided an overview of the some of the strategies the program is undertaking to meet the larger program goals, such as:
 - Establishment of the Statewide Freight & Modal Data Coordinator position (Strategy 1.1)

- Joel stressed the value of the DFC's reach into the Districts for promoting the resources and services provided by the TRANSTAT office as well as being the interface with outside stakeholders and programs for District-level data needs and reporting
- Program supports FDOT's programs and system plan updates
- Inventory is being coordinated with the ROADS project.
 - Freight & Modal Data Coordinators is designated as a "Data Steward"
- Program seeks to optimize data supply chain, create efficiencies and consistencies
 - Freight data clearinghouse
- Focus is on multimodal data vs. highway centric
- Goal to ensure data is consistently collected, provided, and reported across the agency
- Create efficiencies in data collection, purchasing, and reporting
 - Ex) traffic counters, WIM, classification, and freight
- Support a coordinated Legislative Budget Request (LBR)
 - Next LBR will be submitted for the 2017 session with funding anticipated in 2018
- Lori provided an overview of the Inventory process, noting the current status and next steps.
 - Data Assessment
 - Finishing up with Central Office meetings.
 - Meeting with DFCs; will schedule District-level meetings - TBD.
 - Freight & Modal Data Profiles
 - In final QC.
 - Freight & Modal Data Governance Plan
 - In production following Inventory
- Freight data partnerships were also discussed, with reference to the Ocala Inland Freight Facility Feasibility Study
 - Offset costs to stakeholders
 - Made a local/regional freight study happen that otherwise might not have
 - Creates data of use to the FDOT and the District-level Freight Program
 - SWOT Analyses of various data products
 - Transearch & FAF SWOT Analysis in review
 - NPMRDS Travel Time Assessments
 - Freight Data Analysis Support Tools
 - Modeling applications and Data Visualization and Analyses
- Frank Tabatabaee noted that several data resources were used to validate the Florida Statewide Model (FLSWM), including Transearch, FAF, InfoGroup, Commodity Flow Service data, socioeconomic, etc.
 - Frank noted that the FLSWM would be published later in Spring 2016
 - Thomas Hill followed up with a note that FLSWM was never designed to be used at the TAZ-level the data used to validate the model were used to validate truck volumes and commodity flows, and to make a better product for the DFC's use

- Joel provided an overview of the Freight Facility Dataset created through the Program as a data resource to assist the DFCs, developed through freight data mining
 - Discussion was held about the final delivery of the data
- Joel also provided an overview of Data Products and Services provided by TRANSTAT
- Ed Hutchinson noted a data need is to provide truck counts on I-75 entering and leaving Florida.
 - A new WIM counter has been installed at the GA/FL line at I-75
- Ryan Marks noted that the volume of data resources makes the data inaccessible.
- Joel noted there will be resources made available through the Program to make information more accessible (ex, Freight Data Profiles, Freight Data Analysis Support tools, standardized data publications)
- Makarand Gawade provided an overview of the a variety of freight data resources provided through the Freight & Modal Data Program by data category
 - Ex) Traffic Characteristics Inventory – data variables: truck AADT, VMT, % factor, speed, age distribution; data resources: FAF, HPMS, Transearch, VIUS)
- Joel noted that the Inventory is establishing a baseline for the Program and enhancements will be created over time, including a Freight Data Viewer
- Rickey Fitzgerald noted:
 - Data information and any ultimate tool should be easy to operate to ensure that the DFCs can use most efficiently.
 - Rickey also mentioned the learning curve should be achieved in three steps.
 - Training is recommended
 - A “final” and consistent message should be published that can be shared from the Department Secretary to the DFCs and local agencies
- Joel wrapped up the meeting with Next Steps and an invitation to the DFCs to provide any venues and events with which they may need assistance for local coordination.

Action Items:

- Follow-up with meeting date for Freight Facility Dataset.
- Meet with DFC’s to discuss future meetings with their District personnel.



Attended:

- **Joel Worrell (FDOT)**
- **Dean Rogers (FDOT)**
- **Peter McGilvray (FDOT)**
- **Makarand Gawade (RS&H)**
- **Gabe Matthews**
- **Terry Alexander (FDOT)**
- **Thomas Hill (FDOT)**
- **Lori Sellers (RS&H)**

Meeting Purpose

As part of the Freight and Modal Data Inventory project, the Freight Data support team is tasked to gather and coordinate FDOT's freight data business intelligence through internal/external offices and identify the available freight and modal data and information. This inventory includes identifying current office routines, potential projects, plans and plan updates, documents, studies, resources, and practices. Following up on the first round of outreach of the program in 2013, the team would like to determine where TRANSTAT's Freight and Modal Data Support Unit can support the development and implementation of the Environmental Management Office's research and reporting needs.

Meeting Agenda

10:00 a.m. – Introductions

10:05 a.m. – Freight & Modal Data Unit Overview – Where we are, where we're going

10:15 a.m. – Environmental Management Office - current and future business practices discussion

1. *What freight and modal data information are currently used by EMO and how?*
2. *What freight and modal data and information is required for current and future office projects and programs?*
3. *What are the current freight and modal data office workflows?*
4. *Does the office utilize the National Transportation Atlas Database from USDOT?*
5. *Does the office utilize the Freight Analysis Framework from FHWA?*
6. *Is your office interested in using the Statewide Traffic Demand and Freight Model?*
7. *What lessons learned from the Environmental Screening Tool could be applied to a freight and modal data map viewer and analysis tool?*

11:00 a.m. – Meeting adjourn

Important Points

- Dean Rodgers asked what the ultimate deliverable for this project will be. Joel responded that we're putting together an inventory of data sources and uses, such as truck parking counts.
 - Creating efficiencies
- Terry Alexander noted that they'd like to coordinate their model with the MOVES model. She noted there will be comprehensive planning and modelling training/meeting in May. She noted the timeline is over the next couple years.
- Joel noted that TRANSTAT is seeking input on the data that would be involved and how they can help.
- Peter McGilvray noted all the partners EMO works with (state, federal, M/TPOs), and how to develop the Purpose and Need and back that up with data. He noted he can see he sees an opportunity to use that freight and modal data would be helpful. Also, understanding how the data will be used and how it's collected will be helpful as well.
- Joel provided an example: Metro Plan Orlando wants GPS truck data. Joel stated that determining the appropriate data layers will be an important task.
- Peter – some data layers may be added to the EST would be beneficial to their specific use, but they would also open up the topic to the other M/TPO if that would be helpful if they would also use that information for their LRTP.
- Thomas Hill noted their model has an output trip table for freight and passenger vehicles. He stated it would be useful to have more exposure to have that data included as a layer in the EST. He also noted to add the NPRDMS data would be very powerful for their analysis, but it's a big data set.
- Peter noted there are approximately 550+ data layers in the EST and those were recommended/requested for analysis by stakeholder.
- Thomas noted the change in thought process from LOS to travel time reliability which is a different data set. Peter agreed that it would be useful data to support MPOs and districts to justify their projects. The data is used to analyze a project in terms of why it's proposed, potential impacts..... this data would be useful to supplement that decision-making and evaluation process.
- Peter stated – the reason why – have to take a snapshot of everything that was occurring at the time a particular project is proposed. A full snapshot needs to. When a project goes out for review:
 - What conditions were present at the time?
 - What data was available?
 - What was known at the time an event was happening?
 - Ultimately they're supporting an administrative record with providing a snapshot of what was known at the time a decision was made.

- Peter noted that there's a bi-annual survey, going out next week, that inventories what data is being used, needs, etc.
 - The recipients chosen were chosen as an expert based on their expertise for their agency. These experts validate the need for particular data and use. Then that data goes into the EST.
 - There may be duplication in the coverage of respective datasets, but the data that is used is what is validated as useful to the respective agency's process and they feel comfortable using for their uses.
- Peter noted that the EST has a subset of data that is purchased, proprietary ...
 - Not published and is used by agreement
- Thomas asked for survey results as that will help for Legislative Budget Request
 - Peter noted Jared Causey used the same process for NAVTEQ data. It was identified as a need by the local and other agencies and they all entered into the agreement for its scripted use.
 - Peter described the use of the NAVTEQ data – secure site, all partners can use in their analysis, but it's not shared out.
 - EMO manages the FGDL of the public data as well as the private site.
- Joel requested more information about the proprietary data. Peter noted the agreement spells out the specific criteria that assures the private vendor's data will be protected, the terms of use, and the users.
- Bluetooth discussion
 - Thomas explained BT project and its objectives.
 - Peter – not sure if the exact BT locations would help with project screening
- Joel discussed the NPRDMS data and its applicability in the EST. He noted FHWA and the Florida Turnpike Enterprise's uses. Peter stated it has the potential to be a very powerful data for analysis.
- **Peter stated it would be helpful to meet with the districts** who are developing data to discuss what we have and what could be helpful. Joel stated the freight and modal data inventory is working with the DFCs and will be meeting with them soon.
 - Peter – quick G2Mtg would be helpful
 - What we have – inventory of assets
 - What you may need to help with your process
- Joel asked about the ROADS project and how it's affecting EMO and the ETDM process.
- User agreement – peter noted they have to slap hands every once in a while because users aren't discarding the data after the specific use defined in the agreement.
 - NAVTEQ – do show on public site; use on internal site; don't provide outside
 - Agreement spells out the attributes, how often data is updated



- Lori asked if it is possible to get copy of data user agreements. **Peter mentioned that he can send them.**
- EMO uses RCI data but NAVTEQ provides the underlying network to provide context for a proposed improvement that may not be captured in RCI. It comes down to qualifying improvements.
 - ETDM Manual defines “Qualifying project” – funding and type of project
 - Is it reasonable? Work with state and federal partners

Action Items

- Peter to provide use agreements as example
- Joel will provide list of data layers
- Joel/Peter will set up statewide meeting with district offices.
- Survey – February – Results late spring/early summer
 - Module in the EST

Attended:

- **Joel Worrell**
- **Gerard O'Rourke**
- **Rickey Fitzgerald**
- **Todd Cox**
- **Lori Sellers**
- **James Golden**
- **Dave Snyder**
- **Makarand Gawade**
- **Armondo Moscoso**

Meeting Purpose

Determine freight and modal data and data service needs, uses, and gaps.

Meeting Agenda

11:00 a.m. – Greetings

11:15 a.m. – Freight & Modal Data Unit Overview – Where we are, where we're going

11:30 a.m. – Guided Data Discussion

11:45 a.m. – Guided TranStat Webmapping Viewer Discussion

Summary

Attendees provided a quick introduction and which offices they represented. Joel Worrell and Lori Sellers gave a brief presentation overview of the Freight & Modal Data Inventory project and where the program is headed in the future. General discussion was held on the challenges the Department is facing with acquiring, disseminating, and properly utilizing freight and modal data purchased by the Department. Lori provided a recent example of the Ocala Inland Freight Facility Feasibility Study and the challenges with providing data to the study team. During the presentation, Joel provided an overview of the data categories in use by the Department. Joel also provided an overview of a dataset in production from other task work orders under this same contract, such as the Distribution Centers database.

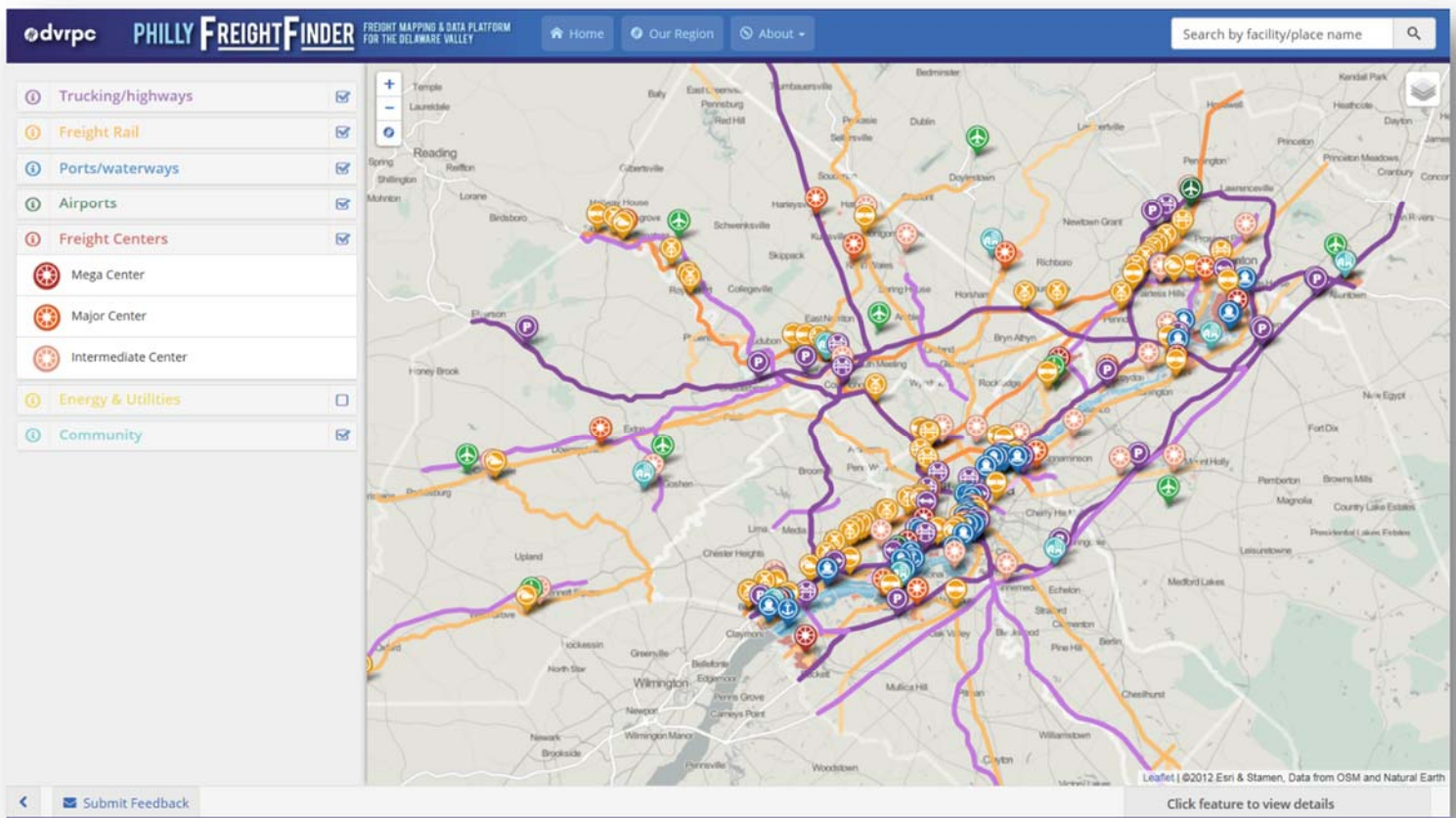
Specific areas of interest expressed by meeting attendees included interest in data that can be used to analyze operational characteristics of freight, such as temporal and travel time reliability data. Rickey Fitzgerald expressed interest in temporal data related to highway freight mobility. From an operations standpoint, it was agreed that determining when the best time of day for freight to move would be valuable information. Todd Cox also discussed the variability between the different aviation datasets. Gerard O'Rourke was also interested in the VMT reporting for legislative purposes.

Among the next steps, Lori notified the group that more detailed conversations would be scheduled in a tiered manner - starting with the modal offices in Central Office, then moving to the District Freight Coordinators, and then moving to the MPOs/TPOs. The more detailed conversations will be held to gather information about what specific

datasets are needed by the various offices, what challenges these offices may be experiencing in meeting their respective goals and missions, and to determine what the best outcome will be from this project in terms of a freight data viewer and services provided by the TranStat office.

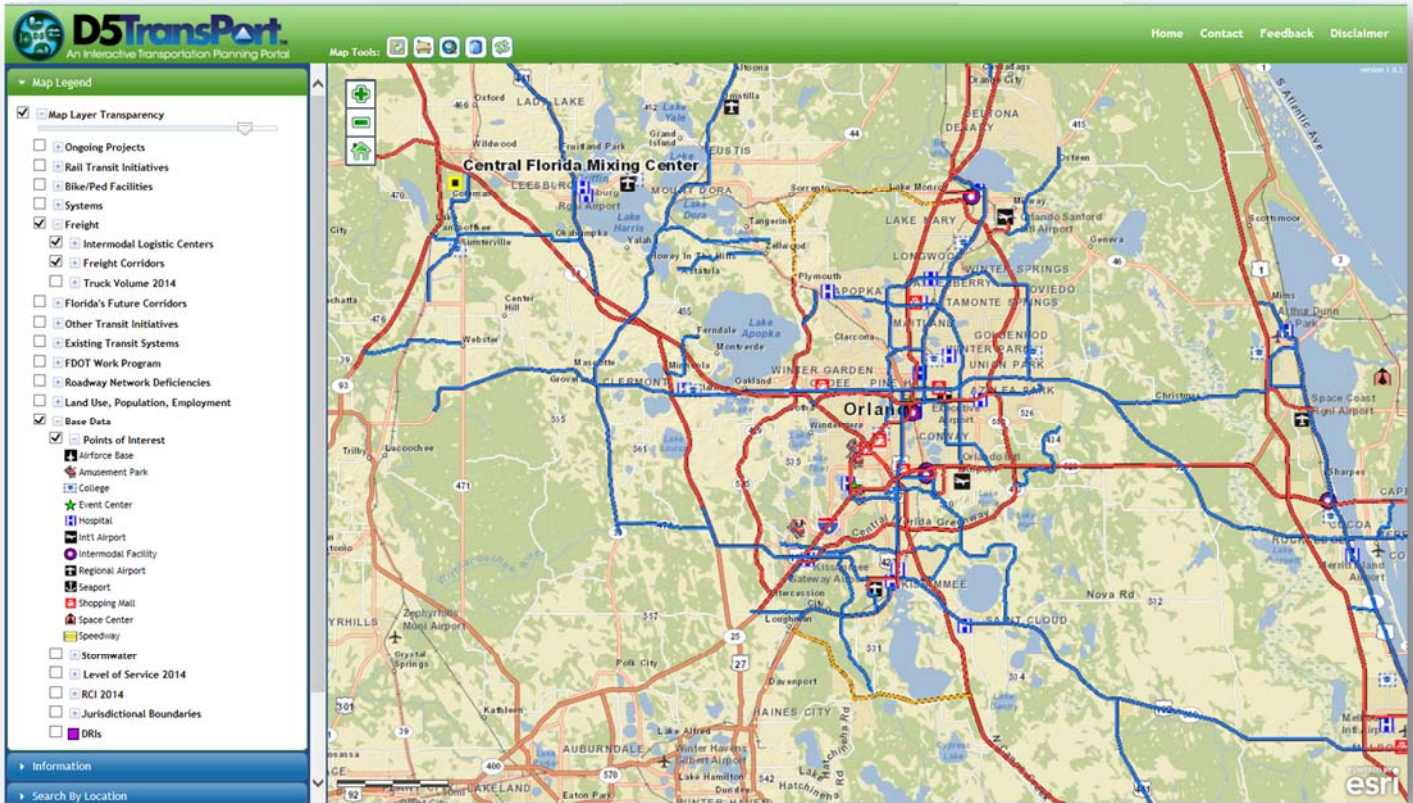
Examples of data viewers in operation today were provided to facilitate conversation. Those viewers included the Philly Freight Finder, the FDOT District Five TransPort tool, and Leonard’s Guide.

The **Philly Freight Finder** was developed by the Delaware Valley Regional Planning Council to provide “...a dynamic, web-based mapping application that pinpoints freight facilities and freight activity in the Philadelphia-Camden-Trenton region. In addition, this tool also highlights how the various freight system components intertwine and complement one another.” More information on the Philly Freight Finder can be located here: <http://www.dvrpc.org/webmaps/phillyfreightfinder/#home>



The **TransPort Tool** is an interactive transportation planning tool developed by FDOT District Five that provides access to transportation related data and information, and allows mapping and spatial analysis of transportation systems to inform decision making. The tool includes such data as the FDOT’s current Work Program, transit and freight systems, identified roadway and network deficiencies, the Strategic Intermodal Systems, etc.


More information on the TransPort tool, including a User Guide, can be found here: <http://fdot-d5-transport.hdrgateway.com/default.html>



Leonard's Guide provides an online directory to the freight transportation and warehousing industry covering segments such as Trucking, Warehousing, Domestic & International Air-Cargo, Logistics, NVOCC, Truck Brokerage, Fulfillment Warehousing, Food Grade Warehousing, Freight Forwarding and Intermodal/Rail.

More information about the Leonard's Guide Online National Warehouse Directory can be found here:

<http://www.leonardsguide.com/nwdd/>



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Select your search criteria :

Company

City

State/Province

Zip minimum

Zip maximum

Area code

Storage area to sq.ft

Classification

or

Products handled



or

Distribution services

or

Number of rows per page

Sort results

 Clear
 Search

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Invited:

- **Joel Worrell**
- **Deanna Hutchison**
- **Kirk Hutchison**
- **Lance Lankford**
- **Ed Hutchinson**
- **Tina Hatcher**
- **Paul O'Rourke**
- **Ryan Marks**
- **Robert Piatowski (for Carlos Castro)**
- **James Golden**
- **Makarand Gawade**
- **Lori Sellers**

Meeting Purpose

Discuss truck parking spaces available through our statewide facilities and what the current data collection process is. As part of the Freight and Modal Data Program and Task Work Order 6: Freight Data Inventory project, the Freight Data support team would like to determine freight and modal data resources, as well as provide for data collection and service needs, determine data users, discuss current data maintenance, and identify data gaps. The team would like to determine where the TranStat Freight and Modal Support Unit can support a data collection effort.

Meeting Agenda

9:00 a.m. – Greetings

9:15 a.m. – Freight & Modal Data Program Overview – Where we are, where we're going

9:30 a.m. – Jason's Law and Truck Parking Discussion

9:45 a.m. – Data Needs Survey Discussion

10:00 a.m. – Meeting adjourn

Summary

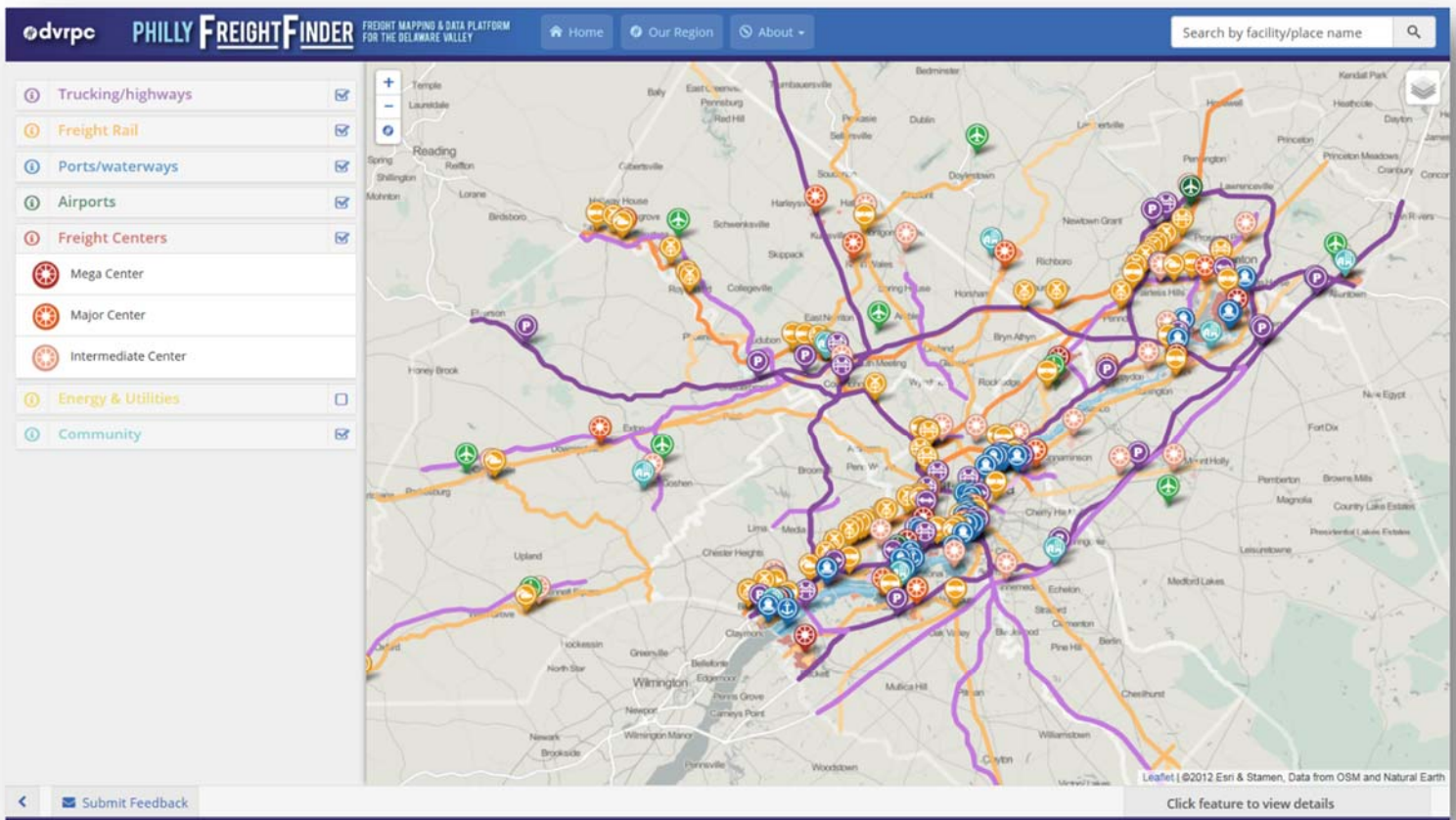
- Joel welcomed everyone to the meeting and explained the agenda and the purpose of the meeting.
- Joel started with an overview presentation of the Freight and Modal Data Program, and explained that this program aims to create a clearinghouse or a web viewer to get the data, services, and resources in one place. Examples of data viewers in operation today were provided to facilitate conversation. Those viewers included the Philly Freight Finder, the FDOT District Five TransPort tool, and Leonard's Guide.
 - Examples of viewers inspiring the TranStat freight and modal data viewer can be found below.

- Lori talked about how we will create a data inventory, which will consist of identifying the needs and opportunities within the current data supply chain, and develop a system to support the provision of data to FDOT's various offices and programs.
- Joel continued with noting challenges in acquiring different datasets, mentioning different data applications being undertaken, and how proprietary issues impact these applications.
- Ed Hutchinson inquired about the status of Task Work Order #6 which includes creating a statewide database of distribution centers. James Golden replied that the database is ready and only discussions regarding the format of output files remain. Formats currently considered are KMZ, My Maps, and ArcGIS Online. Joel added that there will be a kick off meeting with freight coordinators for the distribution center database. This data will be shared internally for further QA/QC and then will be shared externally.
- Joel continued the presentation and talked about different partnerships with MPOs, District for their projects/studies. Lori explained about how proprietary data acquired from Central office was used in the Ocala Inland Freight Facility Feasibility study which helped them considerably offset costs and develop their analysis.
- Joel asked Maintenance Office representatives about how parking data can be collected (aerial imagery vs. field collection), revised, and how the Freight and Modal Data Unit can help in maintaining this database.
- Kirk Hutchinson mentioned that a couple of rest areas are resurfacing their parking lots and changing the building structures. Tina Hatcher asked about how "live" the data needs to be. Joel mentioned that we need all potential parking spaces available to have a complete inventory. Joel referenced the Innovative Truck Parking Study.
- Joel inquired about discrepancies in the parking space count for a rest area when compared imagery from Google Maps and the spreadsheet provided to AASHTO for the Jason's Law Survey. Dianna Hutchinson mentioned that the numbers might vary because of infrastructure projects completed since that survey was conducted, and the spreadsheet gives more updated numbers.
- Joel asked if the numbers could be updated. Dianna mentioned that she has the complete list of project managers for rest areas, service plazas, and welcome centers, and she will email them to update the parking space counts. Kirk added that they will also include weigh-in-motion stations (WIMS) and weight stations.
- Tina asked if we can add the information into the Roadway Characteristics Inventory (RCI). Kirk agreed that it can be added.
- Joel noted rest areas locations in the RCI are based on Linear Referencing System which doesn't give the exact location of the parking locations. Kirk added that the attributes do give the information about whether it is right or left side of the road. He also added that they have information about the entry/exit points of these areas. Tina and Paul suggested to add latitude and longitude of exact locations in RCI database. Joel noted TranStat can assist in fixing the geospatial differences.

- There will be more discussions between Kirk, Tina, Dianna, and Joel to create this database.

Example Freight and Modal Data viewers

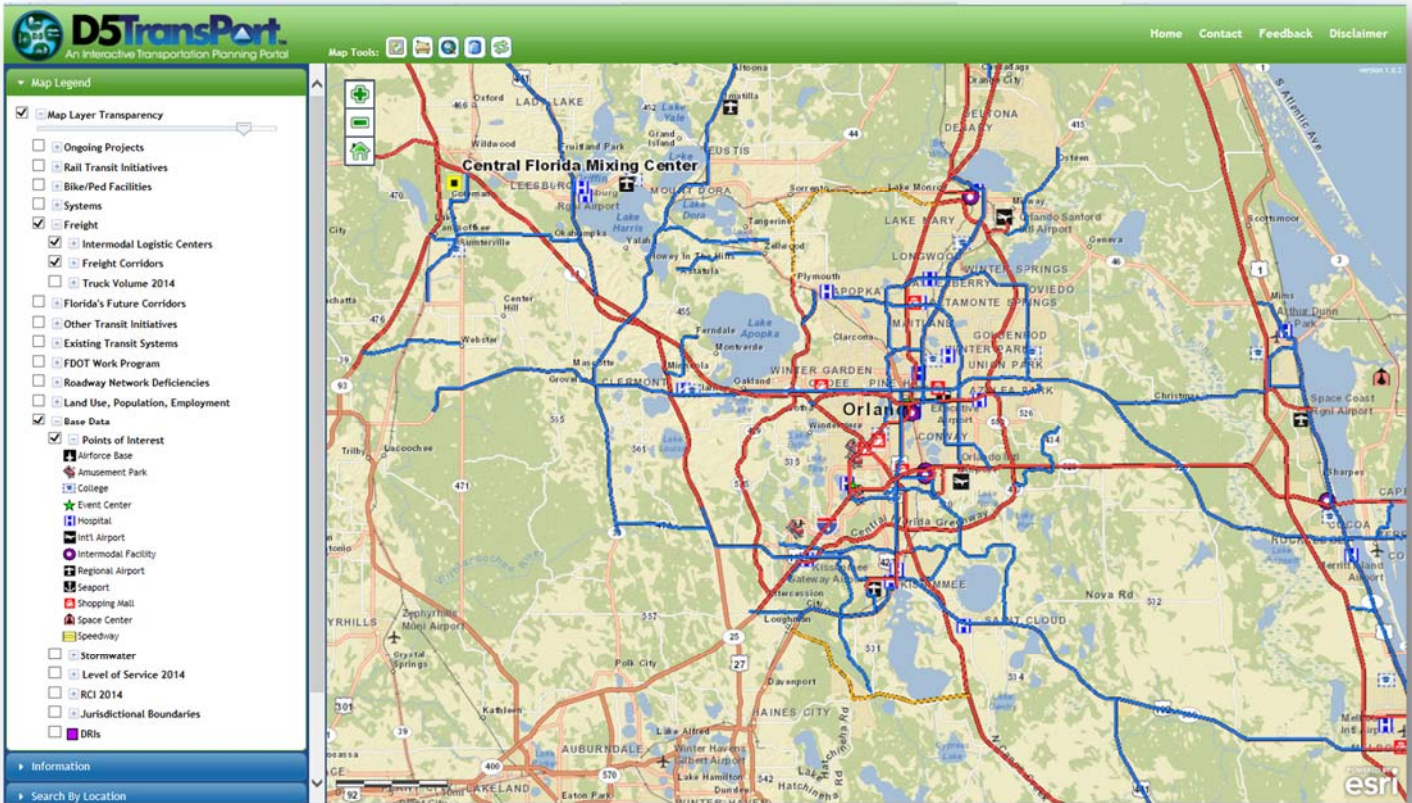
The **Philly Freight Finder** was developed by the Delaware Valley Regional Planning Council to provide “...a dynamic, web-based mapping application that pinpoints freight facilities and freight activity in the Philadelphia-Camden-Trenton region. In addition, this tool also highlights how the various freight system components intertwine and complement one another.” More information on the Philly Freight Finder can be located here:




<http://www.dvrpc.org/webmaps/phillyfreightfinder/#home>

- The **TransPort Tool** is an interactive transportation planning tool developed by FDOT District Five that provides access to transportation related data and information, and allows mapping and spatial analysis of transportation systems to inform decision making. The tool includes such data as the FDOT’s current Work Program, transit and freight systems, identified roadway and network deficiencies, the Strategic Intermodal Systems, etc.

- More information on the TransPort tool, including a User Guide, can be found here: <http://fdot-d5-transport.hdrgateway.com/default.html>



- **Leonard's Guide** provides an online directory to the freight transportation and warehousing industry covering segments such as Trucking, Warehousing, Domestic & International Air-Cargo, Logistics, NVOCC, Truck Brokerage, Fulfillment Warehousing, Food Grade Warehousing, Freight Forwarding and Intermodal/Rail.
- More information about the Leonard's Guide Online National Warehouse Directory can be found here: <http://www.leonardsguide.com/nwdd/>


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Search

This is not an operational search page. It is only intended to demonstrate the search capabilities of the system. The example shows a user looking for a public warehouse in the Philadelphia area that has at least 50,000 square feet of storage space, handles paper, and provides pick & pack services. Click on "search" below to continue.

Select your search criteria :

Company	<input type="text"/>
City	<input type="text"/>
State/Province	<input type="text" value="Pennsylvania"/>
Zip minimum	<input type="text" value="18900"/>
Zip maximum	<input type="text" value="19600"/>
Area code	<input type="text"/>
Storage area	<input type="text" value="50000"/> to <input type="text"/> sq.ft
Classification	<input type="text" value="public"/>
	<input type="button" value="or"/>
	<input type="button" value="or"/>
Products handled	<input type="text" value="paper"/>
	<input type="button" value="or"/>
	<input type="button" value="or"/>
Distribution services	<input type="text" value="pick & pack"/>
	<input type="button" value="or"/>
	<input type="button" value="or"/>
Number of rows per page	<input type="text" value="10"/>
Sort results	<input type="text" value="by Company"/>

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Summary of Jason’s Law Survey Results:

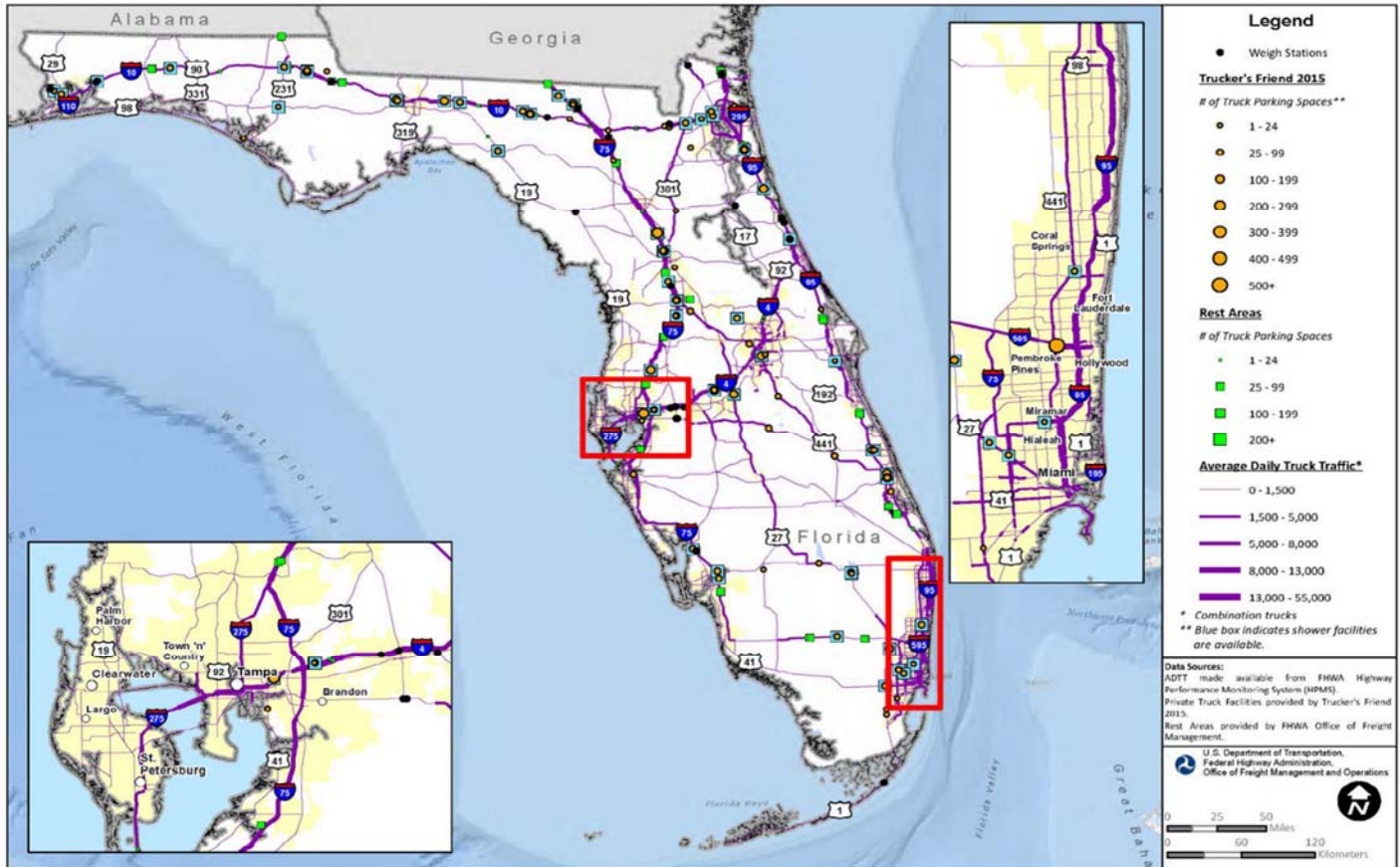


Figure: Truck Parking Lots as per Jason’s Law Survey

Link for the Jason’s Law Survey Information:

http://ops.fhwa.dot.gov/freight/infrastructure/truck_parking/

What is Jason’s Law?

- Jason’s Law is a Section 1401 of MAP-21 which was to address the commercial motor vehicle parking shortage at public and private facilities along NHS.
- Jason’s law directed USDOT to conduct a survey to understand truck parking capabilities in different states, commercial motor vehicle traffic and develop a system of metrics to measure the adequacy of commercial motor vehicle parking facilities in each state.

Summary of conclusions of survey:

- States report higher levels of shortages of capacity in public parking facilities than in private facilities
- Higher number of parking spaces are clustered along major corridors with high truck volumes
- Drivers and staff cite I-95, I-40, I-90, I-10 and I-81 as to five corridors with shortage in parking spaces
- Facilities report being at full capacity primarily during night hours and over capacity during mid-week
- Almost 50% of state DOT reported illegal parking on freeway interchange ramps and shoulders of highways.
- More than 75% of truck drivers reported regularly experiencing problems with finding safe parking locations when rest was needed
- 90% of drivers reported struggling to find safe and available parking during night hours
- States expressed a need to understand the key industries and commodities supply chains traveling on their road network in order to better anticipate and plan for parking needs.
- States recognize major difference between short-term and long-term parking needs and seek an understanding of how to accommodate those differing demands
- Parking demand was most acute on major corridors and metropolitan areas
- Delivery needs and schedules appear to drive a nighttime demand for spaces
- FHWA determined that it is valuable to assess truck traffic volumes mapped with parking supply to best provide a means to characterize the spatial distribution of parking patterns.
- Public parking are rest areas, welcome centers, weight stations, truck inspection locations
- 39% of drivers of the drivers responding take 1 hour or longer to find parking
- 53% of drivers regularly use a commercial truck stop for rest and 20% use a rest area. Other options are shipper/receiver location, on/off ramp, abandoned/isolated area and behind a shopping center
- Driver cite two HOS rules to influence changes in truck parking:
 1. For a continuous off-duty window under “34-hour restart provision” to include two consecutive late-night periods of 1:00 am to 5:00 am
 2. For drivers to take a 30 minutes rest break during the first 8 hours of shift

Truck parking metrics as per the study:

- Parking demand
- Parking supply
- Economic valuation
- Safety
- Driver demographic and needs
- Location dynamics
- Environment
- Development

Truck parking data was acquired from:



1. Public parking data from State DOT
2. Private parking data from 2015 Trucker's Friend database

Some other results:

- As per 2015 Trucker's Friend study, Florida has 71.2 parking spaces (public spaces = 19.8) per 100,000 miles of combination truck vehicles miles of travel which is 8th lowest in country. Montana (highest) has 172 parking spaces per 100k miles.
- Public parking facilities in Florida = 77 (spaces = 2529)
- Private parking facilities in Florida = 160 (spaces = 6573)
- 35% of OOIDA survey respondents indicated that they face parking shortages in Florida
- 32% of ATA drivers indicated that they face parking shortages in Florida
- Limited data on utilization, maintenance and plans
- Information beyond the location of unofficial parking is not available
- To come up with parking metrics, they conducted a workshop which included representatives from FHWA, ATA, ATRI, NATSO, AASHTO, state DOT, MPO, OOIDA.



Attended:

- **Joel Worrell (FDOT)**
- **Carmen Monroy (FDOT)**
- **Regina Colson (FDOT)**
- **Martin Markovich (FDOT)**
- **Dave Lee (FDOT)**
- **Makarand Gawade (RS&H)**
- **Gabe Matthews (FDOT)**
- **Lori Sellers (RS&H)**

Meeting Purpose

As part of the Freight and Modal Data Inventory project, the Freight Data support team is tasked to gather and coordinate FDOT's freight data business intelligence through internal/external offices and identify the available freight and modal data and information. This inventory includes identifying current office routines, potential projects, plans and plan updates, documents, studies, resources, and practices. Following up on the first round of outreach of the program in 2013, the team would like to determine where TRANSTAT's Freight and Modal Data Support Unit can support the Policy Planning Office's data, research, reporting needs.

Meeting Agenda

1:00 p.m. – Introductions

1:05 p.m. – Freight & Modal Data Unit Overview – Where we are, where we're going

1:15 p.m. – Policy Planning Office - current and future business practices discussion

1. *What freight and modal data information are currently used?*
2. *What are the current freight and modal data office workflows?*
3. *What type of freight and modal data support would be needed for reports such as the Trends and Conditions, Fast Facts, Florida Future Corridors?*
4. *What kinds of freight and modal data support are needed for benefit cost analysis tools?*

2:00 p.m. – Meeting adjourn

Important Points

1. Joel Worrell opened the meeting with a brief discussion of how the TRANSTAT office could help Policy Planning develop basic trends and conditions reporting for Florida's transportation system.
2. Carmen Monroy asked if TRANSTAT uses any data related to performance measures. Joel noted that there are several contracts in progress at the same time and this project is supportive of the mutual efforts.
3. Joel provided the TRANSTAT overview presentation and explained that this program aims to create business intelligence with collaboration with all FDOT offices and stakeholders. Joel explained that the TRANSTAT office will serve as a "data distribution center" and provide value-added services to the Department.
4. Joel noted that one of the goals of the program is to identify a tool to provide that would consolidate all freight data into a web viewer format if that is determined to be useful through the Freight & Modal Data Inventory project.
5. During the presentation, Thomas Hill provided an overview of the Bluetooth Deployment Data Collection and Microsimulation Project. Carmen asked if Bluetooth data was being collected around the Port of Miami to provide a baseline analysis to measure effectiveness of investments at the port over time. Thomas noted that the Bluetooth and Microsimulation Project is currently centered on Port Everglades and is an effort to develop a methodology to model freight activity at ports statewide. Joel noted, however, that Steven Bentz is working on a data collection project around Port of Miami.
6. Martin Markovich asked if the Bluetooth sensors will capture semi-trucks / freight vehicles. Thomas noted that vehicle type is determined through additional analysis. For the Port Everglades analysis, Bluetooth sensors have been placed at gates where the traffic is exclusively freight.
7. In the presentation of the speed distribution data, Joel noted the probe data is free for now but there may be a cost in the future.
8. Joel noted he is working with Monica Zhong on developing the trends and conditions reporting utilizing FAF data.
9. Thomas described the difference in FAF and Transearch data and the different geographical extents of each.
 - a. Transearch is at the TAZ level, FAF is at a more regional scale. Transearch data can be used to disaggregate FAF data into more local detail.
10. Discussion was held about the age of data FDOT is using and the cost for purchasing and acquiring newer data. The cost has to be evaluated related to the overall use to make the business case for purchasing updated data.
11. David Lee noted that "data people" have different perspectives on data than "planners" and a peer exchange between each community would be useful. He noted that data professionals are focused on the quality of the data itself, which planning professionals are focused on the data's utility for telling a particular story. He noted we can't wait for perfect data to tell a story.
12. David noted that the new federal transportation bill, the *Fixing America's Surface Transportation (FAST) Act*, is more multimodal than the previous bill, and provides the opportunity to redefine Florida's transportation systems. The Office Policy Planning is developing FAST Facts publications that should be easily developed through data resources within the Department. Carmen noted that it's important to be consistent in the reporting.
13. Carmen noted that the Freight & Modal Data Inventory Project should be working with the Department of Health (DOH). She noted that DOH is collecting data that may be useful to the FDOT as well as using some data provided by the FDOT. Carmen referenced the DOH's initiative to identify "food deserts" where

communities don't have access to fresh foods due to socioeconomic status and the connection with transportation. She noted that "health" is factoring into transportation system reporting.

14. Joel noted that the TRANSTAT office is working with the DOH through the Women's, Infants, and Children (WIC) program.
15. David noted that the USDOT has published a tool that provides local data info and provides scores for states based on a variety of variables. David described some of the metrics on which the USDOT tool provides points and ranks states. Examples included the fact that Florida has adopted a Complete Streets policy.
16. Carmen mentioned that TRANSTAT should be looking at data to support the planning, implementation, and analysis of Complete Streets projects.
17. Joel asked the group how FDOT responds to performance measure reporting from other agencies. Carmen noted that Secretary Prasad responded with David's assistance through the publication of a series of performance reports.
18. Joel asked when to make a performance measure out of features that may be contained in new data sources or features that will require new data sources. Truck parking was provided as an example.
19. Carmen commented that truck parking is an issue receiving erroneous reporting (statements that truck stop utilization is low because of trucker concern over being "caught" for some violation). She noted that truck stop utilization is more likely low because these locations are lacking amenities like showers, pet services, healthy food options, etc., or are unsafe.
20. Joel noted truck parking locations and amenities will be contemplated in the upcoming Motor Carrier Plan.
21. Martin noted there are two (2) sides to data: collecting and processing/analysis. Analysis can be very expensive.
22. Carmen recommended the Freight & Modal Data Inventory team talk to Brian Watts as he administers the Strategic Intermodal System (SIS) policy and will be making changes to SIS eligibility criteria with the SIS Strategic Plan update. She also noted that Brian uses freight and modal data for SIS designation change requests. Joel noted that the Freight & Modal Data Inventory team met with Systems Planning Office on 12/15, but will meet with Brian to assess his specific data and service needs.
23. Carmen noted the FDOT needs a methodology on how to collect empty containers to analyze empty backhaul movements on Florida's freight and logistics system and improvements in system development over time.
24. Carmen recommended TRANSTAT work with the Comptroller's Office to develop a legal statement regarding the Department's use and publication of data products to ensure compliance with Sunshine Law. She noted the State of Utah has good examples to follow regarding data downloads. Thomas noted that Florida's data is harder to provide because of the volume of Florida's data being much larger than a smaller state, such as Utah.
25. David noted the difference between Core performance measures and Supporting performance measures. He noted that Core performance measures track program performance.
26. Carmen discussed the opportunity to receive data back from the transportation system during performance through automated/connected vehicles, truck platooning, truck parking. She noted it would be useful to provide corridor-level multimodal characteristics. She noted this data would especially be useful for Future Corridors.
27. David and Carmen noted Systems Planning would like to produce quarterly FAST Facts updates without much expense.



- a. Joel asked about Benefit Cost Analyses (BCA). Martin noted data is often coming directly from the modal hub that may have a benefit to skewing data if data is used for competitive purposes (such as competing for funds as is the case for ports). Thomas noted it's beneficial to understand downstream and residual effects of transportation investments. Martin noted a BCA was provided by Port Everglades and JaxPort; he will send it to the group. He noted that JaxPort performed own BCA with FDOT quality controlling. .
28. Joel noted it would be useful to understand the data resources utilized within the BCA.
29. Carmen noted data is needed to understand "pop up transit facilities". She provided the example of the University of Iowa's student arrival event; two downtown streets are turned into transit facilities under the events are completed and then reopened afterwards. She noted this will be useful for the automated vehicles implementation because automated vehicles may be able to have smaller, remote parking areas for those that can be shared between individuals and called as needed.

Action Item:

- Martin will send the BCA reports for Port Everglades and JaxPort.
- Work with the Comptroller's Office to develop a legal statement regarding the Department's use and publication of data products.
- Set up discussion with Department of Health.



Attended:

- **Joel Worrell (FDOT)**
- **Ed Lee (FDOT)**
- **Ed Bryant (FDOT)**
- **Alan Meyers (PB)**
- **Makarand Gawade (RS&H)**
- **Lori Sellers(RS&H)**

Meeting Purpose

As part of the Freight and Modal Data Inventory project, the Freight Data support team is tasked to gather and coordinate FDOT's freight data business intelligence through internal/external offices and identify the available freight and modal data and information. This inventory includes identifying current office routines, potential projects, plans and plan updates, documents, studies, resources, and practices. Following up on the first round of outreach of the program in 2013, the team would like to determine where TRANSTAT's Freight and Modal Data Support Unit can support the development and implementation of the Rail System Plan and other data needs and reporting services.

Meeting Agenda

1:30 p.m. – Introductions

1:45 p.m. – Freight & Modal Data Unit Overview – Where we are, where we're going

2:00 p.m. – Rail and Motor Carrier Compliance Office business practices

1. *What freight and modal data information are currently used?*
2. *What are the current freight and modal data office workflows?*
3. *What freight and modal data and information is required for current and future office projects and programs?*
4. *Does the office utilize the National Transportation Atlas Database from USDOT?*
5. *Does the office utilize the Freight Analysis Framework from FHWA?*
6. *Is your office interested in using the Statewide Traffic Demand and Freight Model?*

2:15 p.m. – TWO 10 Freight Data Support System Discussion

2:30 p.m. – Meeting adjourn

Important Points

1. Joel and Lori provided the TRANSTAT overview presentation and explained that this program aims to create business intelligence with collaboration with all FDOT offices and stakeholders. Joel explained that the TRANSTAT office will serve as a “data distribution center” and provide value-added services to the Department. He also noted that one of the goals of the program is to identify a tool to provide that would consolidate all freight data into a web viewer format and provided an example of the Philly Freight Finder.
2. Lori added that there will be a follow-up survey after this meeting to get more inputs about data gaps, service gaps, and prospective communication tools.
3. Joel added that if we are considering buying new datasets, will be a Legislative Budget Request (LBR) submitted (FY 2018). Joel continued the presentation and discussed different tasks currently being done through this program.
4. Lori and Alan briefly described the use of different data sources provided by FDOT to the City of Ocala in the *City of Ocala Inland Freight Facility Feasibility Study* as well as the overall benefits of the FDOT being a partner to the study. Ed Lee indicated that current intermodal logistics center (ILC) selection procedure is not comprehensive and it will be helpful to utilize different data resources for a comprehensive analysis for ILCs.
5. Joel asked Ed a series of questions to proceed with the freight and modal data inventory. Those questions and summary responses are reflected below:
 1. *What freight and modal data information are currently used?*
 - a. Safety data – RHCI – inventory of grade crossings, rail, and RCI
 - b. Waybill data
 - i. It was noted that Rail data is subject to Sunshine Law requirements
 - c. Data from Association of American Railroads is not used.
 2. *What are the current freight and modal data office workflows?*
 - a. Michael Dowell has responsibility over RHCI data.
 - b. Waybill data is sent directly to the consultants when needed and not used internally at this time.
 - c. Motor carrier data comes through Transportation Statistics Office.
 - d. One in-house person to do data analytics.
 - e. Rail Data Return of Investment (ROI) tool currently being updated – Martin Markovich and Donald Ludlow are updating.
 - f. Railroads are ready to give data, but have expressed concern that the state is a conveyer of information.
 - g. There is a potential of exemption for proprietary – Sunshine Law concern.
 - h. Rail office indicates that there are potentially other data sources and software but there is no access to the datasets. Railroad infrastructure is owned by rail road companies.
 3. *What freight and modal data and information is required for current and future office projects and programs?*
 - a. Discussion was held regarding that new federal transportation bill and it was noted that the new bill is more multimodal than MAP-21.
 - b. Discussion was held regarding how to capture the impact of rail improvements at rail crossings and through roadway data.



- i. It was noted that analysis of truck to rail mode shifts and vice versa are largely handled through truck/roadway data rather than rail data
 - c. Rail infrastructure quality/status data would be helpful to define where investments are making the most benefit to the system as a whole – rail lines are private, so most data is still coming from highway
 - d. Transearch Rail Data is not being used by Rail office but it includes data at a county level.
- 4. Joel mentioned about two data sources: National Transportation Atlas Database from USDOT and Freight Analysis Framework from FHWA
- 5. *Is your office interested in using the Statewide Traffic Demand and Freight Model?*
 - a. The Freight Model will be used in the next Freight Mobility and Trade Plan; timing of previous plan and Freight Model were out of sync.

Following the conclusion of the questions addressed above, Joel asked a follow-up question related to the update of the Freight Mobility and Trade Plan (FMTP). Freight mobility is something which will be addressed in the Motor Carrier work program. Ed noted that the ATRI data (Trucker Preference Survey) will help guide the upcoming FMTP update and will add safety and asset management aspects.

Alan provided information about how different data sources like Waybill data can be visualized and analyzed using a tool like Tableau.



Attended:

- **Joel Worrell (FDOT)**
- **Benjamin Jacobs (FDOT)**
- **Shaun Davis (FDOT)**
- **Rupert Giroux (FDOT)**
- **Lori Sellers (RS&H)**

Meeting Purpose

As part of the Freight and Modal Data Inventory project, the Freight Data support team is tasked to gather and coordinate FDOT's freight data business intelligence through internal/external offices and identify the available freight and modal data and information. This inventory includes identifying current office routines, potential projects, plans and plan updates, documents, studies, resources, and practices. Following up on the first round of outreach of the program in 2013, the team would like to determine where TRANSTAT's Freight and Modal Data Support Unit can support the development and implementation of the Florida Highway Safety Plan and other data needs and reporting services.

Meeting Agenda

2:00 p.m. – Introductions

2:05 p.m. – Freight & Modal Data Unit Overview – Where we are, where we're going

2:15 p.m. – Safety Office - current and future business practices discussion

1. *What freight and modal data information is currently used?*
2. *What is the current workflow for working with commercial vehicle incident data and analyses?*
3. *What freight and modal support is needed for Commercial Vehicle Incident data and analyses?*

3:00 p.m. – Meeting adjourn

Important Points

1. Joel opened the meeting with greetings and noted that the Safety Office is a data resource and buyer of data (Strava). The Safety Office also uses NAVTEQ data from Survey & Mapping Office.
2. Joel asked about the Office of Safety's planning, finance, and administration needs.
3. The group discussed the ROADS project – "stewards" are designated by modes, TRANSTAT is considered a data "custodian" and is working with Steven Bentz.
4. Joel and Lori provided the TRANSTAT overview presentation and explained that this program aims to create business intelligence with collaboration with all FDOT offices and stakeholders. Joel explained that the TRANSTAT office will serve as a "data distribution center" and provide value-added services to the Department.
5. Joel noted the program has a planning focus and is seeking to make improvements such as developing better data collection efficiencies from data collection initiation. Ex) TTMS which will track all traffic.
6. Shaun Davis noted to look at expanding counts to close gaps where counts aren't currently collected for all traffic separated by mode, even bicycle /pedestrian. Benjamin Jacobs noted that the local counts used today are estimates. Shaun added that preference is to get the data locally and then model it out.
7. The group agreed better truck counts are needed to get a better understanding of truck exposure by other transportation user communities, such as the bicycle/pedestrian communities, for safety analytics.
8. Joel noted this project is working in tandem with other programs and anything TRANSTAT can learn through other modal programs will help related to modal data requests in the future and will benefit information flow.
9. Joel noted the Motor Carrier Plan is in the process of being updated.
10. Shaun provided an overview of how crash data is collected and processed by the Safety Office. The data provided by the Safety Office is considered the gold standard for safety data and is of better quality than data provided through other resources. The data is processed by a team of people (30 person staff). The Safety Office publishes their crash data a year behind other data resources due to the quality control process.
11. Shaun noted the Safety Office is just closing out analytics on 2014 crash data.
12. Joel asked how the DHSMV collects data. Shaun noted DHSMV produces data statewide and then transfers to the Safety Office for analysis and mapping.
13. Benjamin noted that staff provides customer service and receives information requests for detailed research on crash scenes that may need more detailed investigation. He noted that the office will provide detailed analytics if requested by the Department, not for Freedom of Information Act requests.
 - a. Ex) if a crash involved a guard rail, was it over or under the guardrail, was there an engineering issue, how did death occur?

14. Shaun noted that crash report data has 30+ fields of information and reporting is inconsistent in if and/or how those fields will be filled out from the scene of an accident.
15. Shaun noted the Safety Office hasn't looked into freight data specifically because the office's focus is on the interaction of the user communities and not specifically the movement of goods.
16. Robert Giroux noted that data mining from the form data is required for detailed requests.
17. Benjamin described other crash data resources that publish before the data provided through the Safety Office, such as the Signal4 data. Signal4 data is developed through automated analytics and is typically not as refined (such as is required for safety engineering projects) and quality controlled as the data they provide.
18. Shaun noted they are trying to figure out where to go as a state for data products.
19. Shaun noted there are other safety and crash data products in development, such as the District 7 (Tindale Oliver and Associates as the consultant) is developing the "Crash Data Management System".
20. Benjamin stated the Safety Office owns the long-form data dating back to 2012.
21. Shaun noted that there is no formal process for safety data collection detailed in the Safety Plan.
22. Benjamin noted the Bluetooth deployment project and a previous meeting held with Marlin Engineering, Inc. The team discussed the granularity of the Bluetooth data not being refined enough to use for Safety analytics and projects
23. Joel explained the nature of the Bluetooth data collection project and how the MAC addresses from Bluetooth components on vehicles are the main data source being collected and further refined through post-processing.
24. Benjamin stated they are interested in understanding truck diversions for safety purposes. Could diversions be directing truck traffic to narrower corridors thus increasing interactions and creating a safety issue from the smaller vehicular and pedestrian traffic?
25. Shaun noted that the Strava data flags bicycle trips by purpose – pleasure vs. commute – by Safety office isn't concerned about the purpose of the trip as much as the safety aspects. If a corridor is more commercial in nature, then the design needs to accommodate the safe mobility of all transportation user communities.
26. Benjamin noted they haven't done a lot of analysis on truck movement. He noted that the media has presented "most deaths per mile" without providing a full picture, such as the overall corridor volume. He said the office is often asked for "the number" of crashes without the context.
27. Joel noted the Bluetooth data collection and microsimulation project at Port Everglades is an effort to understand truck movement around ports.
28. Shaun state the Safety office could review correlation between truck factor volume, cause of crash, cost of crash (cost of a "statistical life").



Action Items:

- Review Benjamin Jacobs's safety analysis of commercial vehicles.



Attended:

- **Joel Worrell (FDOT)**
- **Bob Emerson (FDOT)**
- **Annette Lapkowski (FDOT)**
- **Dan Fitz-Patrick (FDOT)**
- **Jimmy McDonald (CDM-Smith/FDOT)**
- **Julie Christesen (CDM-Smith/FDOT)**
- **Alan Meyers (PB)**
- **James Golden (RS&H)**
- **Frances Ijeoma (RS&H)**
- **Makarand Gawade (RS&H/FDOT)**
- **Lori Sellers (RS&H/FDOT)**

Meeting Purpose

As part of the Freight and Modal Data Inventory project, the Freight Data support team is tasked to gather and coordinate FDOT's freight data business intelligence through internal/external offices to identify the available freight and modal data and information. This inventory includes identifying current office routines, potential projects, plans and plan updates, documents, studies, resources, and practices. Following up on the first round of outreach of the program in 2013. The team would like to determine where TRANSTAT's Freight and Modal Data Support Unit can support your current office data needs.

Meeting Agenda

3:30 p.m. – Introductions

3:45 p.m. – Freight & Modal Data Unit Overview – Where we are, where we're going

4:00 p.m. – AIS Vessel Traffic Data discussion

4:15 p.m. – Data Needs Survey Discussion

4:45 p.m. – Meeting adjourn

Important Points

1. Dan Fitz-Patrick mentioned that one of the important data needs the Seaport Office currently has is for the AIS vessel data (which was discussed later in the meeting).
2. Joel provided the TRANSTAT overview presentation and explained that this program aims to create business intelligence with collaboration with all FDOT offices and stakeholders. Joel explained that one of the goals of the program is to identify a tool to provide that would consolidate all freight data into a web viewer format and provided an example of the Philly Freight Finder.
3. Joel explained the supply chain model concept as it applies to TRANSTAT's program. Bob Emerson mentioned that some data sources are related to commodity flow and some are the traffic counts, providing two windows in kinds of data. Jimmy McDonald provided information about Seaport Systems Plan in which the commodity flow data and self-reported data is summarized, and explains data gaps. The attendees agreed the plan will be

helpful in understanding the data better and identify data sources. Report is targeted to be published in Spring 2016. Jimmy noted that a draft version, however, can be available in the next few months for review.

4. Julie added that rail modal data don't have data information in their plan and they will have their kickoff soon.
5. Joel added about data sources like truck parking data from Jason's Law survey which is not added in FMTP. Jimmy also added that truck parking issue is identified by South Florida ports which is due to HOS rules.
6. Dan asked if we have identified an interface to manage this data. Joel answered that one of the goals is to produce a web viewer like Philly Freight Finder and spatial component is necessary for that. Joel added that Freight Moves Florida has some capabilities.
7. Jimmy added that CIMS tool has some GIS capabilities to view Transearch data. Thomas added that it can be expanded in future but there are some restrictions on publishing the tool for public use.
8. Jimmy asked about interfaces like Tableau. Annette mentioned that the ROADS project is evaluating a tool similar to Tableau, which will be the subject of an RFP in the near term.
9. Lori talked about data inventory efforts to help with which include data assessment and freight data profiles and provide guidance about how data can be acquired.
10. Annette asked about timeline for second round of meeting and surveys. Lori said that this is first tier of meetings in Central Office, which will include talking to modal offices, district freight coordinators, and external partners, such as Enterprise Florida and the Department of Health. The second round of meetings will be in the Spring. Joel mentioned that other offices like DHSMV want to do data collaboration efforts with DOT.
11. Penelope mentioned it is important to make sure that right information is supported to support LBR requests.
12. Thomas had sent email for data requests for LBR, but had less responses. Everyone agreed that this effort will help to get more responses from different offices.
13. Bob mentioned that one of the data needs is to identify port truck traffic and non-port truck traffic. One data need is to identify the truck traffic from different locations to ports. Thomas mentioned that freight wide statewide model and Bluetooth pilot project can be helpful to satisfy these data needs.
14. Joel continued the presentation by introducing applications through this program like Distribution centers data creation, NPMRDS data assessment, Transearch/FAF assessment. Thomas added that a new study to disaggregate FAF at a finer resolution for base and future years has kicked off now. Other part of the research is linking ATRI and commodity flow data.
15. Lori and Alan discussed about Ocala study and how DOT data was useful in Ocala assessment and have benefited city with significant cost savings
16. Bob added that the data is needed to assess how effective your efforts are and sometimes to assess the next steps.
17. Dan said that AIS data is free and is consistently collected. Starting point for this data will be to create a baseline for seaports and to evaluate the effectiveness of efforts and investments state has made. GIS data can connected to metrics which are being produced on roads/land and will help to give the missing piece to bridge the data gap.
18. Bob asked what attributes are available in AIS data. Alan indicated that the data potentially has vessel type, vessel name, and deadweight tonnage information. Dwell time and routes can be created using AIS vessel location data which can help to optimize rail scheduling and identify bottlenecks. Jimmy mentioned that IHS purchased PIERS and there is possibility of them combining PIERS and AIS data. Jimmy added that they are in process of scheduling a meeting with them to gather more information.
19. Bob asked about data for pipelines. Joel answered that there are agencies who collect this data, but they mask a lot of local movement. Jimmy added that Florida power plants can be a good source to get this data. Bob talked about huge demand of petroleum in Port of Everglades.



20. Joel inquired about applications of GIS data from AIS vessel data and asked if we should start acquiring this data. Dan mentioned that data back from 2015 to 2011 (the year Transearch was purchased) can be requested. Jimmy said that they have meshed Transearch and PIERS data in the Seaport Systems Plan. Dan brought up the point of what should be the geography of AIS data request.
21. Bob said it will be good to know to what ports ships are going to.
22. It will be important to decide what filters should be when requesting AIS data. Annette noted to cast a wide net for one (1) year to determine how large data really is. And then decide where to filer the data. Joel noted that the annual utilization report could also be used to determine server space.
23. Bob noted that a challenge will be to match it to landside data. Bob added that Ports Council has conducted studies on the volume of commodities coming through a Florida port and from ports outside Florida. The business intelligence developed through this data will be to understand who is shipping, and why other ports have competitive advantages/desirability.
24. Bob mentioned that they are planning to put sensors at Port Everglades; Steve Bentz is working on the cost estimates and the funding plan based on the different “flavors” of money that have to be compiled for this process.
25. Bob added that Rich is concerned about distribution center network and if it is robust enough to handle all commodities from port.
26. Currently, data for short trips like port to rail are not captured and they can be captured by studies like Bluetooth study by Thomas/Steve.
27. Discussion was held about the utility of mapping the supply chain, a task currently being undertaken by the Ports Council, and planning for freight facilities in a more organized fashion. Identifying the supply chain can also facilitate the modal planning aspects to most effectively access desired markets.

Action Items

28. Deliver Transearch/FAF SWOT analysis to the Seaport office.
29. Transtat and Seaports will start working together to obtain AIS vessel finder data through DHS.
30. A vendor data list will be provided to Annette and the ISD finance group.



Attended:

- **Joel Worrell (FDOT)**
- **Paul Fang (FDOT)**
- **Khaleda Hatim (FDOT)**
- **Jennifer King (FDOT)**
- **Martha Hodgson (FDOT)**
- **Gabe Matthews (FDOT)**
- **Lori Sellers (RS&H)**

Meeting Purpose

As part of the Freight and Modal Data Inventory project, the Freight Data support team is tasked to gather and coordinate FDOT's freight data business intelligence through internal/external offices and identify the available freight and modal data and information. This inventory includes identifying current office routines, potential projects, plans and plan updates, documents, studies, resources, and practices. Following up on the first round of outreach of the program in 2013, the team would like to determine where TRANSTAT's Freight and Modal Data Support Unit can support the development and implementation of the Strategic Intermodal System Program's research and reporting needs.

Meeting Agenda

10:00 a.m. – Introductions

10:05 a.m. – Freight & Modal Data Unit Overview – Where we are, where we're going

10:15 a.m. – Systems Planning Office - current and future business practices discussion

1. *What freight and modal data information are currently used?*
2. *What are the current freight and modal data office workflows?*
3. *What freight and modal data and information is required for current and future office projects and programs like SIS Updates for connectors?*
4. *Does the office utilize the National Transportation Atlas Database from USDOT?*
5. *Does the office utilize the Freight Analysis Framework from FHWA?*
6. *Is your office interested in using the Statewide Traffic Demand and Freight Model?*

10:45 a.m. – Meeting adjourn

Important Points

1. Joel Worrell opened the meeting with a brief discussion of how the TRANSTAT office could help Policy Planning develop basic trends and conditions reporting for Florida's transportation system.
2. Paul Fang offered that freight data is important to project development. Effort to develop statewide freight model and network to develop future projects into SIS planning process.
3. Joel noted that the Florida Statewide Model will be expanded to include model inputs, the RCI, truck parking data, and how to apply across efforts.
4. Joel noted there are many data collection efforts and there needs to be knowledge on how to streamline efforts.
5. Khaleda Hatim noted that requests for rail data, she uses and maintains Rail RCI and is currently working with Lena Patel (HNTB) to add SunRail data.
6. Joel noted that data storage is expensive.
7. Khaleda offered that rail crossing data is good data and already has GPS coordinates.
 - a. RHCI data is maintained by consultant (HDR)
 - b. Rail crossing data is a separate private, data resource and maintained by Rail Office.
8. Joel noted that a main motivation for this project is to coordinate resources; some resources are available to serve the Systems Planning Office through this project.
9. Paul noted the office's coordination with the ROADS project and noted that Steven Bentz is very interested in the statewide structure. He also noted that the SIS program will be included in the ROADS project.
10. Joel noted the project may conclude with a data viewer or some tool to disseminate data resources. He asked attendees about the SIS data viewer and how that project is progressing.
11. Paul noted that the Silverlight platform is being updated. Joel noted that the TRANSTAT office is considering different options for a tool to view freight and modal data.
12. Khaleda discussed the Work Program GIS tool which, she noted, includes RCI and Work Program data. She noted that the licenses for the tool have been obtained and it's inward facing.
13. Joel asked TRANSTAT should develop separate tool to provide info outside of agency.
14. Khaleda noted ESRI staff visiting FDOT in January.
15. Paul offered to share data framework from ROADS project.
16. Joel noted that TRANSTAT is currently listed as a data "custodian" under the ROADS project.
17. Joel noted there is an emphasis on better data collection systems, example criteria on TTMS; looking at strategic needs.
18. Jennifer King noted the Policy Planning Office is in the middle of the SIS/FTP plan update with a comment period coming up. This will lead to a goals and performance measure change.
19. Joel described the modal applications and noted that the Port Everglades Bluetooth and microsimulation project will provide a more detailed resolution and statewide guidance on modeling at ports. Gabe Matthews offered to send presentation on project to meeting invitees.
20. Joel returned to the presentation to note the probe data is a combination of HERE and ATRI data provided through FHWA. Discussion was held about uses in District 4 and by the Florida Turnpike Enterprise to develop a scorecard.
21. Joel noted the value added series that will be provided through TRANSTAT including a description of the distribution center database being created. He noted a next step will be to refine the data more to separate out distribution center data and warehousing data. Khaleda noted distribution centers aren't always

connected by SIS. Discussion was held on thresholds for freight facilities to become eligible for inclusion the SIS.

a. Ex) Rail has components that are SIS and non-SIS.

22. Paul noted there are good opportunities by mapping distribution centers to help with SIS implementation and mapping.

23. Joel asked about how System Planning wants data and what data is needed.

24. Jennifer noted that if a tool supports the Work Program development, one can use Work Program dollars to fund it.

a. Ex) SIT tool: approved for use of Work Program dollars for development. It was noted that Kendra Davis and Annette Lapkowski are the main points of contact as they review and approve requests.

Action Item

- Schedule meeting with Brian Watts.
- Paul Fang to share data framework from ROADS project.
- Gabe Matthews offered to send presentation on microsimulation project to meeting invitees.



Invited:

- **Joel Worrell (FDOT)**
- **Mark Wilson (FDOT)**
- **Marie Tucker (FDOT)**
- **Derek Vollmer (FDOT)**
- **Russell Alan (FDOT)**
- **Raj Ponnaluri (FDOT)**
- **Lori Sellers (RS&H)**

Meeting Purpose

As part of the Freight and Modal Data Inventory project, the Freight Data support team is tasked to gather and coordinate FDOT's freight data business intelligence through internal/external offices and identify the available freight and modal data and information. This inventory includes identifying current office routines, potential projects, plans and plan updates, documents, studies, resources, and practices. Following up on the first round of outreach of the program in 2013, the team would like to determine where TRANSTAT's Freight and Modal Data Support Unit can support the Traffic Engineering and Operations Office's data, research, reporting needs.

Meeting Agenda

1:00 p.m. – Introductions

1:05 p.m. – Freight & Modal Data Unit Overview – Where we are, where we're going

1:15 p.m. – Traffic Operations - current and future business practices discussion

1. *What freight and modal data information are currently used?*
2. *What are the current freight and modal data office workflows?*
3. *What are the future needs for freight data programs like the Container Number Database?*

2:00 p.m. – Meeting adjourn

Important Points:

- Joel opened the meeting with the intent of the project.
- Mark Wilson talked about projects impacting truckers on I-75 impacting a trucker's ability to move through the I-75 corridor and the number of stops they may encounter
- TRB
- Discussion was held about how to organize construction information to facilitate freight mobility.
- Container database tracks the truck out of the ports which is then corroborated through checking other resources, such as subsequent check-ins.
- Russell Allen asked if we know the average travel time over the network.
- Marie Tucker said they don't track by truck ID
- Joel talked about Drivewyze – limited.
- Marie that Drivewyze is more open to giving information while PrePass is not.
- Joel noted that the coordination includes many factors – collecting, analytics, and performance measures. This inventory process is part of the foundation to improve efficiency. Will help guide Agency resources.
- Joel asked if sharing information from the database would be desirable.
- Marie the database would have to be modified.
- The question of performance metrics came up. Joel noted that he hasn't
- Weigh stations, agricultural stations, and virtual capture. How do we get that data to mesh with traffic counts.
- It was noted that non-containerized freight isn't captured to the detail that containerized de
- Would a statewide Bluetooth deployment help with travel times statewide.
- Russell said he didn't think this would help with travel times. They capture speed data, but not count data.
- Developing performance measures – Traffic Ops captures delay
- Joel provided overview of the Bluetooth data collection project to analyze methodologies for collection port related travel time and reliability.
- Joel noted the coordination with the ROADS project and the other initiatives in the agency with which TRANSTAT is working. He noted the freight & modal data collection project is a planning-level project and to provide business intelligence to and on behalf of the Department. The data collected through interviews and research will be used to facilitate better models.
- Russell Allen noted pre
- Discussion was held about data collection from personal vehicles and what type of data will be shared.
- Russell said they will store their own data.

- Russell Allen described their data sources between FL511
- Discussion was held about Waze data and ability to strip out specifics from the data FDOT can get from Waze.
- Marie noted that the vehicle classification by size may not capture the right type of vehicle.
- Marie just noted they're getting a new consultant to manage ___database to make changes to it. She noted this is the time to send "wish list" and any desired reports can be pulled easily.
- She said they did the same for their weigh stations, weigh in motion stations.
 - 3 port of entries being relocated
 - Ulee on I-95
 - White Springs on I-95
 - Pensacola on I-10
- Discussion was held about predictability modeling.

Action Item

- Joel to follow up with Marie Tucker on freight and modal data profiles.
- TRANSTAT Office will lead data analysis on
 - Container number database
 - Prepass
 - Drivewyze
 - Port of Entry Study
 - ITS FL511
 - Scale houses (follow-up with Paul Clark and Jeffrey Frost)



Attended:

- **Joel Worrell (FDOT)**
- **Lisa Saliba (FDOT)**
- **Roger Kriesel (FDOT)**
- **Susan Wilson (FDOT)**
- **Lori Sellers (RS&H)**

Meeting Purpose

As part of the Freight and Modal Data Inventory project, the Freight Data support team is tasked to gather and coordinate FDOT’s freight data business intelligence through internal/external offices to identify available freight and modal data and information. This inventory includes identifying current office routines, potential projects, plans and plan updates, documents, studies, resources, and practices. Following up on the first round of outreach of the program in 2013, the team would like to determine how the TRANSTAT’s Freight and Modal Data Support Unit can work most efficiently with the Office of Work Program and Budget to ensure Work Program requests are consistent with what is required to effectively program and fund freight and modal projects as well as data purchases.

Meeting Agenda

8:30 a.m. – Introductions

8:35 a.m. – Freight & Modal Data Unit Overview – Where we are, where we’re going

8:45 a.m. – Work Program and Budgeting Office – coordination discussion

1. *What freight and modal data information are currently used?*
2. *What are the current freight and modal data office workflows?*
3. *What is the current process for freight funding object codes?*

9:00 a.m. – Meeting adjourn

Important Points

1. Joel introduced the purpose of the meeting as an information-sharing session to understand how the Freight & Modal Data Program can work with and support the Office of Work Program and Budget in the overall effort to streamline freight and modal data acquisitions, applications, and Work Program development.
2. Joel asked if the Office of Work Program and Budget (WPB) utilizes any specific freight and/or modal data resources. Susan Wilson recommended that Annette Lapkowski and the districts be consulted for this conversation.
3. Lisa Saliba noted that many districts are buying data independent of each other and Central Office activities.
4. Lisa asked if the Freight and Modal Data Program will be working with the ROADS project. Joel responded that this program is intended to be consistent with the ROADS project and not to impede or duplicate efforts.



5. Lisa asked if return on investment (ROI) data was being collected to capture metrics on efficiencies created through the Freight and Modal Data Program to provide to the Legislature. Lisa noted that ROI is required for any legislative budget request (LBR). She also noted that ROI of project overall and improvements resulting from the project should be captured.
6. Susan noted that there is no dedicated funding source for freight projects. Lisa commented that modal projects are a subset in the Work Program.
7. Lisa noted that the Roadway Characteristics Inventory (RCI) was supposed to be a data repository and that WPB uses RCI heavily in Work Program development. Lisa asked if we could leverage existing databases rather than creating new ones. Joel noted that TRANSTAT is supporting the RCI rewrite.
8. Joel provided the TRANSTAT overview presentation and explained that this program aims to create business intelligence with collaboration with all FDOT offices and stakeholders. Joel explained that the TRANSTAT office will serve as a “data distribution center” and provide value-added services to the Department. He also noted that one of the goals of the program is to identify a tool that would consolidate all freight data into a web viewer format.
9. Lori added that there will be a follow-up survey after this meeting to get more inputs about data gaps, service gaps, and communication tools.
10. Joel added that if we are buying new datasets, it will be in 2018 due to LBR requests. Joel continued the presentation and discussed different tasks currently being done through this program.
11. Susan noted that it’s unclear what the contract for this project provides: data acquisition or data inventorying.
12. Lisa stated that a Truck Parking Pilot project is currently under procurement. Joel noted that TRANSTAT is coordinating with the pilot project.
13. Susan stated that WPB relies on RCI data heavily. She stated location data provided through the RCI is used by the WPB to determine Work Program applicability. She also noted that the Safety Office relies on RCI and crash data and has created resources using NAVTEQ data such as the CRASH and CARS systems.
14. Susan noted that some projects are funded by SIS funding but not on the SIS according to the RCI.
15. Lisa noted each district has individual modelers, program, and GIS people, processes, and needs.
16. Susan noted that the funding data each district reports to their respective MPO/TPOs during the Work Program Public Hearing is the same though the formats are individualized. Rodger noted that we have a statewide map, but districts still doing own processes to map Work Program projects.
17. Joel noted he has worked with Chuck Rohling obtaining capacity projects from the Work Program for an external data request that wanted Capacity Project information related to Freight to build an inventory on multi-state freight projects created by the Institution for Trade and Transportation Studies. An efficiency for future data requests at any scale would require a way to understand what projects would be freight related projects.
18. Joel noted that the freight story is being told by commodity flow. Discussion was held about funding projects based on commodity served. The Work Program is not currently designed to address the multimodal aspects of freight projects.
19. Lisa noted that funding follows mode according to statute, not activity on the facility. This fact makes it difficult to fund based on freight activity versus modal improvement. Susan commented that funding projects is contingent upon the “flavor” of the funding source. Example: Federal funds must be used on the state system. Roger noted the difference between a project affecting freight versus a “freight project”.



20. Lisa stated that data should be coordinated to budget category by mode and that a special “freight” category may require a budgetary rewrite because the Work Program doesn’t have a multimodal funding component at this time. She noted there are single attribute crosswalks to budget.

- a. Example: Project that could be SIS highway, SIS arterial, and other category would be broken into three (3) different codes and split evenly over those three (3) funding categories.

Action Items:

- Locate and review Work Program Integration Project.
- Continue discussing the impact of multiple other initiatives underway, including ROADS, RCI/Geospatial and Work Program Integration Initiative.
 - Freight & Modal Data Inventory team to talk to Stephanie Tanner in the Office of Information Technology to understand methodology of Work Program Integration Initiative.
- Review Program Plan Crosswalk

FLORIDA'S FREIGHT & MODAL DATA PROGRAM

ISD Presentation Project
April 20th, 2016

ENHANCING FLORIDA'S FREIGHT ECONOMY
THROUGH MULTIMODAL DATA AND INFORMATION RESOURCES




FDOT'S MISSION 2

The Department will provide a safe transportation system that:

- » Ensures the mobility of people and goods
- » Enhances economic prosperity
- » Preserves the quality of our environment and communities



FREIGHT AND MODAL DATA PROGRAM
APRIL 2016



FDOT'S FAST FACTS 3

FAST FACTS

Key facts about Florida's transportation system, its performance, & emerging trends.

SYSTEM	PERFORMANCE	TRENDS
122,392 Highway miles	SAFETY Fatalities and injuries decreasing	3rd Most populous state
20 Commercial airports	PRESERVATION Preservation and repair investments accelerating state-wide	99M Visitors to Florida
2 Spaceports	MOBILITY Travel time reliability, improving	19th Largest economy in the world
31 Urban transit systems	ECONOMY Transportation is the economy's largest driver	1.027M Tons of freight
15 Seaports	ENVIRONMENT Air quality standards met	
2,743 Railway miles		

FLORIDA'S TRANSPORTATION SYSTEM

SIS Florida Strategic Intermodal System (SIS) is a transportation system that is made up of facilities and services of interstate and interregional significance (strategic). Consists of types of transportation that bring both people and goods between markets.

Major components: Major Intermodal Airports, Seaports, and include also a single transportation mode's system.

Mode of Florida	Federal Government	Local Government	DOT Strategic Intermodal System
HIGHWAYS	122,392 Miles	12,516 Miles	2,325 Miles
BRIDGES	107,943 Miles, highway corridors	12,225 Bridges	6,874 State owned, 5,174 Local owned, 297 Other
PUBLIC TRANSIT	21 Urban transit systems, 23 Rural transit systems, 2 Commuter rail systems	2,743 Railway miles, 2,162 Public at-grade crossings, 8 Freight terminals, 234 Rail connectors	7,282 Miles bicycle facilities, 2,276 Miles pedestrian facilities
SEAPORTS	15 Seaports	12 Seaports	15.4 Million cruise passengers (2014), 1.827 Million tons freight traffic (2014), 89 Million tons seaports (2014), 10 Spaceport launches (2014)
WATERWAYS	2,363 Miles of waterway corridors	1,994 Miles	15.4 Million cruise passengers (2014), 1.827 Million tons freight traffic (2014), 89 Million tons seaports (2014), 10 Spaceport launches (2014)
AVIATION	708 Airports	120 Public, 681 Private, 13 Public	201 Billion auto vehicle miles traveled (2014), 147 Million airline passengers (2014), 1.1 Million transit passengers (2014), 15.4 Million cruise passengers (2014), 1.827 Million tons freight traffic (2014), 89 Million tons seaports (2014), 10 Spaceport launches (2014)
SPACEPORTS	2 Spaceports	2 Spaceports	201 Billion auto vehicle miles traveled (2014), 147 Million airline passengers (2014), 1.1 Million transit passengers (2014), 15.4 Million cruise passengers (2014), 1.827 Million tons freight traffic (2014), 89 Million tons seaports (2014), 10 Spaceport launches (2014)

FLORIDA'S TRANSPORTATION TRENDS

- 3rd most populous state. 20 Million.
- 5.8 Million additional residents by 2040.
- Almost 100 Million tourists... \$2.41 Tr by Air, \$1.41 Tr Other Modes. ...and attracting more: 89M in 2014, 157M by 2025.
- 15% Increase in drivers 65 & older: 2007: 2.4M - 2013: 2.6M.
- 22% Decrease in drivers 24 & younger: 2007: 1.9M - 2013: 1.5M.
- Technology is changing how we live.
- Freight Moves Florida: Growth in freight value, Growing Opportunity.
- 9 out of 10 Floridians live in urban areas.

Office of Policy Planning <http://www.dot.state.fl.us/planning/fastfacts.pdf>

FREIGHT AND MODAL DATA PROGRAM
APRIL 2016



FREIGHT & MODAL DATA PROGRAM 4

Fla Stat § 334.044 (20)

VISION: Promoting Florida's freight business intelligence and economic competitiveness through collaborative development of multimodal freight data resources, used to sustain Florida's strategic freight investments.

MISSION: Identify, coordinate and establish data efficiencies of Department freight and modal data and technology for programs, studies, plans, models and databases.



FREIGHT AND MODAL DATA PROGRAM
APRIL 2016



PROGRAM GOALS 5

GOAL 1:

Provide consistent & effective data access, collection, & reporting of freight and modal data.

GOAL 2:

Integrate Freight & Modal Data Resources in FDOT Operations & Planning Offices.

GOAL 3:

Coordinate Data Investments & Improvements.

GOAL 4:

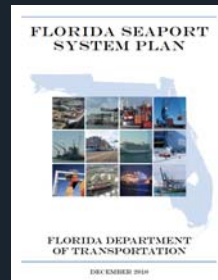
Provide Training & Awareness of Data, Datasets, Tools, & Models.



FREIGHT AND MODAL DATA PROGRAM
APRIL 2016



STATE & FEDERAL PLANS & INITIATIVES 6



FREIGHT AND MODAL DATA PROGRAM
APRIL 2016



TRANSPORTATION STATISTICS ORGANIZATION 7

Transportation Statistics

Ed Hutchinson, *Manager*

Transportation Modeling

Thomas Hill, *Manager*

Transportation Data Support

Paul O'Rourke, *Administrator*

Transportation
Quality Assurance

Andrea Hodge, *Coordinator*

Transportation
Performance Analysis

Doug McLeod, *Administrator*

Transportation Data
Collection and Acquisition

Steven Bentz *Administrator*



FREIGHT AND MODAL DATA PROGRAM
APRIL 2016



PROGRAM GOALS 8

□ GOAL 1:

Provide Consistent & Effective Access, Collection, & Reporting of Multimodal Data

- **Strategy 1:**
Create a Statewide Freight & Modal Data Program to freight planning, operations and reporting needs.
- **Strategy 2:**
Create a Statewide Freight & Modal Data Manager position to manage the Statewide Freight & Modal Data Program.
- **Strategy 3:**
Establish a Data Plan that encourages collaboration between all levels of government, stakeholders, and freight/logistics industry.
- **Strategy 4:**
Coordinate developments with ROADs Stewards and Custodians.

FREIGHT AND MODAL DATA PROGRAM
APRIL 2016



FREIGHT DATA SYSTEMS COORDINATOR 9

RESPONSIBILITIES

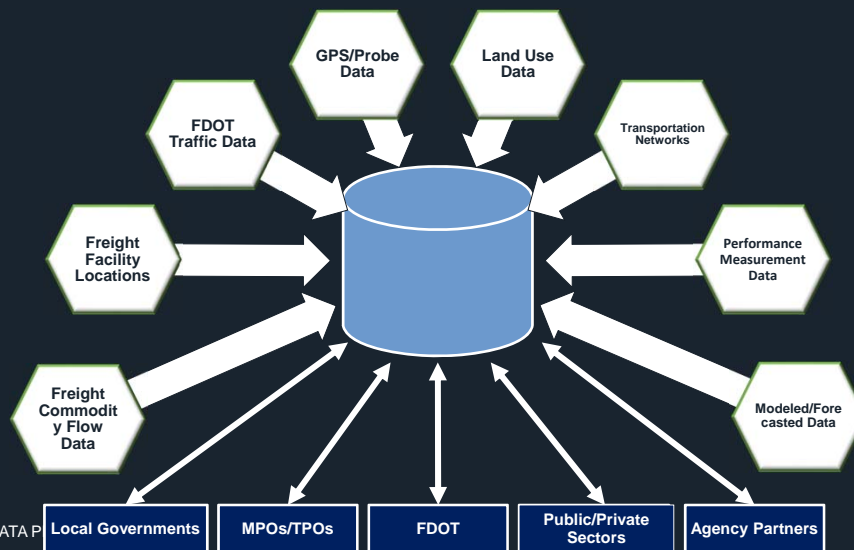
- Coordinates with the State Transportation Development Office, the FLP Office, Districts, MPOs, local governments, and private entities as necessary.
- Identifies needed freight, motor carrier and modal information resources to define freight and modal movements within Florida.
- Oversees freight and passenger data acquisition.
- Develops a system of information dissemination available to internal and external customers of the Department.
- Establishes and oversees a quality assurance program for freight, motor carrier, and modal data.
- Responds to requests for freight, motor carrier and modal data information from the Department, other state and local agencies, and the public.



FREIGHT AND MODAL DATA PROGRAM
APRIL 2016



OPTIMIZED FREIGHT DATA SUPPLY CHAIN 10



FREIGHT AND MODAL DATA P
APRIL 2016



PROGRAM GOALS 11

□ GOAL 2

Integrate Freight & Modal Data Resources in FDOT Business and Offices

- Strategy 1:
Continuously coordinate with Freight Supporting Programs and Research in Operations and Planning Offices
- Strategy 2:
Identify efficiencies for seamless transaction available freight data.



FREIGHT AND MODAL DATA PROGRAM
APRIL 2016



PROGRAM GOALS 12

□ GOAL 3

Coordinate Statewide Data Investments & Improvements

- Strategy 1:
Support data programs with new data sources and enhancements.
- Strategy 2:
Improve existing data collection systems and databases by implementing new data sources.
- Strategy 3:
Identify FDOT strengths to develop effective procedure and policies.



FREIGHT AND MODAL DATA PROGRAM
APRIL 2016



PROGRAM GOALS 13

□ GOAL 4 Provide Training & Awareness of Data, Datasets, Tools, & Models

- Strategy 1: Provide standardized data analytics, products, & services for quick and consistent freight planning and reporting.
- Strategy 2: Provide & promote education and communication tools to ensure FDOT freight & modal personnel, decision-makers, and external stakeholders are aware of resources.
- Strategy 3: Work directly with District Freight Coordinators as “boots on the ground” on regional freight data and research needs, and opportunities for partnership & innovation.



FREIGHT AND MODAL DATA PROGRAM
APRIL 2016



STATEWIDE & MULTI-FACETED BENEFITS 14



ECONOMIC VITALITY

- Data that translates to the economy
- Consistent modal metrics & reporting
- Connecting Transportation to Economic Goals



INNOVATION

- Real-time data & transponder based
- Cloud or other Web-based tools
- Data that provides origin-destinations



PARTNERSHIPS

- Statewide data can encourage partners
- Public Private Partnerships (P3)
- Build trust with ports, 3PLs, MPOs, & stakeholders



FREIGHT AND MODAL DATA PROGRAM
APRIL 2016

