

THE NAVIGATOR

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MARIE TUCKER:

Leading the Team for Commercial Vehicle Operations

For those new to the Commercial Vehicle Operations division, it is a vital part of the Traffic and Engineering and Operations Office (TE&O). Our mission encompasses overseeing the freight transportation landscape in commercial vehicles and monitoring regulating related activities. The CVO team shoulders critical responsibilities and engages in a range of activities, including:

1. Administration of the Commercial Motor Vehicle Review Board (CMVRB): This board reviews and renders rulings on all protests for commercial vehicle citations issued within Florida's borders.
2. Leading the Charge with Federal Motor Carrier Safety Administration's (FMCSA) Innovative Technology Deployment (ITD) Program: The Florida Department of Transportation (Department) is the lead agency in Florida and the CVO division leads this program for the Department, harnessing information systems and technology to elevate commercial vehicle safety and enforcement.

continued on page 2

TRUCK PARKING:

What's the Problem and How do We Solve It?

Page 8

CRACKING DOWN ON CRIME:

Florida Agricultural Law Enforcement Recovers Over \$1.3 Million in Stolen Property.

Page 10

FHP ASSISTS WITH HURRICANE IDALIA EFFORTS

FLHSMV and FHP assisting and restoring communities affected by the storm.

Page 11

MEET JEFF FROST



Florida Department of Transportation Traffic Incident Management & Commercial Vehicle Operations Program Manager

My name is Jeff Frost, I have been with the Florida Department of Transportation for over 20 years and over 7 years as the Traffic Incident Management (TIM) & Commercial Vehicle Operations (CVO) Manager. A few of my responsibilities include:

- Working alongside Marie Tucker; CVO manger, to improve the safe and efficient movement of commercial vehicles on the state and national highway system by collaborating with our industry partners and participating in Federal Motor Carrier Safety Administration's (FMCSA) Innovative Technology Deployment (ITD) program.
- Working alongside Shawn Kinney; TIM Manager, to reduce traffic-related fatalities and congestion on the State's roadways through the Road Ranger Service Patrol (RRSP) Program and Rapid Incident Scene Clearance (RISC) Program.
- Serving as the Chairman of the Commercial Motor Vehicle Review Board to review all protests for commercial vehicle citations in the State of Florida.

Prior to joining the TIM/CVO team in 2015, I worked in commercial vehicle enforcement (CVE) for over 20 years. I was an Officer, Sergeant, and Lieutenant for FDOT's Office of Motor Carrier Compliance for 16 years until the merger with FHP in 2011. I joined FHP as a Lieutenant in 2011 and worked there for another 4 years before joining the FDOT TIM/CVO team in 2015.

I look forward to bringing our readers more commercial vehicle related news and updates.

- JEFF FROST

CVO VISION, MISSION, DIVISION RESPONSIBILITIES / ROLES

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

STRATEGIC GOALS

The goals were established to provide planning consistency and align with FDOT's mission and support the Department's vital few: improving safety, enhancing mobility, and embracing innovation.

SAFETY

Safety is the priority of the FDOT and is incorporated in the "Vision Zero" program to drive traffic-related deaths on Florida's roadways to zero. The measure of safety improvements is the reduction in crashes involving commercial vehicles.

MOBILITY

The mobility of CMV is paramount to the economic prosperity of Florida and the nation and impacts the efficiency of the global supply as goods are moved to and from the state's air, sea, rail, and spaceports. The measure of success for mobility is improved truck travel time reliability.

EFFICIENCY

Efficiency not only impacts the mobility of freight movement but

also includes the daily activities of the FDOT and partner agency staff, as well as project development and deployment. Increased efficiency of the CVO division leads to increased customer service and productivity in the delivery of the department's mission. The measure of efficiency is the reduction in administrative time performing tasks, and time associated with project and program delivery.

The sharing of data between agencies and other states is a major goal of the CVO division as it relates to the efficiency of the program and freight mobility. The criteria to meet Federal Motor Carrier Safety Administration's (FMCSA) ITD Core requirements compliance is the deployment of three capability areas:

- Electronically collecting and exchanging safety performance and credentials information.
- Deploying technology to electronically screen commercial vehicles.
- Credentials administration.

Continued from Cover

- Marie Tucker: Leading the Team for Commercial Vehicle Operations

3. Fostering Collaboration with Public Agencies and Industry Groups: Through quarterly Partnership Group Meetings, our team fosters collaboration with public agencies, enforcement partners, and industry groups such as the Florida Trucking Association (FTA). The team reviews and proposes solutions relating to commercial vehicle operational issues, embarks on new initiatives, and identifies projects to foster and move forward.

My journey within the CVO Office spans more than 15 years, beginning as a consultant and ascending to the role of CVO Division Manager in 2012. During my tenure as CVO Division Manager, we have accomplished an array of milestones.

I eagerly anticipate bringing you more insights and updates from our team and the CVO division in future publications. Should you have any inquiries, please do not hesitate to reach out.

- MARIE TUCKER

Commercial Vehicle Operations Manager

COMMERCIAL VEHICLES DURING HURRICANE IDALIA: NAVIGATING THE STORM

In the face of Hurricane Idalia, Commercial Vehicle Operations (CVO) has emerged as unsung heroes. Recent state emergency orders have played a pivotal role in easing their path during these turbulent times.

Emergency Equipment and Supplies:

State authorities have lifted size and weight restrictions for vehicles transporting emergency equipment, services, supplies, or personnel. This move expedites the delivery of life-saving essentials to those in need.

FEMA Mobile Homes:

Size and weight restrictions have been suspended for vehicles transporting FEMA mobile homes and office-style mobile homes. This allows for the rapid deployment of temporary housing, aiding the recovery process.

Agricultural Commodities:

The Commissioner of Agriculture's recommendation to exempt vehicles carrying agricultural commodities and citrus from size and weight restrictions ensures the flow of essential food supplies.

Emergency Road Use Permit:

An Emergency Road Use Permit system is now in place. It allows for alternative size and weight restrictions through permits, ensuring safety during operations.

In summary, CVO is crucial in Hurricane Idalia's response and recovery efforts. The suspension of restrictions and the support for vital operations are making a difference. Click here to see the [Emergency Road Use Permit](#) and [State of Florida Executive Order](#) for Hurricane Idalia.



DISTRICT FREIGHT COORDINATORS

The CVO Office is dedicated to raising awareness and enhancing both internal and external partner collaboration, which includes facilitating communication with other offices and districts. As part of this initiative, the CVO Office organizes Statewide Coordination Meetings with District Freight Coordinators (DFC) to foster collaboration, offer assistance, and remain informed about commercial vehicle and freight-related activities across the state.

District One

Amanda Tyner

amanda.tyner@dot.state.fl.us

District One, with a land area of nearly 12,000 square miles, represents 12 counties in Southwest Florida. As the Freight and Seaport Coordinator, Amanda Tyner serves as the primary point of contact for freight-related issues within the district. She works to develop and implement strategies to improve freight mobility, infrastructure, and operations, with an end goal of one integrated, multimodal system.

Amanda served in the United States Army for eight years before going on to obtain a Master's in Public Administration. She has over 15 years of public sector experience. Outside of freight and transportation, her experience includes Accreditation, Quality Improvement, Strategic Planning, and Workforce Development. She uses her experience to foster stakeholder relationships and educate community partners on the importance of freight in the community.

District Two

Vacant

@dot.state.fl.us

District Two stretches from the First Coast on the Atlantic Ocean in Jacksonville to the crystal blue waters of the Gulf in Cedar Key, Florida's Nature Coast. With a diverse population of rural and dense urban corridors, the district boasts the nation's oldest city, St. Augustine, and serves as a welcoming committee for motorists on 1-95 and 1-75.

Motorists travel more than 47 million miles on state roadways in District Two. The District is also home to the Suwanee River, the name of our state song. The region continues to be at the forefront of growth and includes some of the state's most historic, moveable bridges.

District Three

Ray Corbitt

ray.corbitt@dot.state.fl.us

Ray Corbitt has been with FDOT District 3 for approximately 15 years and has been District 3's Freight Coordinator for 2 years. His other job duties include being the Rail and Seaport Administrator in District 3. He started in Design in the Roadway section, moved into Project Management, and finally landed in

the multi-modal office. As freight coordinator, Ray evaluates truck parking within the district, congestion related to freight generators, and reviews upcoming road projects to ensure a freight perspective is added if applicable.

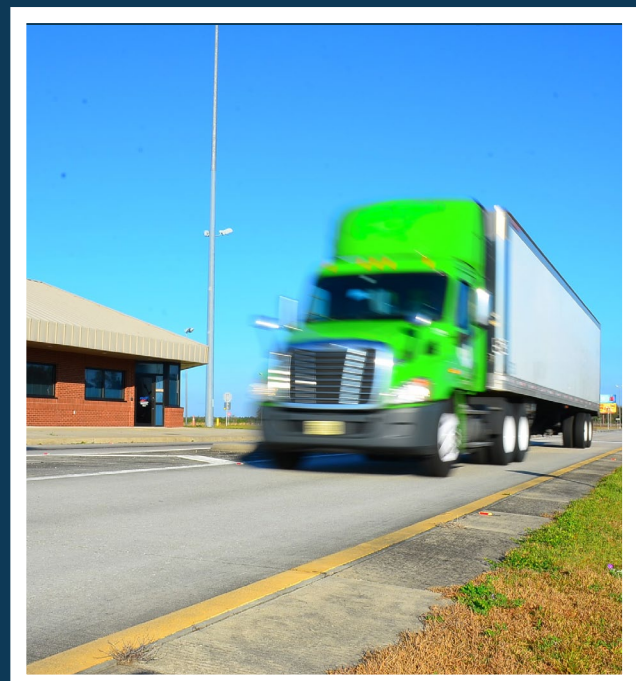
District Four

Justin Stroh

justin.stroh@dot.state.fl.us

Justin Stroh is the District Four Freight Coordinator for the Office of Modal Development and serves as the primary contact for matters of freight. His professional experience encompasses state-level transportation planning, county-level sustainability efforts, and private sector operations management.

Freight shipping is the transportation of goods, commodities, and cargo by ship, aircraft, truck, train, or pipeline. His responsibilities include developing and implementing strategies to improve freight mobility, freight infrastructure, and related operations throughout the region as part of an integrated multimodal system. Part of his job is to assist in facilitating public and private, state and local and state and federal freight transportation investment decisions that serve Florida's communities



District Five

Sarah Van Gundy
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I'm Sarah Van Gundy, the District 5 Freight Coordinator, but my other duties include being the Seaport Coordinator and the Spaceports Coordinator. I started in this position in February of 2020, but I have been with the Department since 1999. I worked in the Brevard maintenance office for a short while and then worked in the Roadway Design office in DeLand as a Roadway Designer for 8 years. I then worked in the Consultant Project Management office in DeLand as a Project Manager for about 12.5 years. I have a BS in Civil/Environmental Engineering from the University of South Florida in Tampa and I was born and raised in Florida. I am a second generation native Floridian.

District Six

Daniel Lameck
daniel.lameck@dot.state.fl.us

My name is Daniel Lameck, I am the District 6 Freight and Federal Grants Coordinator. I became Freight Coordinator on November 11th, 2022. I have a Civil Engineering degree and Organizational Communications degree from FIU. My duties here in the district involve:

- Develop and implement strategies to improve freight mobility and Truck Parking within the District.
- Advise local agencies and FDOT leadership on the types of freight investments we should making in District 6
- Find different Federal Funding opportunities that can go towards funding the District projects that improve Freight.
- Perform studies to evaluate the current need and health of Freight mobility within the region.

We have performed several district planning studies, most of which evaluate freight intensive sub-areas in District 6 with the goal of getting our recommendations into on-going projects; or have them become PD&E studies and eventually construction projects. Our freight planning studies consist of these key items:

PURPOSE:

- Evaluate regional freight mobility needs.
- Understand the origin/destination of goods.
- Identify deficiencies & opportunities.

FINAL RECOMMENDATIONS FOCUSED ON:

- Infrastructure: new facilities, reconstruction, & maintaining current system
- Operational: signal synchronization, signage, real-time data for dispatchers & drivers
- Institutional: Institutional & regulatory bottlenecks

District Seven

Michael R. Brown
michael.brown@dot.state.fl.us

Mike Brown has been with FDOT District 7 for approximately ten years. He started in Modal Development in the Transit section, then moved to District 7's Aviation and Seaport Office. Mike has a passion for freight and logistics since his days as a business owner of an air cargo cartage company. He has an MBA with a strong background in finance and operations management.

Florida's Turnpike Enterprise (TPE)

Victoria Williams
victoria.williams@dot.state.fl.us

The freight coordinator representing Florida's Turnpike Enterprise is Victoria Williams, who works in Planning as the Metropolitan Planning Organization (MPO) Liaison Administrator. Victoria's experience with FDOT has primarily been with MPO coordination and serving Florida's Turnpike customers as the FDOT SunPass Support Center Manager. As freight coordinator, Victoria communicates truck parking initiatives on Florida's Turnpike at the eight service plazas along the Turnpike mainline and also the tandem lots around the state. She welcomes your comments, suggestions and questions and is grateful to be part of the supportive team at Florida's Turnpike Enterprise.



The CVO Office is dedicated to raising awareness and enhancing both internal and external partner collaboration, which includes facilitating communication with other offices and districts.

CVO BUSINESS PLAN AND ACCOMPLISHMENTS

The movement of goods is an economic driver and a federal and state priority. The safe and efficient movement of freight on the state and national highway system has a direct impact on the global competitiveness and economic prosperity of the nation. This Commercial Vehicle Operations Business Plan outlines the goals of **improving safety and enhancing mobility by embracing innovation**. This, in turn, provides for focused tactics and actions supporting the Florida Department of Transportation's (FDOT) mission of providing a safe transportation system that ensures the mobility of goods and enhances economic prosperity.

The Commercial Vehicle Operations (CVO) division provides continuity between various FDOT plans, including the Florida Transportation Plan, the Freight Mobility and Trade Plan, the Motor Carrier System Plan, the Transportation Systems Management and Operations Strategic Plan, and the Motor Carrier Size and Weight Business Plan.

This business plan was developed as a collaborative effort with FDOT offices including Freight Logistics and Passenger Operations, Planning, Transportation Data and Analytics, and Traffic Engineering and Operations. Partner agencies include the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) and the Florida Highway Patrol – Office of Commercial Vehicle Enforcement (FHP/OCVE). Additional partners include the Florida Department of Revenue (DOR), the Florida Department of Agriculture and Consumer Services (FDACS), and the commercial vehicle industry, as represented by the Florida Trucking Association (FTA). The CVO business plan supports the goals of the Federal Motor Carrier Safety Administration (FMCSA), the Federal Highway Administration (FHWA), and the Commercial Vehicle Safety Alliance (CVSA).

The goals included are defined by the following tactics and actions, which will be carried out during the next five-year period (FY 2021 through 2025) by the CVO division:

COORDINATION: Activities focus on CVO and freight to increase awareness of the specific criteria and needs associated with safety and mobility through outreach and in-reach activities.

TECHNOLOGY: A primary tactic of the business plan that includes six focus areas: Focus on the physical security and cyber security of FDOT technology and assets associated with CVO.

- Interagency interface for increased efficiency in data sharing.
- Advancements to the Permit Application System (PAS) for safety and mobility.
- Development of a commercial vehicle application for interaction with roadside devices and information dissemination, including expanding connected vehicle applications.
- Data and governance activities.
- Roadside device deployment in support of mobility, safety, and efficiency goals.

POLICY: Focusing on emerging technologies, interstate synchronization, and congestion management.

COMMERCIAL MOTOR VEHICLE REVIEW BOARD: Activities focus on increased efficiency by developing a Citation Tracking Tool (CTT) for trend analysis and review by the board members, training and reference material, and a web-based interface.

FUNDING: Identification and capturing of funding opportunities and strategies for pooling funds for increased efficiency in deployment and maintenance activities.



The Commercial Vehicle Operations (CVO) division provides continuity between various FDOT plans.

GOALS	STRATEGY
PLANNING & DEPLOYMENT	The continual collaboration of all parties for efficiency. Leverage deployments by other offices (TDA, TEO).
OUTREACH	Education and outreach for MPO/Transportation Planning Organizations (TPO) and the trucking industry. Trend analysis via WIRA for increased safety outreach programs.
IN-REACH	Freight “mainstreaming” for daily interaction and consideration by all FDOT offices. Increased freight awareness in FDOT planning, design, and construction (i.e., work-zone safety, detour routing).
DATA	Collaborative research and development for data sharing efficiency. Leverage the FDOT System of Engagement to achieve mutual success.
POLICY	Continue collaboration with emerging technologies, including Connected and Automated Vehicles (CAV). Increased engagement of industry at quarterly meetings.
FUNDING	Strategize on federal funding packages to increase opportunities. Integration of FDOT offices in prioritization and pooling of resources.
SAFETY	Explore innovative technologies to increase safety (thermal brakes, tire monitoring). Integrate other systems (lane closure, Intelligent Transportation Systems [ITS]) for permit routing and traffic incident management.



COMMERCIAL MOTOR VEHICLE REVIEW BOARD (CMVRB)

Florida Statute 316.545(7) established the Commercial Motor Vehicle Review Board (CMVRB) that is responsible for considering protests against commercial vehicle citations issued for registration, weight, safety, fuel and motor tax violations.

The CMVRB is comprised of three permanent members that include the FDOT Secretary of Transportation, the FLHSMV Executive Director, and the FDACS Commissioner or an authorized representative, along with four appointed members. The appointed members are chosen by the Governor (3) and the FDACS Commissioner (1) from various industries including road construction, trucking, general business, and agriculture. The Secretary of Transportation, or representative, serves as the chairman of the Board while Marie Tucker acts as the Executive Assistant, overseeing the operations of the CMVRB hearings.

The CMVRB meets in Tallahassee, Florida, on the second Thursday of every month at 8:30 a. m. Participation is available through Microsoft Teams, so protesters and other interested parties can join without undue burden. The CMVRB does not function like a regular court system. Rather than adjudicate guilt, the Board seeks to find ways to grant relief by voting to either dismiss, modify, or uphold each citation.

The process for protesting a commercial vehicle citation involves the motor carrier sending their protest which consists of a letter explaining their grounds for protest, a copy

of their citation, and any additional evidence relevant or helpful to their case by either mail, fax, or email. All case files are sent to the Board members one month prior to the hearing for review. Protestors then receive a letter by mail one month before their hearing date with details regarding their hearing. Protestors do not have to be present at their hearing if they do not wish to do so.

Following the hearing, the protester receives a letter with the information outlining the final order of the protest. Data is recorded from each meeting using the Citation Tracking Tool (CTT). The CTT was developed as a centralized system for tracking protested citations to assist in efficient record keeping and reducing redundant data entry and errors. It is also used to analyze and discern different trends in commercial vehicle citations throughout the state. After the hearing takes place, the disposition of the case is recorded, and any fines refunded to the carrier.

The CMVRB Members are:

- **Jeff Frost**, *Chairman*
- **Tod Browning**, *DHSMV representative*
- **Alan Walker**, *FDACS representative*
- **Scott Reagan**, *General Business Industry*
- **Scott Christy**, *Road Construction Industry*
- **Kathy Panozzo**, *Trucking Industry*
- **Vacant**, *Agriculture Industry*



CMVRB QUARTERLY DATA

Month/Yr.	Total # Citations	Total Amount of Fines			Total Amount Protested
		weight	safety	fuel	
Jul-23	146	\$89,667.20	\$41,900.00	\$6,725.00	\$138,292.20
Aug-23	112	\$66,169.35	\$44,490.00	\$3,895.00	\$114,554.35
Sep-23	107	\$77,664.20	\$34,150.00	\$2,685.00	\$114,499.20
TOTAL	365	\$233,500.75	\$120,540.00	\$13,305.00	\$367,345.75

Month/Yr.	# of Cases Granted Relief	Total Amount of Refunds			Total Amount of Refunds
		weight	safety	fuel	
Jul-23	46	\$29,520.30	\$13,425.00	\$935.00	\$43,880.30
Aug-23	30	\$8,046.65	\$5,500.00	\$280.00	\$13,826.65
Sep-23	41	\$21,197.00	\$13,175.00	\$230.00	\$34,602.00
TOTAL	117	\$58,763.95	\$32,100.00	\$1,445.00	\$92,308.95

Month/Yr.	# of Cases Granted Full Relief	# of Cases Granted Partial Relief	Amount Granted Full Relief	Amount Granted Partial Relief
Jul-23	14	32	\$25,285.10	\$18,595.20
Aug-23	19	12	\$6,119.10	\$7,707.55
Sep-23	14	27	\$12,236.55	\$22,365.45
TOTAL	47	71	\$43,640.75	\$48,668.20

PROCEDURES AND RESOURCES

Protest Information

WEBSITE	For those who wish to protest a UCC, visit: www.CMVRB.com
PHONE NUMBER	(850) 410-5555
EMAIL	For questions relating to protesting a UCC, email: cmvr@dot.state.fl.us
FAX	(850) 412-8029
MAILING ADDRESS	605 Suwannee Street, MS 90 Tallahassee, FL 32399

Protest Procedures

Protests must be in writing; protests cannot be made over the phone
Protest letters can be sent by mail, fax, or email
60 days to protest (from the date the citation was written)
120 days to pay if protesting (from the date the citation was written)
For all questions or concerns regarding D.O.T. Stops, please refer to: Lieutenant James Hightower (850) 617-2292

Reason for Call

CDL Questions	(850) 617-2606, CDL Helpdesk
Compliance Investigation	(850) 617-3010, Captain Charles Smalley
Data Q - Requesting review of data in FMCSA system	(850) 617-3119
Federal Motor Carrier Safety Administration (FMCSA)	(850) 942-9338
General CMV Questions	(850) 617- 3010, Lieutenant James Hightower
Hazardous Materials	(850) 617- 3010, Lieutenant Artez Lester
IRP / IFTA Information	(850) 617-3711
Motor Carrier Size and Weight	(850) 410-5500
Oversize/Overweight Permits Office	(850) 410-5777

TRUCK PARKING:

WHAT'S THE PROBLEM AND HOW DO WE SOLVE IT?

Truck parking has consistently been identified as one of the major issues affecting truck drivers and the freight industry in the United States, with the American Transportation Research Institute (ATRI) ranking truck parking as the number three concern for drivers in 2022.

Trucking touches nearly every aspect of the economy. Still, it can often be overlooked even though trucks are responsible for delivering raw materials to manufacturing plants, transporting products between distribution facilities, and delivering finished products to businesses and consumers. Each link in the supply chain is supported by the trucking industry, making safe and reliable truck parking a major consideration for state and local governments that has direct impacts on:



SAFETY: A lack of strategically located truck parking facilities can contribute to illegal parking, such as along shoulders, which can obstruct travel lanes and bicycle lanes, and contribute to sightline obstructions at intersections and driveways.

OPERATIONS: When drivers must search for parking, the extra time required to find parking may increase congestion and delays for other roadway users. It may also force drivers into residential areas, creating a nuisance for residents and potentially causing safety issues.

ECONOMY: Businesses rely on pick-ups and drop-offs for freight, which increases the need to address shipping and delivery, parking, and staging properly. Adequate truck parking helps to lower overall industry costs through less theft and lower operating costs.

Several factors have contributed to the truck parking issue, including a lack of safe and available facilities where they are in greatest demand; evolving logistics, distribution, and delivery patterns; and recent changes

to the Federal Motor Carrier Safety Administration (FMCSA) Hours of Service (HOS) rules and reporting that now require the use of in-cab electronic logging devices (ELDs). HOS regulations govern the amount of time a commercial driver can be “on duty” and dictate required rest periods to ensure drivers remain awake and alert while driving, which makes the availability of safe and accessible of truck parking a key aspect of their jobs as they balance delivery schedules with truck parking availability.

Acknowledging this issue, the Federal Highway Administration (FHWA) declared the truck parking shortage a national safety concern that will only grow in the coming years, with projected freight tonnage growth of 50% by 2050. In 2012, FHWA established Jason’s Law, which codified truck parking as a national transportation priority and outlined programs, strategies, and resources for State DOTs, MPOs, and local governments to assess truck parking needs and identify improvements and investments.

State transportation agencies like FDOT play an important role in addressing the truck parking issue by providing capacity at state-owned rest areas and weigh station facilities, developing new truck parking facilities and adding capacity at existing facilities, providing truck parking utilization and availability data, and leading statewide and regional planning efforts. In March 2020, FDOT completed the Florida Statewide Truck Parking Study that provided a comprehensive overview of truck parking in the state, including a review of existing studies and projects, the total number of public and private spaces, an estimate of truck parking facility utilization and illegal parking, and planning-level recommendations for implementation activities in the short, medium, and long-term horizons.



In addition to proactive statewide planning for truck parking, FDOT has also been at the forefront of truck parking availability and utilization information through the successful implementation of the statewide Truck Parking Availability System (TPAS) that was awarded a \$10.7M FASTLANE Grant to support system deployment. The Florida TPAS provides real-time truck parking availability information through roadside devices, the Florida 511 application, and third-party data feeds. With TPAS deployment complete, FDOT has initiated efforts to refine and improve detection technology, improve data dissemination and analysis processes, and engage with the private sector to identify data-sharing opportunities to ensure truck drivers have convenient access to accurate real-time data for trip planning and decision making.

In response to the growing need for additional truck parking capacity in the state and as a follow-up to the Statewide Truck Parking Study and successful deployment of TPAS, FDOT initiated the Truck Parking Implementation Study in the Spring of 2022. The study was developed as a comprehensive statewide effort led by the CVO and MCSAW Offices in coordination with numerous FDOT offices, Districts, partner agencies, and industry stakeholders focused on the identification and development of strategies to improve truck parking utilization at weigh stations and increase capacity at state-owned parking facilities. Highlights and outcomes of the Truck Parking Implementation Study include:

DOCUMENT REVIEW

FDOT has initiated more than 30 separate truck parking studies and projects that have looked at the issue from the state, district, corridor, and facility levels. These efforts focused on quantifying existing supply and demand, identifying potential sites for expanded truck parking facilities, and developing concepts and projects.

STAKEHOLDER ENGAGEMENT

Trucking industry associations indicated that additional parking was needed in Florida and should be deployed where there is a documented need. Accurate and consistent TPAS data is critical in trip planning, and the safety and security of facilities are a major consideration when selecting a parking location. FDOT Districts indicated a need for additional funding to develop and advance truck parking projects, dedicated maintenance support for future facilities, and guidance on design and policy for streamlined delivery.

Trucking touches nearly every aspect of the economy. Still, it can often be overlooked even though trucks are responsible for delivering raw materials to manufacturing plants, transporting products between distribution facilities, and delivering finished products to businesses and consumers.

DATA COLLECTION AND UTILIZATION ANALYSIS

Data was collected during one-week periods in the spring of 2022 and indicated that most state-owned parking facilities experienced overutilization at some point during the observation period. Facilities in North and Central Florida along the I-4, I-10, I-75, and I-95 corridors in Districts 2, 3, and 5 experienced the highest

instances of overutilization, with some seeing over 200% utilization during peak overnight time periods.

MCSAW FACILITIES UTILIZATION STRATEGIES

Enhanced amenities, including the addition of Wi-Fi, vending machines, and signage, are among the low-cost solutions that were identified to improve parking utilization and encourage drivers to stop at these facilities. Additional communications and outreach strategies could be used to target drivers through FDOT and industry-specific media.

ALTERNATIVE PARKING SOLUTIONS

While all state-owned parking facilities provide some amount of truck parking, reviews performed during this study indicate there are expansion opportunities that can be implemented within the existing ROW as well as opportunities to leverage other state-owned parcels using the following alternative parking strategies:

- Designing for back-in and parallel parking
- Re-purposing amenities and converting greenspace
- Rehabilitating closed or abandoned rest areas
- Converting Interchange infields and medians
- Utilizing parcels adjacent to private parking facilities
- Partnering with other state or local agencies

TPAS POLICY AND 3RD PARTY AGREEMENTS

Providing TPAS data to third-party applications and other in-cab hardware and software providers, like Electronic Logging Devices (ELD), would allow FDOT truck parking availability information to be sent directly to drivers safely and efficiently.

TRUCK PARKING IN LOCAL PLANNING AND ZONING

One of the most influential roles local governments can play in addressing the truck parking shortage is through land use regulation and zoning ordinances that can be used to proactively plan and direct truck parking development in a community. These strategies can be considered for truck parking applications that include staging, loading/unloading, and overnight parking.

FUNDING

In addition to existing state funding programs, truck parking projects are also now eligible for a range of Federal funding under section 1401 (Jason's Law) that includes major Formula Funding Programs and Discretionary/Competitive Grants.

NEXT STEPS

Based on the results of this study, it is evident that FDOT has made substantial statewide progress in addressing the truck parking shortage and must continue to build upon these efforts in the coming years. Key next steps include:

- Formalize a statewide truck parking working group
- Develop a statewide truck parking master project list and schedule
- Deploy enhanced amenities at underutilized weigh stations
- Incorporate alternative parking solutions
- Initiate a statewide communications and outreach campaign



In the fall of 2022, as the Statewide Truck Parking Implementation Study was wrapping up, FDOT took the opportunity to move ahead with recommendations outlined in the study and successfully programmed over \$40M in Carbon Reduction Program Funding for future truck parking implementation projects across the state. Over the next ten years, FDOT has approximately \$582M programmed to expand and enhance state-owned parking facilities when considering all planned truck parking, rest area, and weigh station projects. With this type of financial and program-level commitment, Florida's truck parking future looks bright.

TRUCK PARKING AVAILABILITY SYSTEMS (TPAS) PILOTS NEW TECHNOLOGY IN DISTRICT 2

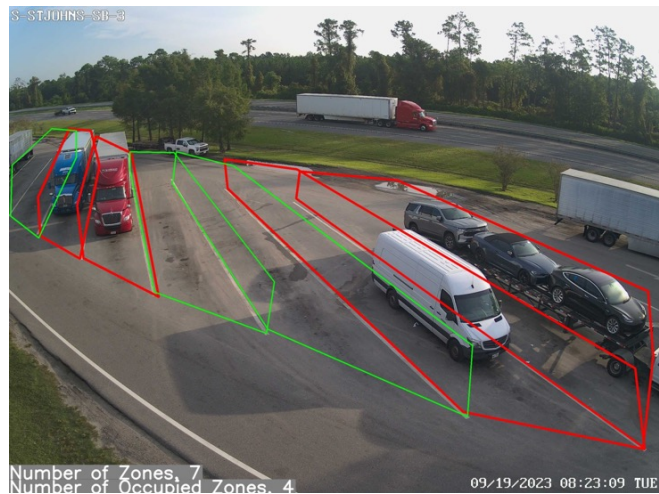
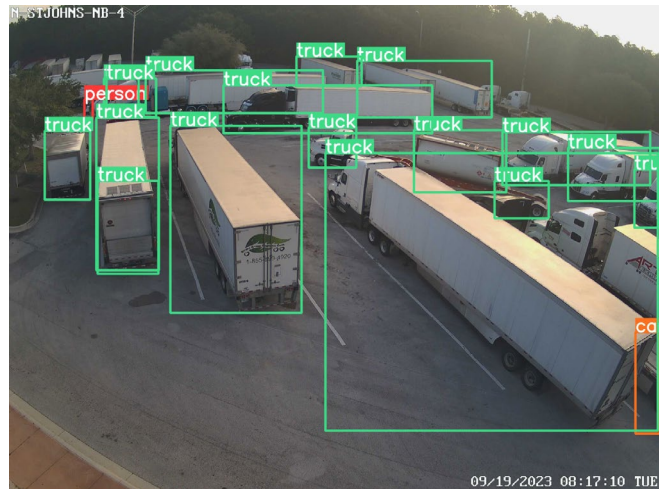
The availability of safe truck parking consistently ranks as a national priority. Beginning in 2012, the Florida Department of Transportation (FDOT) initiated a study to understand truck parking issues in the State of Florida. The study identified that there was an imbalance in utilization of existing publicly available truck parking and recommended a technology-based system to provide information on parking availability. Leveraging two grants, FDOT began implementation of the Truck Parking Availability System (TPAS) in 2017. This system offers real-time information about parking space availability at FDOT-operated rest areas, welcome centers, and weigh stations. This data is disseminated through dynamic messaging signs (DMS) positioned alongside the road, the Florida 511 application, and third-party data feeds.

The initial deployment involved the installation of embedded sensors in individual parking spaces and vehicle detection counters at the entry and exit ramps. By June 2022, the TPAS system had been fully implemented at all state-owned rest areas, welcome centers, and weigh stations.

FDOT initiated a reevaluation of “per space” vehicle detection technology that examined the use of computer vision software to improve data reliability, gather utilization data for freight planning, fulfill funding reporting requirements, and maintain wellness checks on vehicles that overstay their allotted parking time. FDOT District Two carried out a pilot project that utilized inexpensive cameras combined with an in-house system that uses open-source computer vision software, providing results equal to or better than in-pavement sensors, which has shown to reduce overall costs.

The images show how the computer vision software can differentiate between different vehicles, cars, and people while successfully identifying occupied vs non-occupied spaces. The addition of computer

vision software into the TPAS offers a broader range of potential data to assist in freight planning including space utilization by vehicle class, parking behavior trends, and other future analytics.



TPAS ARCHITECTURE CAPABILITY MATRIX

Function	Support	
	Count in/out	Per Space
Total count of vehicles in lot	Yes	Yes
Duration of stay (e.g., overstay alerts that warrant occupant health/safety checks)	Yes*	Yes
Duration of stay per space	No	Yes
Handicapped space utilization	No	Yes
Parking behavior (e.g., identifying preferred spaces, space selection/use trends)	No	Yes
Space utilization by vehicle class (e.g., tractor-trailer, bus, RV)	No	Yes**
Detection of vehicles parking outside of designated spaces	No	Yes**

*Only supported if counting system is also capable of unique vehicle ID (e.g., license plate recognition at ingress/egress)

**Typically requires use of systems that rely upon video analytics

FDOT TRUCK PARKING HIGHLIGHTS

STATEWIDE

- **TRUCK PARKING AVAILABILITY SYSTEM (TPAS) DEPLOYMENT (COMPLETE) -**
the TPAS deployment project was developed to provide truck drivers with real-time information on the availability of parking spaces at FDOT-owned rest areas, welcome centers, and weigh stations through roadside signs, the Florida 511 application, and third-party data feeds. FDOT was awarded a \$10.7M FASTLANE Grant to support this project.
- **CARBON REDUCTION PROGRAM (COMPLETE/IN-PROGRESS) -**
in Fall of 2022, FDOT successfully programmed over \$46M in Carbon Reduction Program Funding for the planning, design, and construction of future truck parking implementation projects across the state.

DISTRICT 1

- **I-75 LEE COUNTY REST AREA PD&E (IN-PROGRESS) -**
the district received \$1.5M in CRP funds for FY 24 to perform a PD&E study on the I-75 Lee County Rest Area (off-interstate along Daniels Parkway) to explore opportunities to expand truck parking capacity, improve or reconstruct rest area facilities, support emergency management services, and improve multimodal access and connections.
- **I-4 POLK COUNTY REST AREA TRUCK PARKING EXPANSION PROJECT (NOT STARTED) -**
the district received \$6.7M in National Highway Freight Program funding for Design (FY24) and Construction (FY27) to expand truck parking at the Polk County Rest Areas that will add 86 (eastbound) and 56 (westbound) additional truck parking spaces between the Tampa and Orlando metropolitan areas.
- **I-75 CHARLOTTE COUNTY (JONES LOOP) TRUCK PARKING FACILITY (NOT STARTED) -**
the district identified an existing FDOT owned parcel to repurpose an abandoned rest area into a Truck Parking Only Facility on Jones Loop rd. near I-75 in Charlotte County. By utilizing an alternative Right of Way (ROW) approach, the district will create 136 new truck parking spaces and minimize costs by rehabilitating existing pavement and lighting.

DISTRICT 2

- **I-95 REST AREA TRUCK PARKING EXPANSION PROJECTS (IN-PROGRESS) -**
the district has identified concepts to expand truck parking at all four I-95 rest areas in St Johns County using a combination of Rest Area Program and CRP funds for the Design and Construction phases. Innovative parking strategies like 90-degree back-in and parallel parking are being considered to maximize parking capacity and reduce construction costs.
- **I-10 CECIL PROVING GROUND TRUCK PARKING FACILITY PD&E (IN-PROGRESS) -**
the district received approximately \$4M in CRP funds for FY 24 to perform a PD&E study at the I-10/US-90/First Coast Expressway interchange in Duval County to implement a truck-only parking facility that will also provide electric charging to serve the greater Jacksonville area, including JaxPort.
- **I-10 AT US-301 PRIVATE PARKING ADJACENT TRUCK PARKING FACILITY (IN-PROGRESS) -**
the district received approximately \$400k in CRP funds in FY24 for design services to develop an FDOT-owned parcel adjacent to an existing private truck parking facility for additional truck parking capacity that could leverage amenities provided by the private facility. This project involved extensive coordination with the trucking industry and existing truck stop operator.



DISTRICT 3

- **I-10 REST AREA TRUCK PARKING EXPANSION PROJECTS (IN-PROGRESS)** – the district received approximately \$18M in CRP funds for the Design and Construction phases for projects to increase truck parking capacity at existing rest areas along the I-10 corridor including the Jefferson, Leon, and Okaloosa County facilities. Innovative design strategies like back-in and parallel parking will be utilized to maximize the use of existing pavement, increase capacity, and reduce overall costs.

DISTRICT 4

- **I-95 ST. LUCIE COUNTY REST AREA EXPANSION (NOT STARTED)** – the district completed a Feasibility Study Report in February 2023 that evaluated small, medium, and maximized alternative truck parking concepts to expand capacity at the St. Lucie County rest areas. The district allocated Rest Area Program funds for the Design and Construction phases and potential additional enhancements may include Wi-Fi and electric vehicle infrastructure.

DISTRICT 5

- **I-4 CORRIDOR TRUCK PARKING FACILITIES PD&E (IN-PROGRESS)** – the district initiated a corridor-length PD&E study to identify and assess multiple locations for the implementation of new truck-only parking facilities along the I-4 corridor from Volusia County to Osceola County. Through extensive analysis and stakeholder/public input, the project has identified six preferred sites throughout the study area for further project development and design activities depending on funding availability.

DISTRICT 6

- **I-95 MIAMI-DADE COUNTY GOLDEN GLADES TRUCK TRAVEL CENTER (GGTTC) (IN-PROGRESS)**– the district will employ a Public-Private-Partnership (P3) agreement to construct a new truck parking facility adjacent to the I-95 and Florida Turnpike interchange in Miami-Dade County that will create approximately 250 new truck parking spaces and may include amenities such as fueling stations, quick service restaurants, retail space, truck repair facility, truck wash, and a certified static scale. Additional features may also include deployment of TPAS and Intelligent Transportation Systems (ITS).

DISTRICT 7

- **I-75 HILLSBOROUGH COUNTY REST AREA EXPANSION (COMPLETE)** – in 2020, the district completed the reconstruction and expansion of the truck parking areas at the I-75 northbound and southbound rest areas in Hillsborough County adding 46 (southbound) and 69 (northbound) new truck parking spaces for a total of 191 spaces between both facilities.
- **WEST CENTRAL FLORIDA I-4 TRUCK PARKING FACILITY (IN-PROGRESS)** – the district was awarded a \$15M INFRA Grant in January 2023 for the construction of a new truck-only parking facility at the I-10 and Countyline Road interchange between Tampa and Orlando. The facility will add 120 new truck parking spaces and can be expanded to accommodate 250 spaces in the future. Features and amenities will include restroom facilities, picnic shelters, pedestrian and bicycle connections, TPAS, and electrical hookups. Roadway improvements to the I-4 ramp and intersections on Countyline Road will also be implemented to improve access and safety around the facility.

FLORIDA'S TURNPIKE ENTERPRISE

- **OSCEOLA COUNTY CANOE CREEK SERVICE PLAZA TRUCK PARKING FACILITY (NOT STARTED)**– the Florida Turnpike Enterprise programmed \$20.6M to fund Design (FY25) and Construction (FY26) phases for the Canoe Creek Service Plaza to expand existing truck parking capacity and provide additional upgrades to lighting, plaza ramp improvements, and pond and ditch reconstruction.



CRACKING DOWN ON CRIME:

FLORIDA AGRICULTURAL LAW ENFORCEMENT RECOVERS OVER \$1.3 MILLION IN STOLEN PROPERTY

In Hamilton County, Florida, the Office of Agricultural Law Enforcement has been on a mission to combat vehicle theft and criminal activities. Their ongoing operation in North Florida has resulted in the identification of 33 stolen semi-trailers and a vehicle, leading to multiple arrests and the seizure of property valued at over \$1.3 million.



Commissioner of Agriculture Wilton Simpson commended their efforts, stating, "The Office of Agricultural Law Enforcement is committed to upholding the law and safeguarding Florida's communities and businesses from criminal activity."

Besides recovering stolen property, officers have also made several arrests for traffic violations, open warrants, possession of illegal narcotics, and fraudulent credit cards. This demonstrates their comprehensive approach to law enforcement.

One significant challenge has been identifying stolen semi-trailers, some of which had their Vehicle Identification Numbers (VINs) altered or removed. However, officers remain committed to returning these stolen assets to their rightful owners.

The Office of Agricultural Law Enforcement conducts criminal investigations, protects consumers, and safeguards Florida's agriculture industry from theft and other crimes. They also ensure the integrity of Florida's food and consumer products. With over 20 agricultural interdiction stations across the state, officers work tirelessly around the clock, year-round, to inspect vehicles and protect Florida's food supply.

This operation in North Florida showcases the dedication and determination of the Office of Agricultural Law Enforcement in safeguarding communities and businesses. Their commitment to the safety and security of Florida's residents, coupled with their success in recovering stolen property, underscores their crucial role in the fight against crime. With each arrest and every seized vehicle, they send a powerful message: Florida's law enforcement is unwavering in its mission to protect its citizens and uphold the law.



FHP ASSISTS WITH HURRICANE IDALIA EFFORTS

In the wake of Hurricane Idalia, the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) and the Florida Highway Patrol (FHP) have shown unwavering dedication to assisting and restoring communities affected by the storm. Hurricane Idalia, a powerful Category 3 storm, made landfall in the Big Bend region on August 30, 2023, causing significant damage.



FLHSMV deployed Florida Licensing on Wheels (FLOW) units to help residents in hurricane-affected communities obtain identity credentials, registrations, and titles. These units were strategically located with state and federal agencies to provide a comprehensive one-stop resource center.

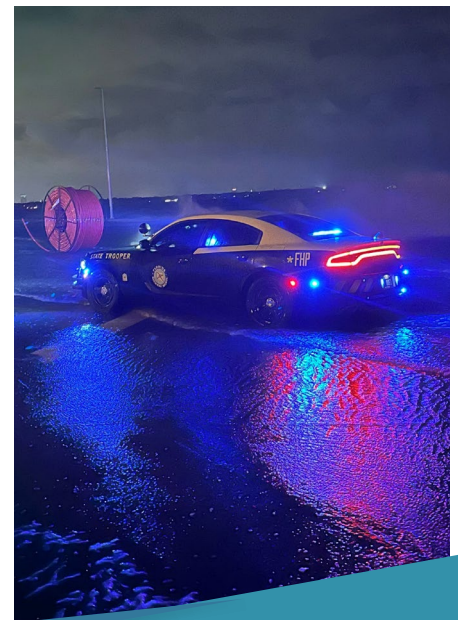
FLHSMV and FHP remain dedicated to serving the community, ensuring public safety, and contributing to the recovery efforts. Their commitment shines brightly during times of crisis, providing reassurance as Florida works towards full restoration following Hurricane Idalia.



Pre-hurricane efforts included FHP troopers actively ensuring the safety of residents in Taylor, Levy, and Dixie Counties, assisting with evacuations, and monitoring road conditions. In Cedar Key, Troopers and Cedar Key Police Department officers conducted door-to-door visits to inform residents about evacuation orders, covering an impressive 840 homes in two hours.

After the hurricane struck, over 100 FHP troopers from the Quick Response Team (QRT) were swiftly deployed to provide essential law enforcement support, clear roadways, manage traffic, and conduct welfare checks in the affected areas of North Florida. FHP also played a pivotal role in reopening roads and ensuring road safety, working closely with the Florida Department of Transportation (FDOT). They provided crucial escorts for resources such as fuel and utility trucks and supported recovery operations.

FLHSMV Executive Director Dave Kerner expressed pride in the agency's unwavering commitment to public safety and restoration efforts. Florida Highway Patrol Colonel Gary Howze II emphasized FHP's dedication to public safety and assisting their communities in times of need.





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