

# MOTOR CARRIER SYSTEM PLAN

## Business Forum I Summary



January 2016

# Background

## Why a Motor Carrier System Plan

The Florida Department of Transportation (FDOT) is in the process of updating all of its modal plans (Rail System Plan, Aviation System Plan, as well as the Seaport and Waterways System Plan) for consistency with the recently completed [Freight Mobility and Trade Plan \(FMTP\)](#) and updated [Florida Transportation Plan \(FTP\)](#).

During the development of the Freight Mobility and Trade Plan (FMTP), several issues and opportunities were identified related to trucking and motor carrier. For the first time, the [Rail and Motor Carrier Operations Office](#) will develop a Motor Carrier System Plan to complete the set. By creating a Motor Carrier System Plan, FDOT hopes to coordinate our efforts across a wide variety of offices and agencies that impact motor carrier.

**Figure 1: The Evolution of Transportation**

From...	To...
<b>Moving vehicles</b>	<b>Moving people and freight</b>
<b>Individual modes and facilities</b>	<b>Complete end-to-end trip</b>
<b>Individual jurisdictions</b>	<b>Economic regions and trade corridors</b>
<b>Physical capacity</b>	<b>Operational performance, flexibility, and reliability</b>
<b>Travel time and vehicle operating costs</b>	<b>Business logistics and economic competitiveness</b>
<b>Reacting to economic growth and community and environmental impacts</b>	<b>Proactive planning for economic, community and environmental goals</b>

Florida is a major gateway for merchandise trade between North America, Latin America, the Caribbean, and other world regions. In 2014, a total of \$153.2 billion in merchandise trade entered or exited the United States through Florida's Customs Districts. This is the 3rd highest level ever recorded in Florida.

The technology of transportation is changing rapidly, including both vehicles and the way we move goods. Florida's industry mix and land use patterns are adapting to meet future needs, and the speed of change will only increase. The world is changing, and we must shift our thought process as a Department of Transportation to address today's issues. That includes planning to move both people and freight.

FDOT's historical approach to Motor Carrier has been in terms of asset protection (compliance and size and weight issues) and safety. Going forward, we plan to also focus on the facilitation of truck movement and addressing key motor carrier policy issues.

## Stakeholder Engagement

Stakeholder engagement will be critical to the success of the Motor Carrier System Plan, and will include Working Group meetings, online surveys and Business Forums held at key milestones.

The Internal Working Group will act as an informal steering committee to advise the project team, and includes staff from various FDOT offices, as well as partner agencies that impact trucking. Responsibilities include:

- Provide expertise in motor carrier concerns that impact their office
- Review draft materials before they are presented to stakeholders

External Business Forums will allow industry stakeholders to provide additional expertise and input. Responsibilities include:

- Provide comments on trucking and motor carrier concerns that impact you, your company, your region, etc.
- Review draft materials before they are incorporated into the final Motor Carrier System Plan

**Figure 2: Schedule of Outreach**



## Business Forum I

The first Business Forum to engage external stakeholders was held on January 21, 2016 at the University of West Florida in Pensacola. Meeting objectives included:

- To provide information on the process for developing a Florida Motor Carrier System Plan.
- To solicit and capture freight stakeholder input on plan purpose and motor carrier issues.
- To provide information on next steps.

Participants were briefed on background information, then asked to clarify the purpose of the Motor Carrier System Plan and to validate and identify issues.

As mentioned previously, FDOT's historical approach to Motor Carrier has been in terms of asset protection (compliance and size and weight issues) and safety. The purpose is to continue these aspects, and to take that next step to focus on the facilitation of truck movement and identifying key motor carrier policy issues.

Issues identified for discussion included the following:

- Hours of Service
- Compliance, Safety, Accountability (CSA)
- Driver Shortage
- Driver Retention
- Truck Parking
- ELD Mandate
- Driver Health/Wellness
- Economy
- Infrastructure/ Congestion/ Funding
- Driver Distraction
- Empty Backhaul
- Alternative Fuels
- Regulatory Consistency/ Harmonization with Neighboring States
- Truck Size and Weight
- Technology Implementation
- Last Mile Connectivity
- Data

## Comments

Input and common themes from participants included:

- Consider Pensacola as Florida's Western Gateway
- UWF graduated their 1<sup>st</sup> class from the new Supply Chain Management MBA Program in December 2015
  - UWF is aiming to develop students into tech savvy, creative, great communicators, that together with supply chain skills, will prepare them for success
  - UWF works with the community so students help local companies address real world problems
- Escambia County has a local freight plan – how are we integrating that effort into the Motor Carrier System Plan?
  - Plan was completed in April 2010
  - Escambia County's Regional Freight Network Plan includes Highways of Commerce – are these part of the priority process?
- Were there any results after Hours of Service (HOS) rules went into place?
  - Not conclusively, and the industry had already shown significant improvement.
- CCJ magazine interviewed young people asking if they had interest in becoming truck drivers, and if not, how they could make them more likely to choose it as a career
- FTA has a membership list of 10,000 companies in a range of sizes, recommend reaching out to them
- Escambia County's main focus has traditionally been focused on infrastructure because we can't address most of these issues
- Driver shortage is a statewide issue, but what can we do?
  - Are there training needs that CareerSource can address?
  - Are there enough driver schools?
- The insurance industry is against riskier young drivers
  - Is there a way to create programs to confirm abilities or pair with an experienced CDL for a few years?
- There is a need to educate the parents on the benefits of truck driving as a career
- Consider integrating Weigh in Motion (WIM) with agricultural enforcement stops so trucks only have to stop/pause once
- Are there any truck routes associated with the Strategic Intermodal System (SIS)?
- Many of these issues have been on the list for decades
  - Pay per mile has shown short-term success, but very difficult in a small margin industry
  - Promoting the industry may be an issue that is missing
  - The supply chain industry doesn't take into account that if workers are better trained professionals, then it may help the perception of drivers
- Public outreach needs to change
  - Commercials don't work for this generation, need to do videos and social media

- The skill sets required are different for drivers today – promote as a professional career and expertise it really is today
  - UWF promotes their program the same way to potential students
- The military gets good training to drive commercial vehicles, but logging and regulations are different when they switch to non-military
  - J B Hunt, etc. recruit at CDL training areas
- Can we co-locate WIM, produce checks, and truck parking?
  - Can look into it, but part of the difficulty would be coordinating between several different agencies

# MOTOR CARRIER SYSTEM PLAN BUSINESS FORUM I EVALUATION SUMMARY

January 2016, Pensacola

**Please rank using a 0 to 10 scale, where 0 means totally disagree and 10 means totally agree.**  
(The following averages and comments are based on responses received from three participants.)

**1. Please assess the overall forum.**

- 8.67 The agenda packet was very useful.
- 7.67 The objectives for the forum were stated at the outset.
- 7.67 Overall, the objectives of the forum were fully achieved.

**2. Do you agree that each of the following forum objectives was achieved?**

- 8.67 To provide information on the process for developing a Florida Motor Carrier System Plan.
- 7.67 To solicit and capture freight stakeholder input on plan purpose and motor carrier issues.
- 8.67 To provide information on next steps.

**3. Please tell us how well the facilitators helped the participants engage in the forum.**

- 8.67 The facilitators made sure the concerns of participants were heard.
- 8.67 The facilitators helped to arrange our time well.

**4. Please tell us your level of satisfaction with the forum?**

- 7.67 Overall, I am very satisfied with the forum.
- 8.67 I am satisfied with the outcome of the forum.
- 8.67 I know what the next steps following this forum will be.

**5. What did you like best about the forum?**

- Explanation and purpose of the plan

**6. How could the forum have been improved?**

- *{none offered}*

**7. Do you have any other comments or suggestions on the ideas and topics raised during the meeting today that you would like to see addressed in the Motor Carrier System Plan?**

- (Received via email) The only issue that comes to mind is that we have only a loose, unwritten policy on issuing permits to "over-weight/over-dimensional" loads. When we receive a request for such a permit on county roads, we look at the weight and/or width of the load, and the route, and make a determination whether to issue a letter of approval or not. We do look at bridges and conditions of the roadways, and have required some carriers to post a bond for possible damages to our infrastructure. We are interested to hear how other counties handle this type of situation.