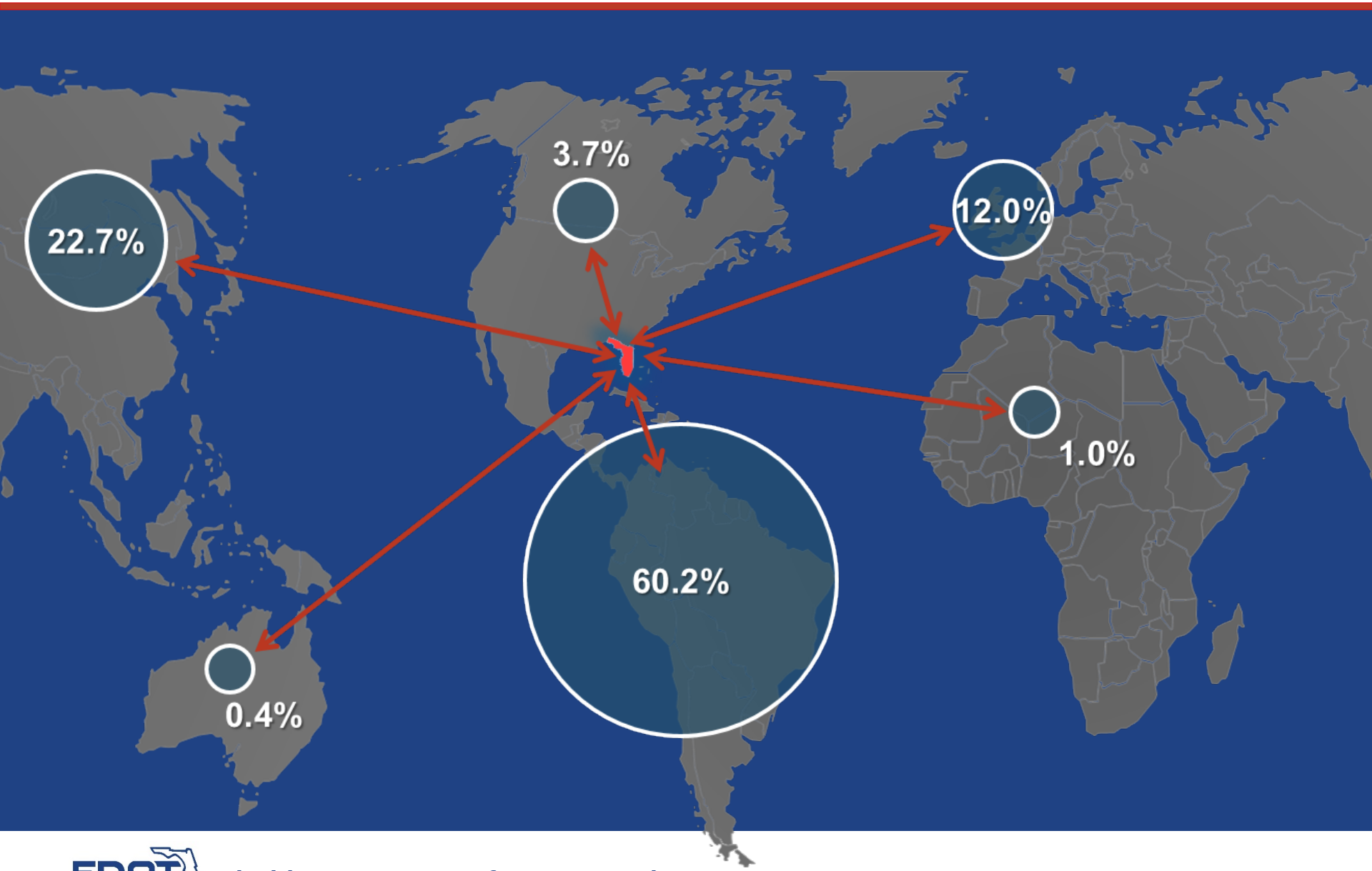
MOTOR CARRIER SYSTEM PLAN

Business Forum 3

June 30, 2016 | Ft. Lauderdale, FL

Welcoming Remarks And Overview

Florida is a Crossroads of North/South & East/West Trade



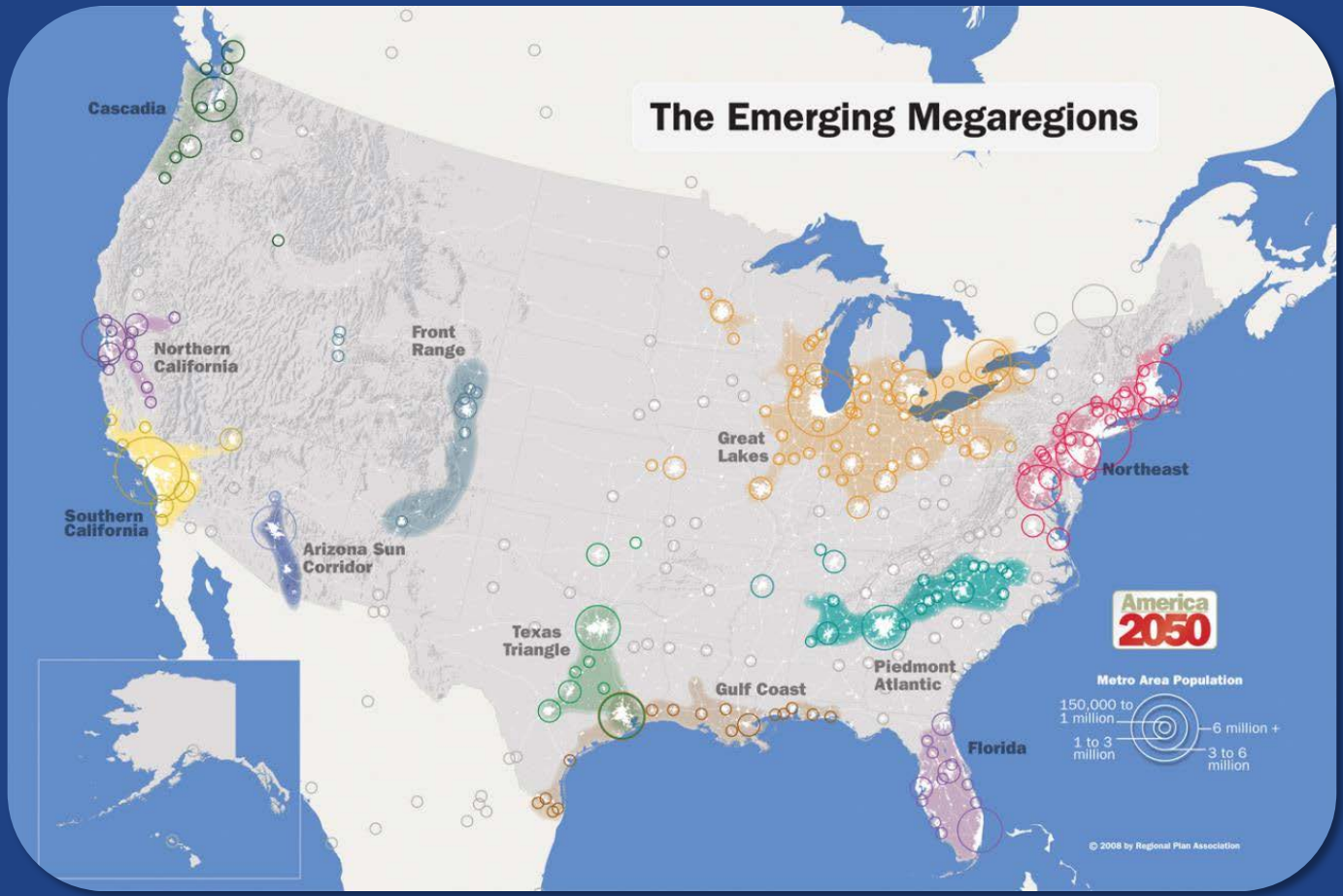
Source: Enterprise Florida, 2014

Technology Trends - Freight Vehicles

Florida's Changing Industry Clusters

Source: Florida Department of Economic Opportunity

Shift to Megaregions

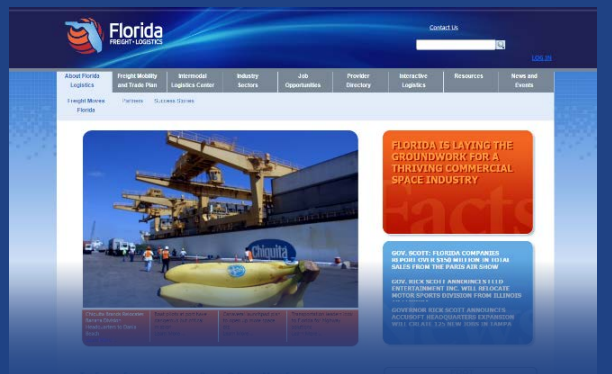


The Evolution of Transportation

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

FDOT's Evolution

- New Freight, Logistics and Passenger Operations Office
- New State Freight, Logistics and Passenger Operations Administrator
- New full-time Freight Coordinators in each FDOT District
- Began several joint efforts with partner agencies
- Developed 1st Statewide Freight Plan



Why A Motor Carrier System Plan?

- FDOT's historical approach to Motor Carrier has been in terms of asset protection (compliance and size and weight issues) and safety
- Want to take that next step to focus on the facilitation of truck movement and identifying key motor carrier policy issues

Working Group

- Internal Working Group will act as an informal steering committee to advise the project team
  - Provide expertise in motor carrier concerns that impact their office
  - Review draft materials before they are presented to stakeholders
  - Includes staff from various FDOT offices, as well as partner agencies that impact trucking

Business Forums

- External Business Forums will allow industry stakeholders to provide additional expertise and input
  - Provide comments on 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

Summary Of Identified Motor Carrier Issues

- 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

Sources: ATRI, 2015, Freight Mobility and Trade Plan, FDOT, 2014, Motor Carrier Working Group

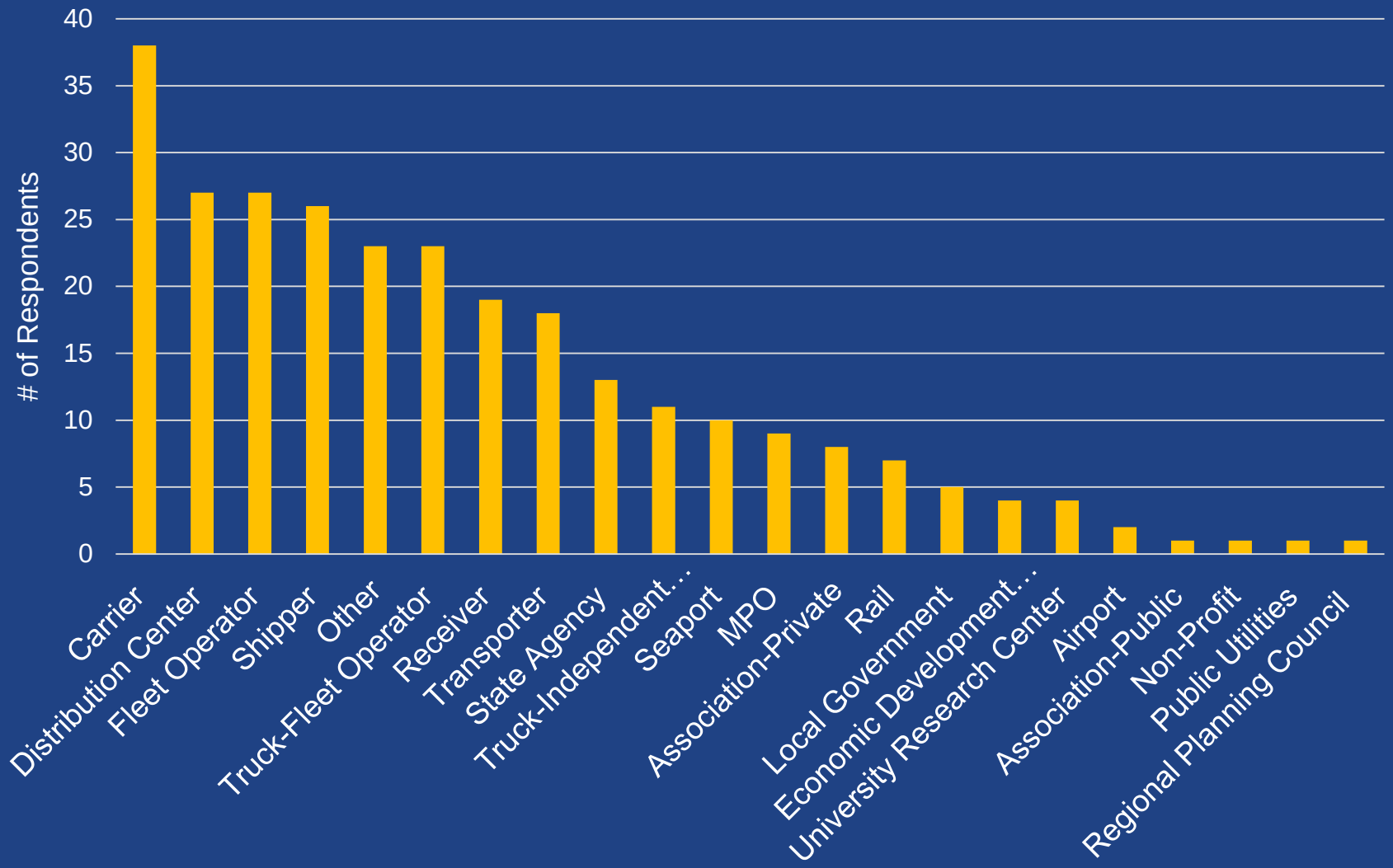
Feedback from Business Forums 1&2

- Escambia County has a local freight plan – how are we integrating that effort?
- Focus has been on infrastructure projects because we can't address most of these issues
- Are there any truck routes associated with SIS?
- Promoting the industry may be an issue that is missing, and different skills are required today
- Is there a way to create programs for truck drivers that pair them with experienced drivers?
- Military drivers are well trained, but logging and regulations are different for private
- Can we co-locate weigh-in-motion, produce checks, and truck parking?
- Need more standardization – consistent shoulder widths for trucks to pull over and consistency in oversize load permitting
- Interstates are being used for too much local traffic – no more interchanges
- Can we use concrete pavement where appropriate to decrease maintenance costs?
- Consider more "Pony Express" rather than full loads to split up longer trips and reduce empty backhaul
- Develop more of the 'right roads' instead of just more roads
- Can we clarify seamless connectivity to include handoffs from mode to mode?

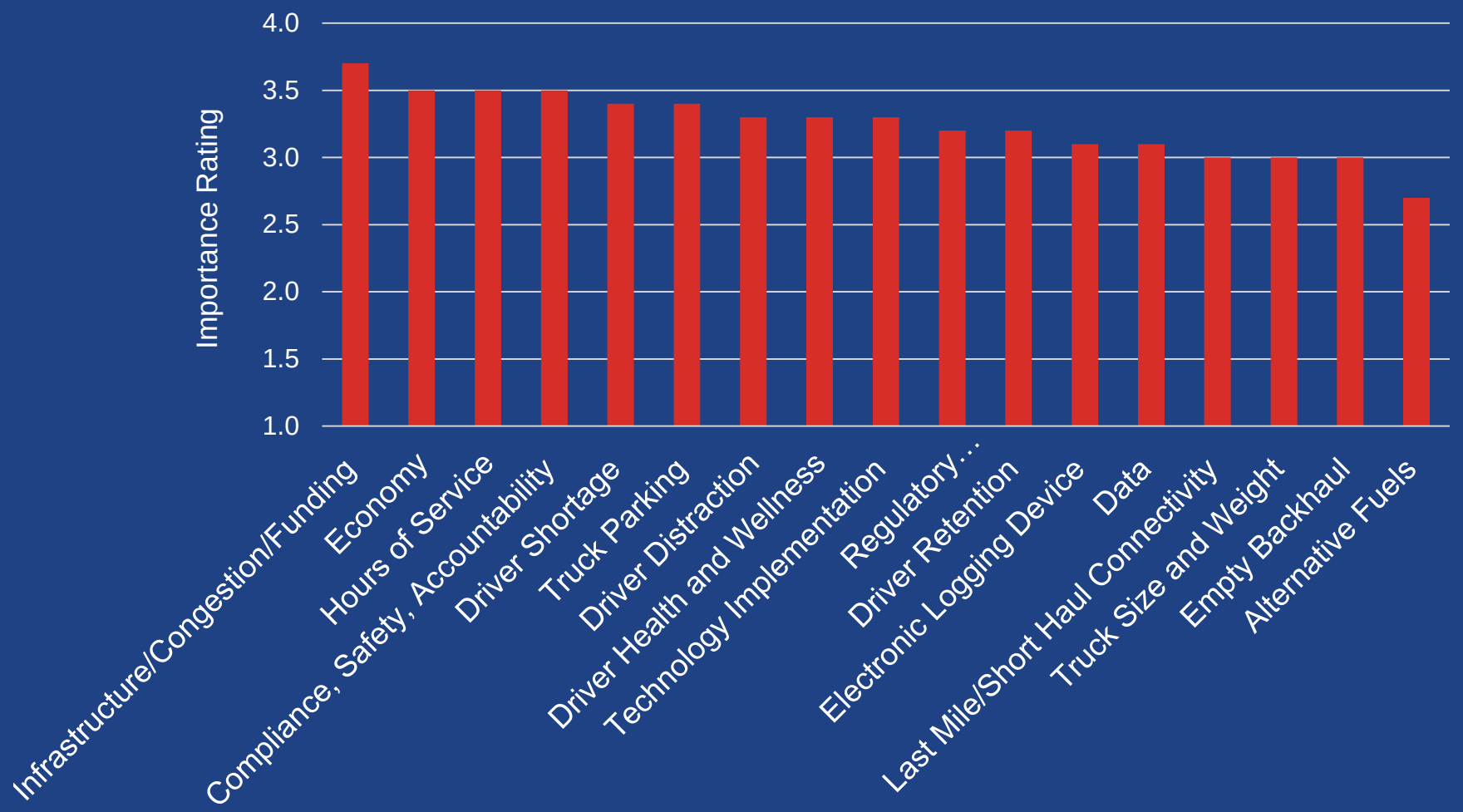
Critical Issues Survey Purpose

- Participants were asked to:
  - Review and rate the importance of each issue identified to date
  - provide suggestions for any potential actions to address each issue
  - identify any additional issues to consider going forward

Critical Issues Survey Respondents



Highest Rated Issues

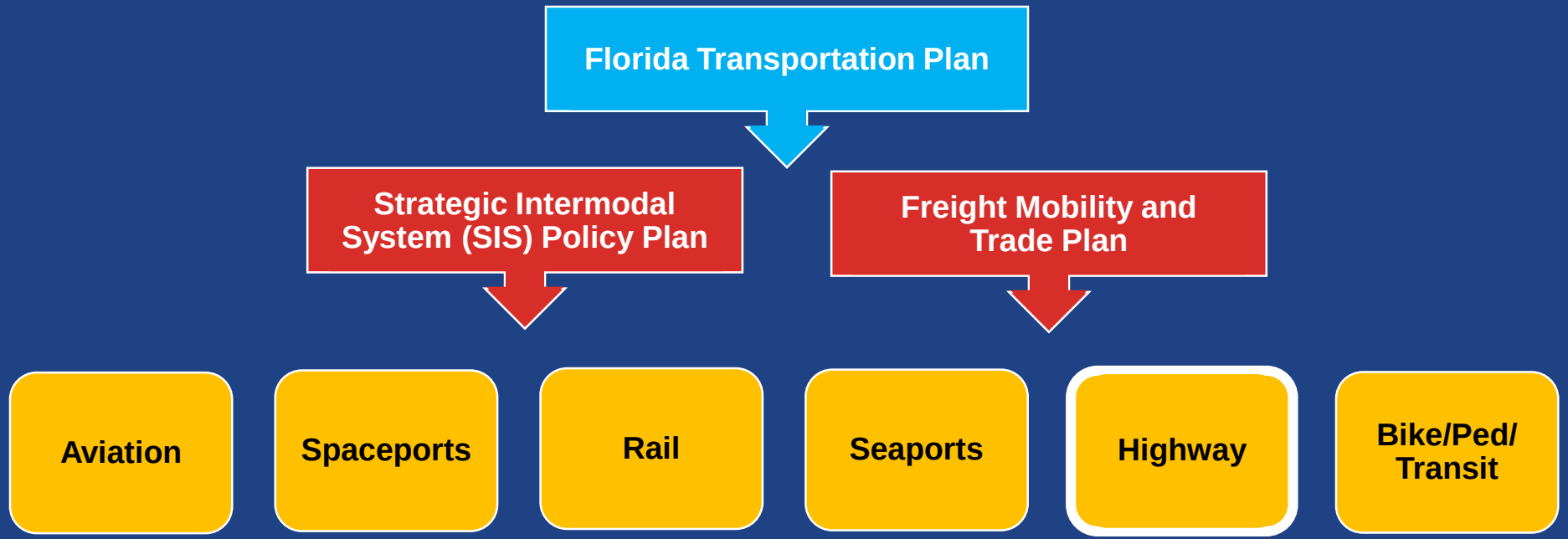


Ensuring Critical Issues are Addressed

- Incorporation into the Plan
  - Make sure Motor Carrier System Plan Goals, Objectives, and Strategies address critical issues
- Any local issues we are missing?

Planning at FDOT

- Needed to address transportation issues at a very high level, as well as down to specifics of individual programs and modes of transportation



Consistency Matrix

Florida Transportation Plan (FTP) Goals and Objectives

- Safety
- Mobility
- Economic
- Environment
- Quality
- Choices
- Places

Freight Mobility and Trade Plan (FMTP) Goals and Objectives

- Trade
- ILCs
- Manufacturing
- Alternative Fuels

Motor Carrier System Plan Goals and Objectives

MOTOR CARRIER SYSTEM PLAN

Facilitated Discussion

Draft Motor Carrier System Plan Goals

- **Safety and Security:** Identify, support, and implement freight highway safety improvements and initiatives.
- **Agile, Resilient, Quality:** Continue to invest in quality infrastructure that can be adapted to meet the needs of future freight vehicles and technology.
- **Efficient and Reliable Mobility:** Increase operational efficiency of goods movement and maintain reliable mobility for trucks.
- **Economic Competitiveness:** Support Florida's global competitiveness and increase the flow of domestic and international trade.
- **More Transportation Choices:** Increase the number of quality options for moving freight to, from, and within Florida.
- **Environment and Conserve Energy:** Balance the need for environmental protection and conservation with seeking motor carrier efficiencies.
- **Quality Places:** Coordinate early and often with local communities to ensure mobility for trucks that is consistent with local and regional priorities.

Identify, support, and implement freight highway safety improvements and initiatives.

- **Draft Objective:** Reduce the number of crashes involving commercial motor vehicles
  - **Example Strategy:** FDOT Safety Office and FDOT Freight, Logistics and Passenger Operations Office to partner on implementation of the Strategic Highway Safety Plan and related initiatives
  - **Example Strategy:** Partner with cell phone carriers, insurance companies, and vehicle manufacturers on distracted driving reduction programs
  - **Example Strategy:** Investigate options to reduce commercial motor vehicle crashes in rural areas, such as the Rural Intersection Collision Avoidance System
  - **Example Strategy:** Restrict signage near highways to informational, not distracting marketing
  - **Example Strategy:** Coordinate with the trucking industry to identify safety concerns

Identify, support, and implement freight highway safety improvements and initiatives.

- **Draft Objective:** Increase consistency and standardization in permitting, enforcement, etc.
  - **Example Strategy:** Ensure consistent enforcement/enforce laws and regulations for commercial and passenger vehicles evenly
  - **Example Strategy:** Recommend the Federal Motor Carrier Safety Administration remove non-preventable and not at fault accidents from CSA so they don't count against the carrier
  - **Example Strategy:** Create more standardized traffic signals statewide

Identify, support, and implement freight highway safety improvements and initiatives.

- **Draft Objective:** Provide more safe and secure places for truck parking both on and off the Interstate System
  - **Example Strategy:** Develop more state land into truck parking or partner with private sector to provide
  - **Example Strategy:** Provide security at truck parking
  - **Example Strategy:** Allow truck parking near on/off ramps as long as it is out of the way of traffic
  - **Example Strategy:** Provide more options for oversize truck parking

Identify, support, and implement freight highway safety improvements and initiatives.

- **Draft Objective:** Prevent and mitigate trucking-related security risks
  - **Example Strategy:** Develop better tracking of commercial motor vehicles to reduce cargo theft, human trafficking, fraud, non-compliance, etc.
  - **Example Strategy:** Collaborate with law enforcement to identify and address risks, and to combine data sources such as the Electronic Freight Theft Management System (EFTMS) and Container Number Database

Identify, support, and implement freight highway safety improvements and initiatives.

- **Draft Objective:** Prevent Develop transportation infrastructure to effectively allow freight flows to help prepare for, respond to, and recover from emergencies
  - **Example Strategy:** Increase the resiliency of freight roadways to extreme weather and other environmental conditions

Identify and support highway safety improvements and coordinate with partners to implement safety initiatives.

- Any other suggested objectives or strategies under this goal?

Continue to invest in quality infrastructure that can be adapted to meet the needs of future freight vehicles and technology.

- **Draft Objective:** Preserve the existing State Highway System to maintain a state of good repair
  - **Example Strategy:** Inspect and repair pavement at high traffic areas more often
  - **Example Strategy:** Construct major truck intersections, roundabouts, ramps, interchanges, and turn lanes with concrete or beyond minimum standards where appropriate

Continue to invest in quality infrastructure that can be adapted to meet the needs of future freight vehicles and technology.

- **Draft Objective:** Support research, development, and testing of automated and connected freight vehicles and other emerging technologies
  - **Example Strategy:** FDOT Traffic Engineering, Operations, TSM&O, and FDOT Freight, Logistics and Passenger Operations Offices to partner on developing truck parking availability information and signage
  - **Example Strategy:** Investigate and evaluate potential impacts of automated vehicles and other technologies on goods movement and infrastructure
  - **Example Strategy:** Develop business-friendly approaches to evaluating new technology through partnerships, studies, and pilot programs

Continue to invest in quality infrastructure that can be adapted to meet the needs of future freight vehicles and technology.

- **Draft Objective:** Collaborate with stakeholders to collect data relevant to motor carrier operations
  - **Example Strategy:** Identify existing sources or data and gaps to investigate/make sure data/info shared is actually being used to reduce accidents, congestion, etc.
  - **Example Strategy:** Work with freight data providers to address proprietary concerns regarding Florida's Public Records Law, including reviewing current and future possible exemptions
  - **Example Strategy:** Establish baseline operating conditions to evaluate impacts of new technologies or improvements on freight travel times, etc.
  - **Example Strategy:** Enhance support from FDOT districts, MPOs/TPOs, and partner agencies to increase standardization of data collection statewide and better position the Department to take advantage of grant opportunities

Continue to invest in quality infrastructure that can be adapted to meet the needs of future freight vehicles and technology.

- Any other suggested objectives or strategies under this goal?

Increase operational efficiency of goods movement and maintain reliable mobility for trucks.

- **Draft Objective:** Ensure the efficiency and reliability of truck transportation connectivity
  - **Example Strategy:** Monitor the performance of key freight routes to identify mobility needs
  - **Example Strategy:** Research truck-only route options to move goods faster and reduce conflicts with passenger traffic
  - **Example Strategy:** Reduce number of traffic signals and modal conflicts along major truck routes
  - **Example Strategy:** Use flyovers to improve traffic flow at major intersections

Increase operational efficiency of goods movement and maintain reliable mobility for trucks.

- **Draft Objective:** Continue to work with stakeholders to fund projects consistent with industry priorities and build relationships
  - **Example Strategy:** Develop a statewide list of identified hotspots where truck mobility improvements are needed
  - **Example Strategy:** Confirm data and findings are consistent with other sources
  - **Example Strategy:** Identify connectors between key freight activity centers and the Strategic Intermodal Systems (SIS) and State Highway System (SHS)

Increase operational efficiency of goods movement and maintain reliable mobility for trucks.

- **Draft Objective:** Optimize the functionality and efficiency of existing roadways
  - **Example Strategy:** Provide accurate and real-time construction, closure, and parking information
  - **Example Strategy:** Work with FDOT Design Office to develop roadway design guidelines that ensure appropriate infrastructure is designed for trucks in accordance with the Department's Complete Streets program
  - **Example Strategy:** Integrate designated truck routes into Garmin, Waze, and other programs and send to private companies that develop truck routing programs

Increase operational efficiency of goods movement and maintain reliable mobility for trucks.

- Any other suggested objectives or strategies under this goal?

Support Florida's global competitiveness and increase the flow of domestic and international trade.

- **Draft Objective:** Identify and resolve issues to improve regulatory and permitting processes
  - **Example Strategy:** Support national size and weight standardization
  - **Example Strategy:** FDOT Freight, Logistics and Passenger Operations Office to partner with FDOT Permitting Office, Florida Highway Patrol (FHP), and the Florida Trucking Association (FTA) to develop educational resources on CMV regulations
  - **Example Strategy:** Support Commercial Carrier Enforcement in their current efforts to address off peak gaps
  - **Example Strategy:** Review Florida's regulations impacting trucking to determine impacts on carrier competitiveness

Support Florida's global competitiveness and increase the flow of domestic and international trade.

- **Draft Objective:** Address empty backhaul
  - **Example Strategy:** Seek to increase the development of manufacturing industries in the state
  - **Example Strategy:** Investigate the need for trailer transfer stations to allow drivers to stay within smaller regions with switchovers for longer hauls
  - **Example Strategy:** Support the prioritization of projects that help fill the empty trucks and support partnerships that encourage backhaul routes

Support Florida's global competitiveness and increase the flow of domestic and international trade.

- **Draft Objective:** Increase the number of skilled workers in Florida's trucking industry to match demand
  - **Example Strategy:** Work with motor carriers and the insurance industry on barriers for young truck drivers
  - **Example Strategy:** Encourage the next generation to choose truck driving as a career
  - **Example Strategy:** Encourage vocational truck driving options to promote the industry in high schools
  - **Example Strategy:** Increase the number of qualified instructors to better train future drivers and support partnerships in workforce training

Support Florida's global competitiveness and increase the flow of domestic and international trade.

- Any other suggested objectives or strategies under this goal?

Increase the number of quality options for moving freight to, from, and within Florida.

- **Draft Objective:** Increase the convenience of connecting between multiple modes of freight transportation
  - **Example Strategy:** Continue to identify and designate roadways that carry enough volumes to be intermodal connectors
  - **Example Strategy:** Improve connectivity of data, technology, and business processes between transportation modes and systems
  - **Example Strategy:** Support the development of intermodal logistic centers that meet statewide needs and review the FDOT ILC Infrastructure Support Program for effectiveness

Increase the number of quality options for moving freight to, from, and within Florida.

- Any other suggested objectives or strategies under this goal?

Balance the need for environmental protection and conservation with seeking motor carrier efficiencies.

- **Draft Objective:** Plan and develop truck transportation infrastructure that protects the character of the natural environment and avoids or minimizes adverse environmental impacts
  - **Example Strategy:** Coordinate environmental initiatives with partner offices and agencies

Balance the need for environmental protection and conservation with seeking motor carrier efficiencies.

- **Draft Objective:** Increase the energy efficiency and diversity of transportation-related energy sources
  - **Example Strategy:** Investigate and evaluate potential applications for the utilization of alternative fuels
  - **Example Strategy:** Ensure sufficient signage from highways to available alternative fuel stations
  - **Example Strategy:** Use incentives to encourage investment in alternative fuel freight vehicles and stations
  - **Example Strategy:** Encourage alternative fuel stations to locate near state highways and address barriers to station deployment

Balance the need for environmental protection and conservation with seeking motor carrier efficiencies.

- Any other suggested objectives or strategies under this goal?

Coordinate early and often with local communities to ensure mobility for trucks that is consistent with local and regional priorities.

- **Draft Objective:** Plan and develop freight transportation systems that reflect regional and community values, visions, and needs
  - **Example Strategy:** Enhance coordination between statewide, regional, and local freight planning
  - **Example Strategy:** Work with partners to promote increased flexibility in time away from home to better meet needs of truck drivers
  - **Example Strategy:** Balance the need for off-peak deliveries to reduce congestion with impacts of overnight operations to businesses and residents

Coordinate early and often with local communities to ensure mobility for trucks that is consistent with local and regional priorities.

- **Draft Objective:** Transform the organizational culture of state agencies and partners to include consideration of supply chain and freight movement issues
  - **Example Strategy:** Continue efforts to address freight movement as part of Complete Streets
  - **Example Strategy:** Support efforts to develop a National Highway Freight Network by improving and preserving this network for freight movements, and review options for the Florida Freight Network
  - **Example Strategy:** Work with local governments to provide truck parking near delivery points

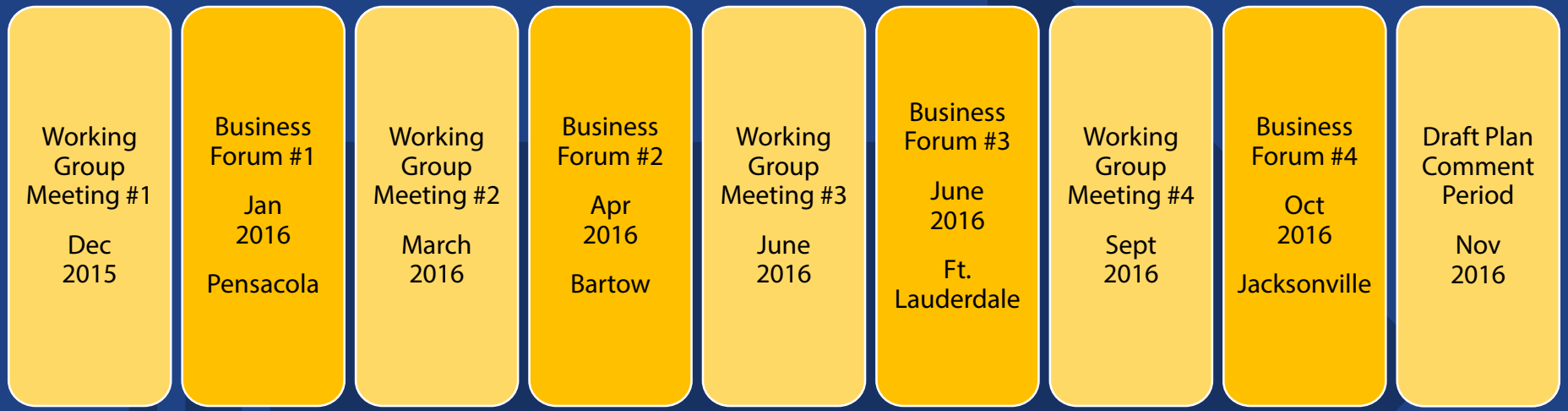
Coordinate early and often with local communities to ensure mobility for trucks that is consistent with local and regional priorities.

- **Draft Objective:** Educate the public on how trucks impact their daily lives in coordination with the Department of Agriculture and Consumer Services, Department of Health, Department of Economic Opportunity, Enterprise Florida, and CareerSource Florida
  - **Example Strategy:** Develop resources to explain the connection between freight mobility and access to goods
  - **Example Strategy:** Work with partners to develop training materials to promote healthier lifestyle choices for truck drivers

Coordinate early and often with local communities to ensure mobility for trucks that is consistent with local and regional priorities.

- Any other suggested objectives or strategies under this goal?

Schedule and Next Steps



Clarify Purpose and Issues Identification…

Review Best Practices and Begin Solutions Identification…

Review Data/ Analysis and Refine Solutions…

Building Draft Policy Plan

HEAVY TRUCK CORRIDORS

June 30, 2016 | Ft. Lauderdale, FL

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Introduction – Purpose of Project

- Florida's goal is to be a global leader in freight and logistics

  - ***Efficient, effective freight corridors are an important part of realizing this goal***
  - ***Evaluating ways to link together freight hubs like ILC's, seaports and airports as well as identifying dense truck travel corridors, is a key component of this project***
  - ***Primary objectives of this project include looking for infrastructure solutions that will help move the State of Florida toward the goal of reducing freight movement time and freight costs, manage mixed-use and peak-hour congestion, and stimulate future economic growth***

Heavy Freight Facility

- As part of this project, we were asked to evaluate the option of creating a freight facility that would potentially allow heavy weight/larger volume trucks
- Determining a potential location, estimated costs and industry support of this type of facility is part of the process the project team is carrying out

What If…Truck Super Corridor

- New dedicated truck facility, no cars
- Allows oversize or weight load without a permit
- Tandems, Tri-Trailers, etc. allowed

- But it is tolled

Questions:

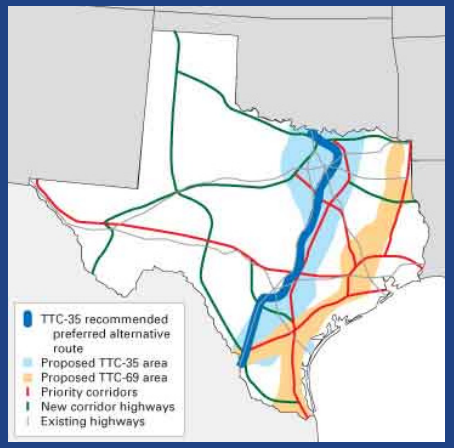
- *Is this a useful proposition – is there a demand?*
- *Where does this facility make sense?*
  - *Short Hauls between Freight Hubs?*
  - *Long Hauls North/South or East West?*
- *What is the ideal load configuration?*
  - *Size, Weight, etc.*
- *What would this type of facility need to provide to justify the cost of the toll?*

Background Research

- Team has evaluated various freight facilities around the country, both those proposed and not implemented as well as projects that have been built
- Super corridor concept not unheard of – TransTexas Corridor example, I-710 in Southern California
- Want to determine what will work in Florida
  - Stakeholder feedback is an important part of this process

Proposed Truck Only Lanes

Proposed Trans Texas Corridor (TTC)



Benefit:

- This project would have helped facilitate freight traffic moving across the US-MEX border at Laredo.

Project was deemed infeasible due to ROW impacts and legislative concerns.

"Super Corridor" concept consisted of:

- 4,000 mile network
- Up to 1,200 feet wide
- Carrying parallel links of tollways, rail and utility lines
- Separate lanes for passenger and truck traffic
- Would have required tolling of cars and truck only lanes

Proposed Truck Only Lanes

I-710 Corridor Project Los Angeles, CA

- A major connector from the ports of LA and Long Beach with major warehouse complexes in the Inland Empire region
- Two alternatives are under consideration, both providing for widening of the current facility and other enhancements to improve traffic flow
- Neither alternative presently includes tolling however, tolling remains under consideration

The project is still undergoing environmental review with a Draft Environmental Impact Study expected to be released for public review and comment in Spring of 2017.

I-81 Truck Lanes

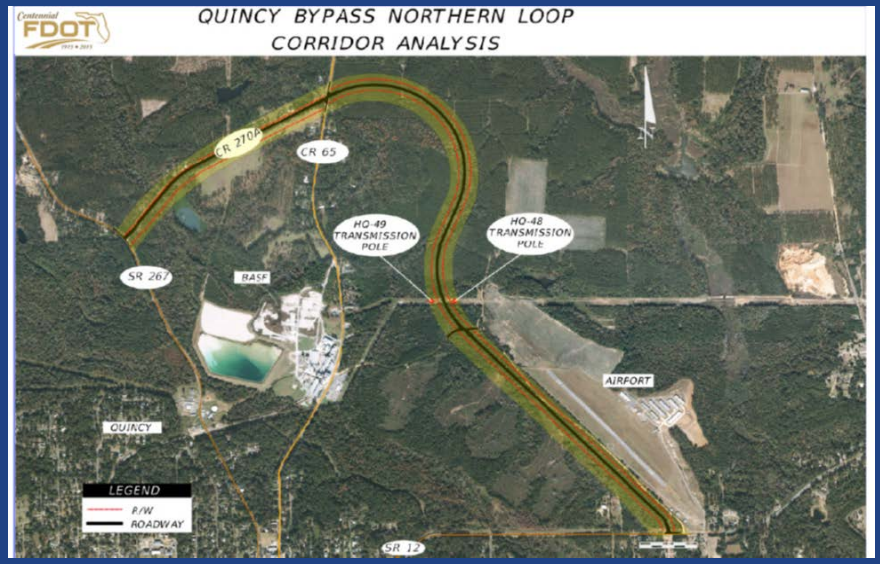
- Project would have added truck only lanes to an existing facility
- Passes through 21 cities and towns, and 13 counties and carries 40% truck traffic
- Facility required electronic tolling of trucks

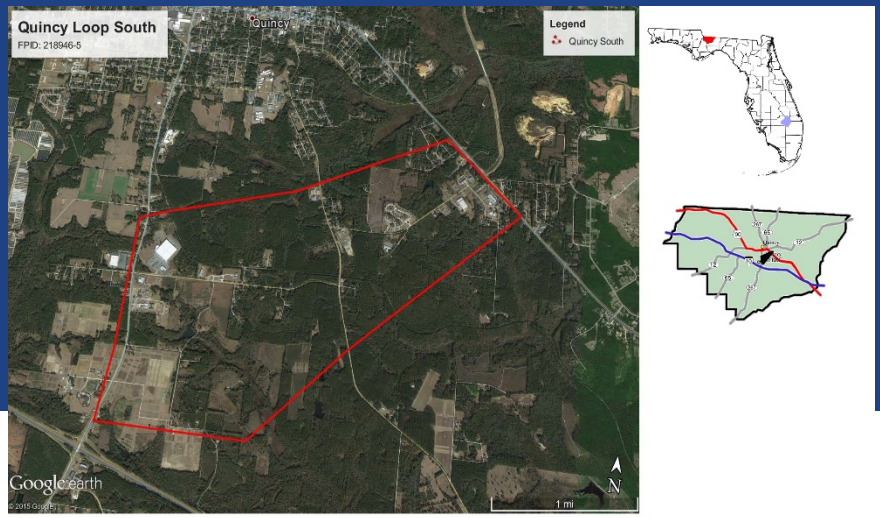
Project was deemed infeasible in the NEPA process due to imbalance in volume/capacity ratios for truck versus general purpose lanes. Trucking industry resisted project due to planned tolling.

US Truck Bypass Routes

Quincy Bypass – Gadsden County, FL

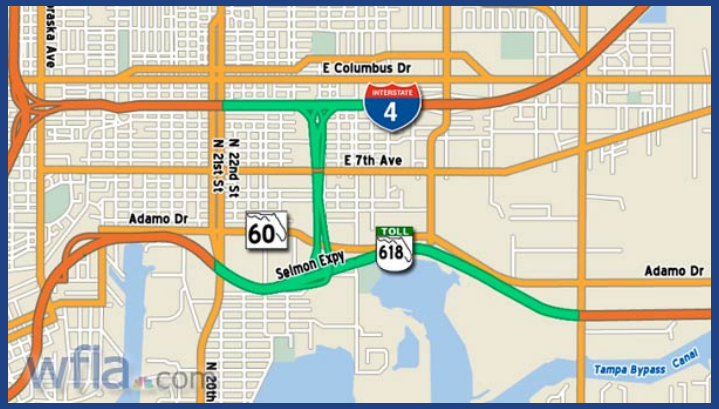
- Purpose of the project:
  - Redirect heavy truck traffic around the historic town of Quincy, FL and provide an optimized route for heavy truck volumes serving regional industries.
- Benefit of project:
  - 1.6 mile Provides access to S.R. 12 and points beyond such as Interstate 10 via State Road 10/U.S. 90.
- Project details:
  - Construction of ~1.6 miles of new roadway
  - Typical Section: two-lane undivided roadway
  - Travel Lanes: 12-foot
  - Shoulders: Ten-foot (five-foot paved)





US Last Mile Connectors

Tampa Crosstown Connector – Tampa, FL



Benefit:

- **Significant improvement in the movement of people and goods, providing exclusive truck lanes for direct access to Port Tampa Bay thus removing heavy truck traffic from local roads in Ybor City, one of only two National Historic Districts in Florida. Facility is tolled.**

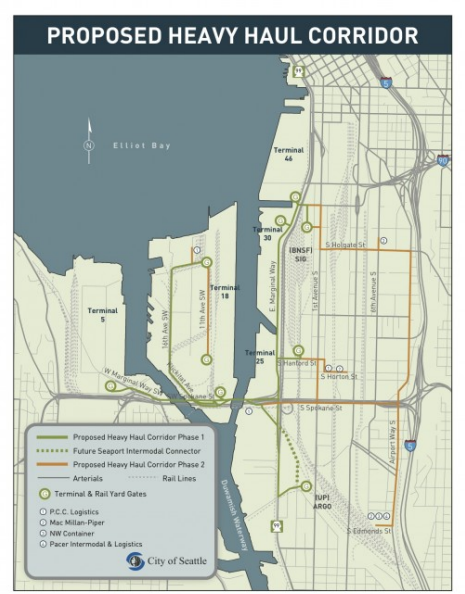
Jimmy Deloach Parkway – Savannah, GA

Benefit:

- **Provide improved access to the Port of Savannah via this “last mile” connector thus enhancing the ability of the port to continue to grow. This project reduces transportation costs and provides operational efficiency for trucks moving in and out of the port area.**

Freight Heavyweight Corridors

SEA Heavyweight Corridor



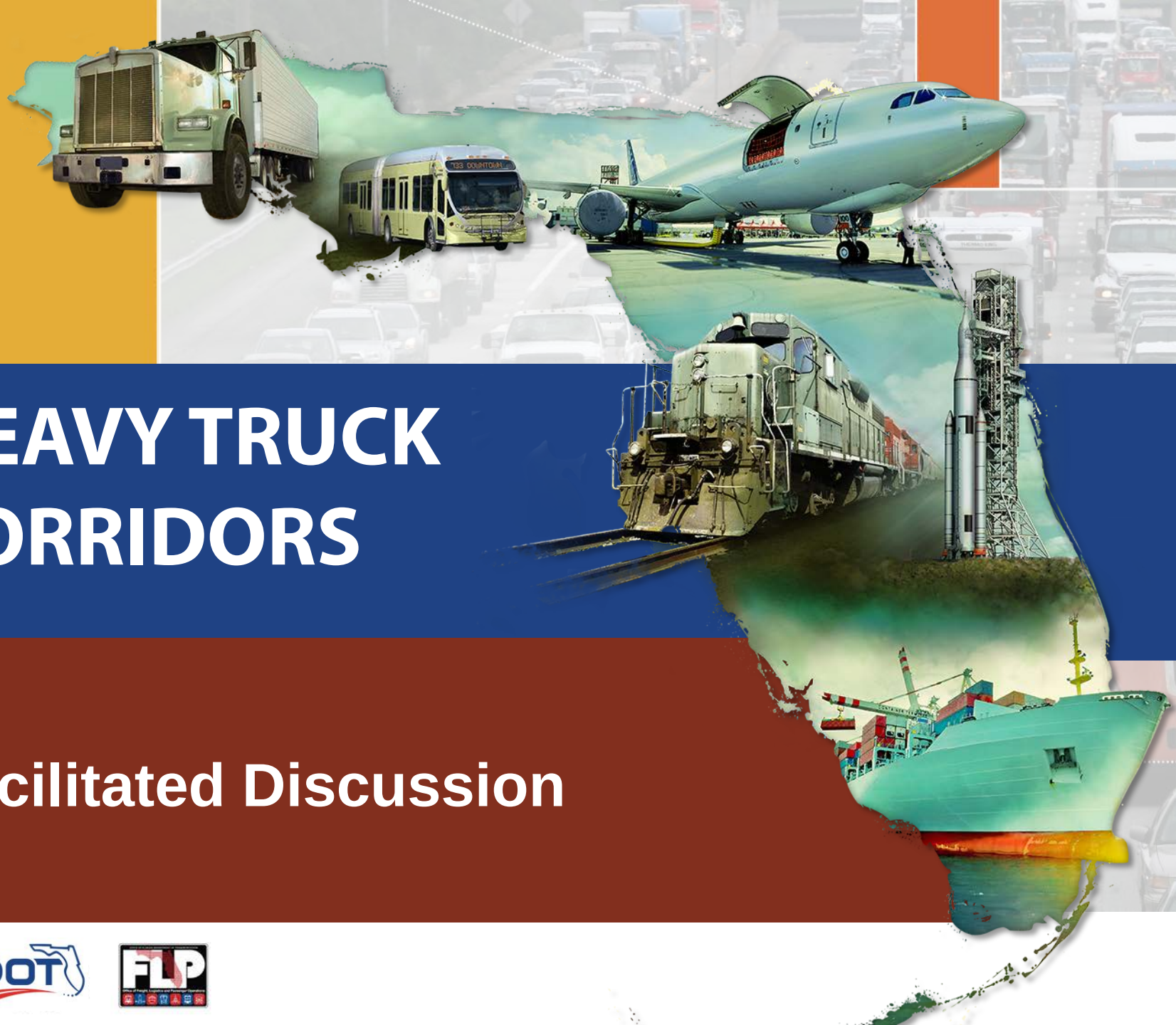
Benefit:

- **Will enable the port to be more competitive with other west coast ports, allowing import and export containers to maximize their load potential.**

LALB Heavyweight Corridor

Benefit:

- **The Los Angeles/Long Beach heavyweight corridor allows shipments of refrigerated commodities, agricultural commodities, building materials and other heavy, dense cargoes to move on designated routes for access to and from port facilities.**



HEAVY TRUCK CORRIDORS

Facilitated Discussion

FDOT

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Discussion

1. Is there support and need within the trucking industry for large scale infrastructure projects, such as a truck super-corridor?
2. Given such a facility would be tolled, what types of provisions would such a project need to make to justify the payment of a toll?
   a. Oversize/Overweight Allowances
   b. Larger Combined Vehicles
   c. Other
3. From the trucking industry perspective, is this type of project more effective for short haul routes, or as a larger intrastate facility?
4. Similarly, do truck-only lane projects provide sufficient operational and safety benefits to the trucking industry to justify payment of a toll?
   a. If not, are there additional provisions that could be made in these types of projects where they would provide such a benefit?

Discussion (continued)

5. A wide range of project scales were presented today, ranging from large scale super-corridors to surface street improvements like heavy haul networks. How do the types of projects presented today fit the needs of the trucking industry:
   a. In the near term?
   b. In the long term?
6. General Feedback:
   a. Do any of the solutions discussed today stand out as particularly desirable or undesirable?
   b. Are there other infrastructure solutions not shown today that should be considered in addressing Florida's trucking needs?

Discussion (continued)

5. A wide range of project scales were presented today, ranging from large scale super-corridors to surface street improvements like heavy haul networks. How do the types of projects presented today fit the needs of the trucking industry:
   a. In the near term?
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6. General Feedback:
   a. Do any of the solutions discussed today stand out as particularly desirable or undesirable?
   b. Are there other infrastructure solutions not shown today that should be considered in addressing Florida's trucking needs?

Next Steps

- Develop survey to gather more detailed feedback from stakeholders
- Incorporate feedback from stakeholders into network analysis

Closing Comments

- Questions?

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Business Forum 3

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