

MOTOR CARRIER SYSTEM PLAN

Business Forum 3 Summary



July 2016

Background

Why a Motor Carrier System Plan

The Florida Department of Transportation (FDOT) is 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](#) is developing a Motor Carrier System Plan to complete the set of modal plans. 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.

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 FDOT must adapt 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, FDOT plans to also focus on the facilitation of truck movement and addressing key motor carrier policy issues, see **Figure 1**.

Figure 1: 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

Stakeholder Engagement

Stakeholder engagement is critical to the success of the Motor Carrier System Plan, and includes Working Group meetings, online surveys and Business Forums held at key milestones, see **Figure 2**.

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 allow industry stakeholders and local partners 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 3

The third Business Forum to engage external stakeholders was held on June 30, 2016 at the Florida Department of Transportation District 4 office in Ft. Lauderdale. Meeting objectives included:

- Providing information on the process for developing a Florida Motor Carrier System Plan and consistency with other planning documents
- Discussing final feedback from the Critical Issues Survey
- Reviewing the motor carrier issues identified and lessons learned from Business Forum 1 in Pensacola and Business Forum 2 in Bartow
- Soliciting stakeholder input on local and regional motor carrier issues, as well as draft Goals, Objectives, and Strategies
- Providing information on next steps
- Requesting feedback on the Heavy Truck Corridors Study concept

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.

Motor carrier issues reviewed 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

Participants were asked to react to the motor carrier issues discussed, and provide comments on anything missing or different in this region. There were no comments.

Participants provided comments on the draft Goals, Objectives, and Strategies during the main facilitated discussion portion of the meeting. They were asked to consider if the policy framework is appropriate, if FDOT can have an impact, and if the strategies are feasible.

Safety and Security

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 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
- **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 their Compliance, Safety, Accountability (CSA) program so they don't count against the carrier
 - **Example Strategy:** Create more standardized traffic signals statewide
- **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
- **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

- **Draft Objective:** 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

Forum Comments:

- Are we encouraging more truck stops or allowing trucks to use ramps?
- Not encouraging trucks to park on ramps – safety/infrastructure. Look for truck parking near that exit.
- FHWA- refine the strategy- identify location where occurring and look at providing a dedicated truck parking facility.
- Interchange exit/entries- high density cities- concerns with how this might be implemented. Local needs vs. trucking needs. Many communities may not want park and ride type facilities for trucks.
- Trucking tied to other industries? Providing input e.g. Port input on this plan.
- South Florida parking big problem. Trying to find solutions – inside cloverleaf intersections?
- Urban development boundaries are a reality here – they have put gravel lots where possible beyond those boundaries, but otherwise need statewide permission.
- Parking, restrooms, and maybe a truck wash are generally all these facilities turn into – not giant hotel complex, etc.
- Can you build truck facilities more like an overpass so you go up on a platform like they do up north? The problem here is lack of land and competing uses.
- The South Florida Water Management District has taken land on major corridors (US 27) - can you build something over allowing flow underneath?
- E.g. Sawgrass and Commercial- off the ramp- to the west by the Everglades. Park and drop out doubles and be out of the way. Easy to get to. Safely done. Security may be an issue. Cameras around lot but who monitors.
- Walgreens deals with tandems on the Turnpike all the time, and there are often people in the staging areas that are not supposed to be there. No enforcement when they are trying to break down their doubles. Other firms are using it as a relay point and taking up all the space.
- Freight flows in and out of port. Difficulty crossing over the railroads. Big issue in Ft Lauderdale Ports. That's a difficult issue to address, since railroads have control over their property and tracks – we are crossing their property.
- Users of airports vs. the airport staff.
- What are the impacts of automated vehicles? Perhaps someday they will all talk to each other and reduce complications.
- Has Florida Law Enforcement been involved in the discussion? Yes, in the Internal Working Group.
- Improve data availability to help when implementing new technology into the transportation system.
- Allow for parking areas outside urban boundaries – businesses use staging areas as a relay point for less than truckload (LTL) to delivery in cities. Work with appropriate agencies to allow exceptions for truck parking outside urban development boundaries.
- Allow truck parking on SFWMD land along US27, ex. Corner of Sawgrass and Commercial.
- FHP and Motor Carrier are understaffed and underfunded.
- Investigate/develop rule/process for truck stops/parking on existing and future corridors.

Agile, Resilient, Quality

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

- **Draft Objective:** Preserve the 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
- **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
- **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

Forum Comments:

- All the freight vehicles are getting bigger, when the roads are getting maintained and repaired, are we getting better to account for these changes? Yes, but there is a gross weight limit of 80K pounds for trucks which makes it easier. Larger weights on non-interstate systems. Heard from FDOT pavement staff that the roads can handle it for now, and actually the bridges are more at risk of not handling future loads.
- Put more emphasis on funding and getting alternative sources of revenues. Lots of Original Equipment Manufacturer (OEM) costs with electric vehicles. Need gas tax alternatives as the trucking industry is opposed to tolling.
- Look at funding in terms of congestion. Trends over next 10 years and potential impacts of funding declines.
- Now have standard ITS requirements implemented 10-15 years ago, and that has been great.
- If building now should consider future connectivity.
- Promulgate standardized policies incorporating.
- Recommend changing ITS wording to more strongly support instead of just investigate, etc.
- New federal rulemaking performance measures related to freight movements. Incorporate into plan- how will they meet or exceed.

- Golden Glades, Opa Locka and other areas of the city are older, bankrupt, impoverished and the community can't afford to make improvements – warehousing and all those businesses eventually go away because of the lack of ability to move goods without damage, etc. The more local it gets the worse it gets. Might be an opportunity to make them aware of all funding opportunities.
- Lack of drainage and sharp turning radius- prevents development and delivery of sensitive freight.
- It's the last mile- Local issues. How will a motor carrier plan going to address the local needs in a state plan. How to incorporate into objectives.
- Since the development of the state freight plan - working with MPOs /local government, regional freight plans consistent.
- Leverage the FASTLANE program to fund off-system connectors.
- Consider a strategy to address drones as a new dimension in cargo deliveries – ex. What will happen at intersections and how high should they be from the roads, etc.

Efficient & Reliable Mobility

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
- **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 both the Strategic Intermodal Systems (SIS) and State Highway System (SHS)
- **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

Forum Comments:

- Include the municipalities. Working on a truck ordinance to address quality of life. Trucking will find a lot of restrictions popping up. Need to connect with cities and counties.
- As you are looking at truck routes through urban areas, talk to companies, because they often feel they aren't able to make deliveries to downtown areas.
- Competing and conflicting needs. Take into consideration all the needs. Address how to deliver goods without adversely impacting the quality of life in communities. Issue of public education on the role of freight in communities.
- Local freight plans- how to get feedback. Work with industry trade group with local connections.
- Seaports and airports need to be involved in the generation of freight. Town hall meetings. (e.g. in Long Beach). Realize how little is understood about the freight system.
- Bigger conversation needed about how to make trucking routes work within different size cities. Set a frame for a bigger conversation. Everyone needs to be at the table.
- Disconnect between local governments and MPOs and distribution centers/industries. Not hearing from them, trouble getting them to the table.
- Broaden the strategy to 'stakeholder' priorities instead of private sector industry only.
- Hot spots? Insert develop the list "collaboratively"
- Working on system to help small trucking companies implement technology. Many small companies have empty hauls. Need input- hard to find info in system about trucking companies and movement. Hard to find DOT data to work with.
- Incorporate technology to improve cargo efficiency and make shippers more competitive.
- Expand truck-only route research to include shared/mixed use of express lanes.

Economic Competitiveness

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
- **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
- **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:** Increase 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

Forum Comments:

- Research automated certification system/permitting processes from other countries to streamline processes. E.g. get pre-certified, with spot checks, good performing companies get an easier process.
- International trucking company has experienced regulatory licensing challenges with licensing and truck plating. Lots of trucking companies are missing FTZ opportunities
- Sometimes the MPO is not as involved as they could be, so need to go to FDOT person or Florida Customs Brokers and Forwarders Association (FCBF), or ports and airports.
- Automated vehicles could affect demand, but workforce shortfall still needs to be addressed. Change 'increase' to 'ensure the number of workers match demand'.
- Use technology to make trucking more attractive to young drivers and help small trucking companies to access technology.
- Lots of hesitation to bring on truck drivers right out of school – need to help make sure trainers are integrated into companies. Trucking companies are also looking for mechanics out of these schools. Make sure trucking companies know to post truck driver jobs on Employ Florida. Lots of tools that can do skill matchmaking on Employ Florida website.
- Average salary for drivers is @\$37,000 and sometimes is much lower – they might do better at McDonalds. Need to pay drivers a reasonable wage.
- Re-look at Intermodal Access Program – catch 22 to require tenant for access funding.
- Facilitate a real inland port – close enough to South Florida for daily round trip.

Increase Transportation Choices

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

Forum Comments:

- Little affordable land in South Florida – no place to put containers/truck parking at \$20 a foot. \$1 million an acre. Miami even higher.
- US27 should be a truck corridor – ideal for an inland port. They are a similar distance from ports as those in LA. Needs to be a straight route with minimal lights (like the recent Miami Tunnel). Would require cooperation/leadership from elected officials.
- Need rail corridor along US 27 to connect Central and Southeast Florida, and a rail crossing between FLL and Port Everglades.
- Support/study barging along Florida's coast – may be competitive along the keys.

Environment and Energy Conservation

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
- **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

Forum Comments:

- Decreasing emissions for vehicles at bottlenecks, traffic light timing, etc. will impact air quality issues.
- Need incentives - difficult for small/medium trucking companies to take on new assets, so they often use less efficient vehicles.
- Need State policy to encourage incentives for smaller companies to switch.

Quality Places and Regional Priorities

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
- **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
- **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

Forum Comments:

- Many cities don't have the freight planning staff/capacity and MPOs have a regional focus.
- Truck parking- current looking at issue at the regional level. Need a statewide perspective from Jacksonville to Miami. Recently gave up a rest area - first rest area in Martin County on 95.
- Turnpike provides rest areas around every 45 miles, which is fine.
- Support efforts to address disconnect between industry issues and local actions by identifying appropriate forums for issues to be developed. Promote such forums.
- Educate the high school education counselors/career advisors helping to guide students into this industry and these careers. Technical career path needs to be highlighted not just 4 year colleges. There are several good opportunities - dispatch, operations, terminal coordinators, truck drivers. Engage the school boards too.
- Use social media as a tool to communicate because it is easy and free. Use to get feedback and educate public and trucking companies on benefits of working together.
- Add FDOT to education objective.
- Should be a policy for interstate highways on frequency of rest areas/parking opportunities.
- Create rest areas and pull-overs that are attractive to encourage use.
- Trucks scare many people – put slogans like “we’re delivering your stuff” on trucks to educate.