



# MOTOR CARRIER SYSTEM PLAN

## Business Forum 4

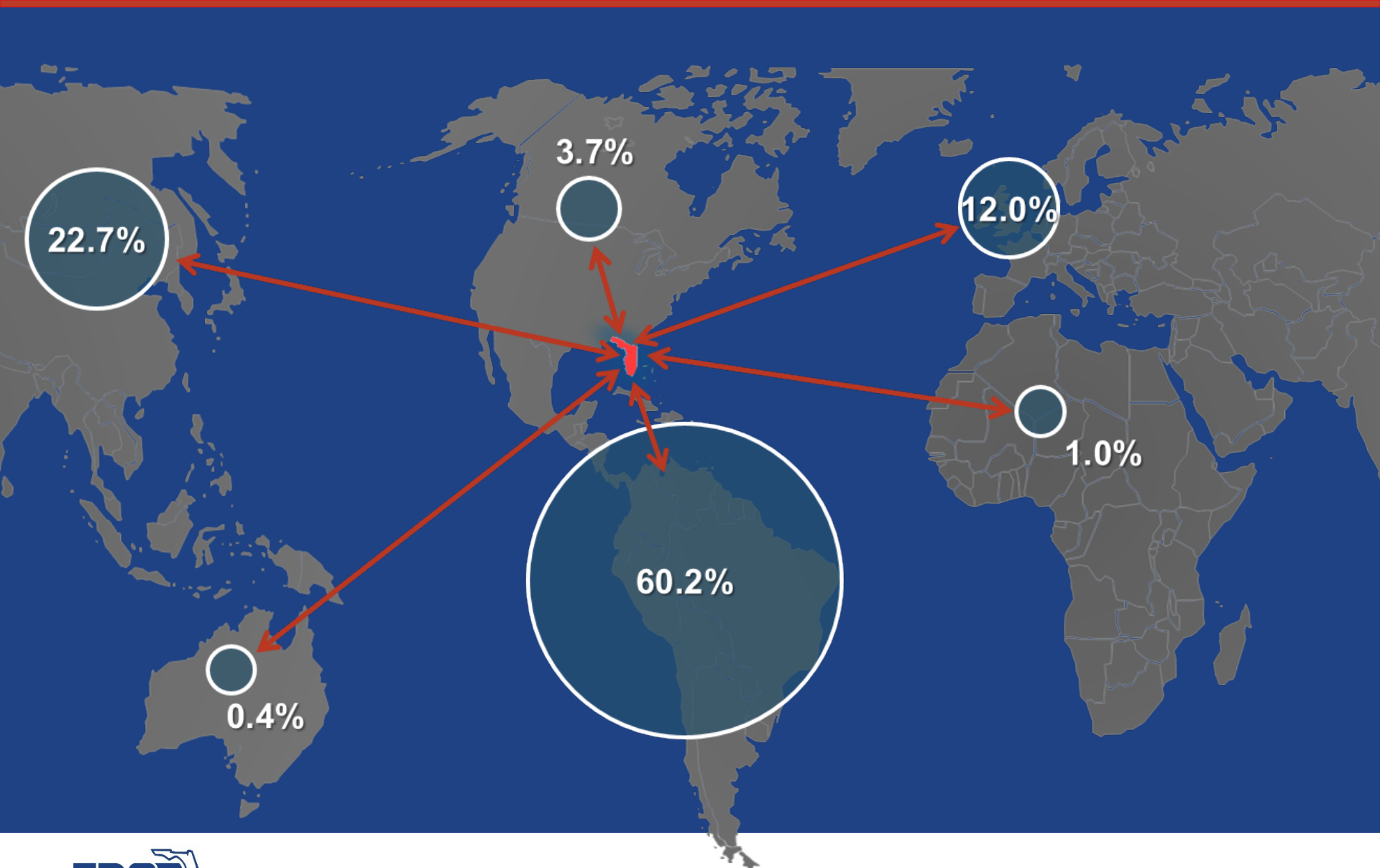
October 13, 2016 | Jacksonville, FL



# Welcoming Remarks And Overview

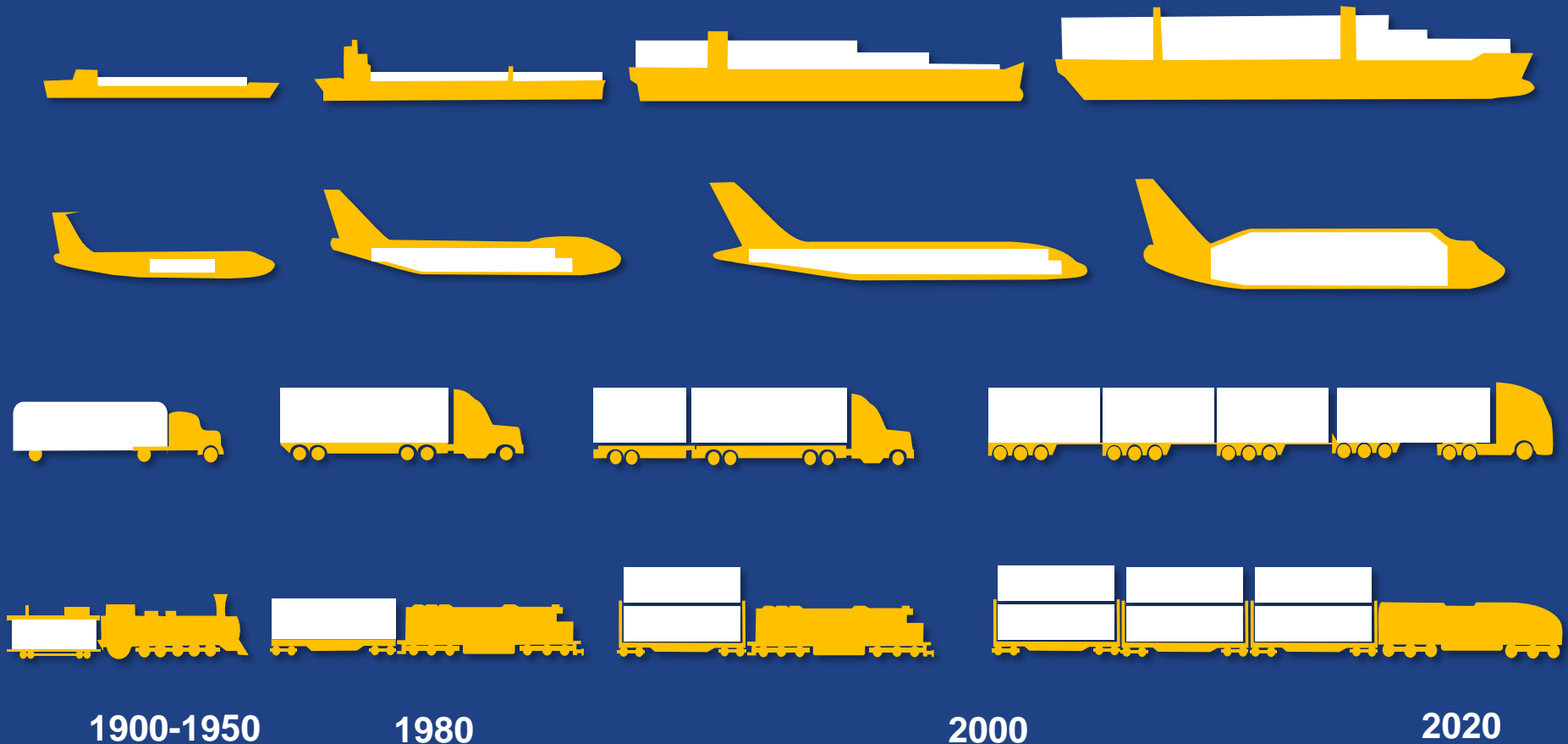


# Florida is a Crossroads of North/South & East/West Trade





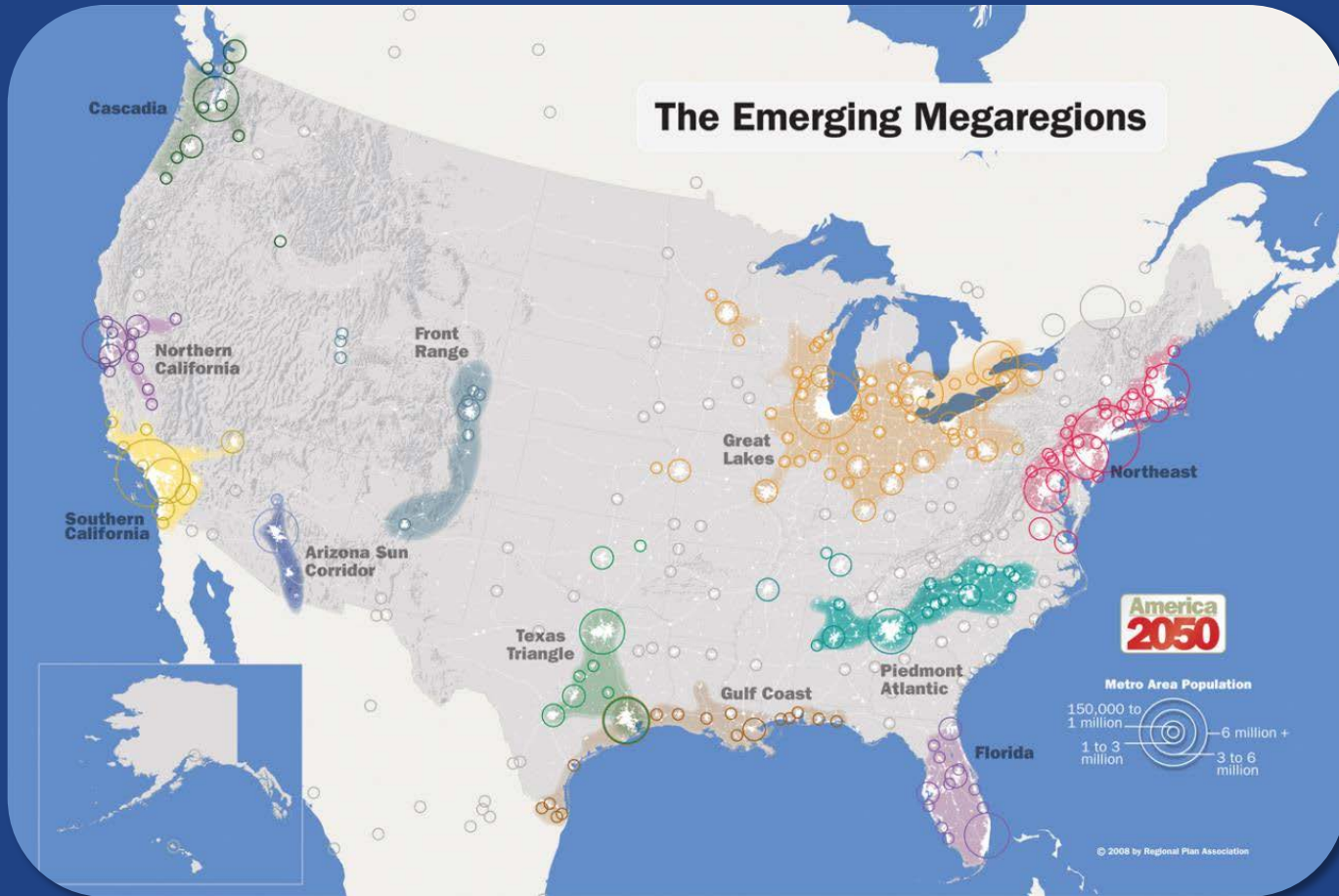
# Technology Trends - Freight Vehicles



# Florida's Changing Industry Clusters



# Shift to Megaregions

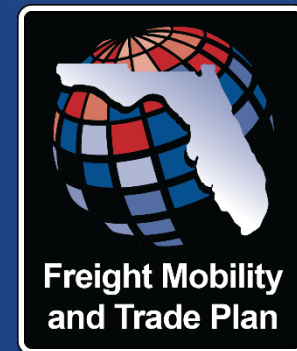
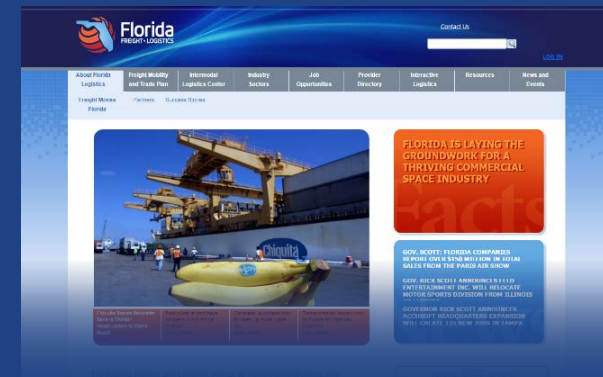


# The Evolution of Transportation

<b>From...</b>	<b>To...</b>
<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>

# 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 1<sup>st</sup> 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



# Stakeholder Outreach

- Internal Working Group will act as an informal steering committee to advise the project team
  - Provide expertise in concerns that impact their office/agency
  - Review materials before they are presented to stakeholders
  - Includes staff from various FDOT offices, as well as partner agencies that impact trucking
- External Business Forums will allow industry stakeholders to provide additional input
  - Provide comments on motor carrier concerns that impact you, your company, your region, etc.
  - Review materials before they are incorporated into the final Motor Carrier System Plan

# Feedback from Business Forums 1 - 3

- 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
- Can we co-locate weigh-in-motion, produce checks, and truck parking?
- Need consistent shoulder widths for trucks to pull over and consistency in oversize load permitting
- Can we use concrete pavement where appropriate to decrease maintenance costs?
- Interstates are being used for too much local traffic – no more interchanges
- 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
- Urban development boundaries are a reality here – they have put gravel lots where possible beyond those boundaries, but otherwise need statewide permission
- Staging areas to break down doubles are often used as relay points instead, with no enforcement.

# Motor Carrier System Plan Outline

## 1. Introduction

- Plan Purpose
- Summary of Related Efforts

## 2. Issues & Trends

- Detailed Overview of Identified Issues

## 3. Systems Analysis & Performance

- Safety and Enforcement Data
- Bottlenecks, Congestion and Reliability
- Last Mile/Short Haul Connectivity

## 4. Policy Framework

- Process and Stakeholder Outreach
- Motor Carrier Goals, Objectives, and Strategies

## 5. Next Steps

- Summary of Recommendations
- Implementation Guide

# 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



# Ensuring Critical Issues are Addressed

- All 17 critical issues have been incorporated into Motor Carrier System Plan Goals, Objectives, and Strategies
- Any local issues we are missing?

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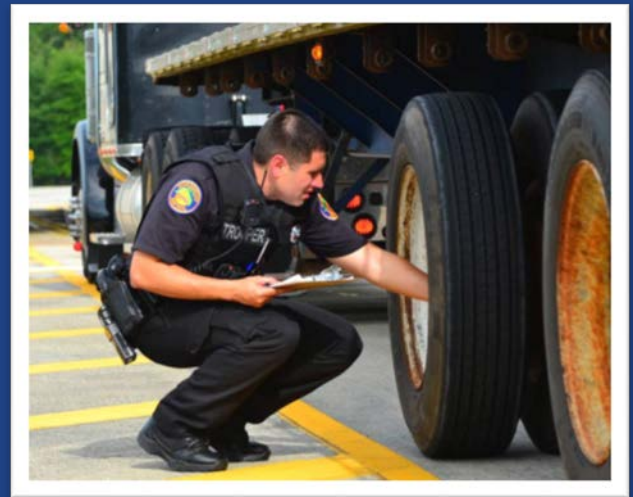
# Systems Analysis and Performance Drafts

- Safety and Enforcement Data
  - Coordination with the 2016 Strategic Highway Safety Plan
    - Section currently under view by the Safety Office
  - Section includes statewide enforcement data analyzing data from the Florida Highway Patrol's (FHP) Office of Commercial Vehicle Enforcement (CVE).

**73%** of the **fatalities** in commercial vehicle crashes were **occupants of other vehicles**

**10%** were **pedestrians, bicyclists, or motorcyclists**

Source: National Highway Traffic Safety Administration (NHTSA).



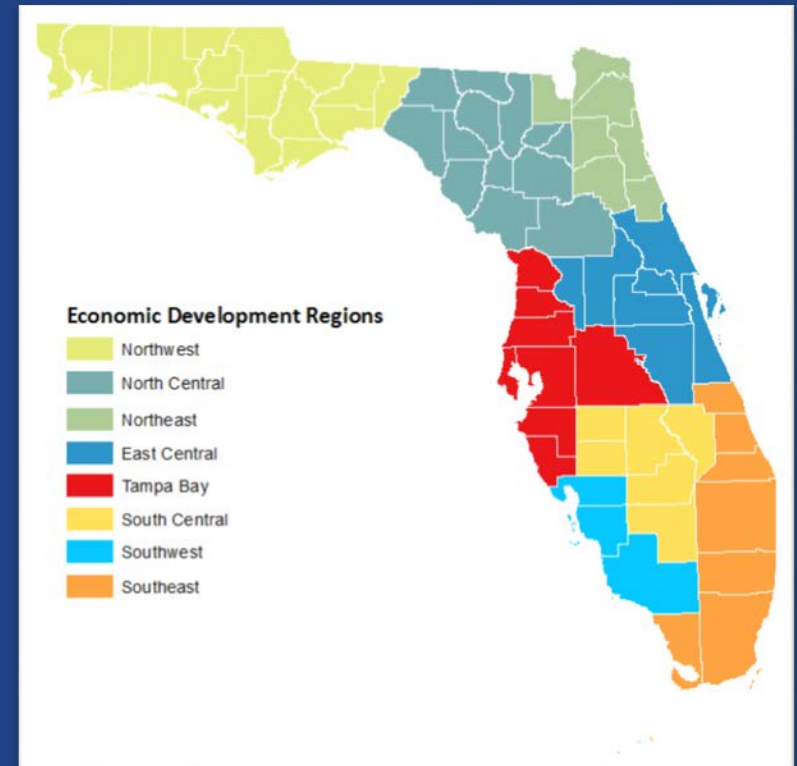
# Systems Analysis and Performance Drafts

- Bottlenecks, Congestion and Reliability
  - Section includes the top five ranked statewide freight bottlenecks for 2014.



# Systems Analysis and Performance Drafts

- Last Mile/Short Haul Connectivity
  - provides a statewide summary evaluation of trends in motor carrier movements from a private sector supply chain standpoint.
  - provides commodity flows in Florida by region





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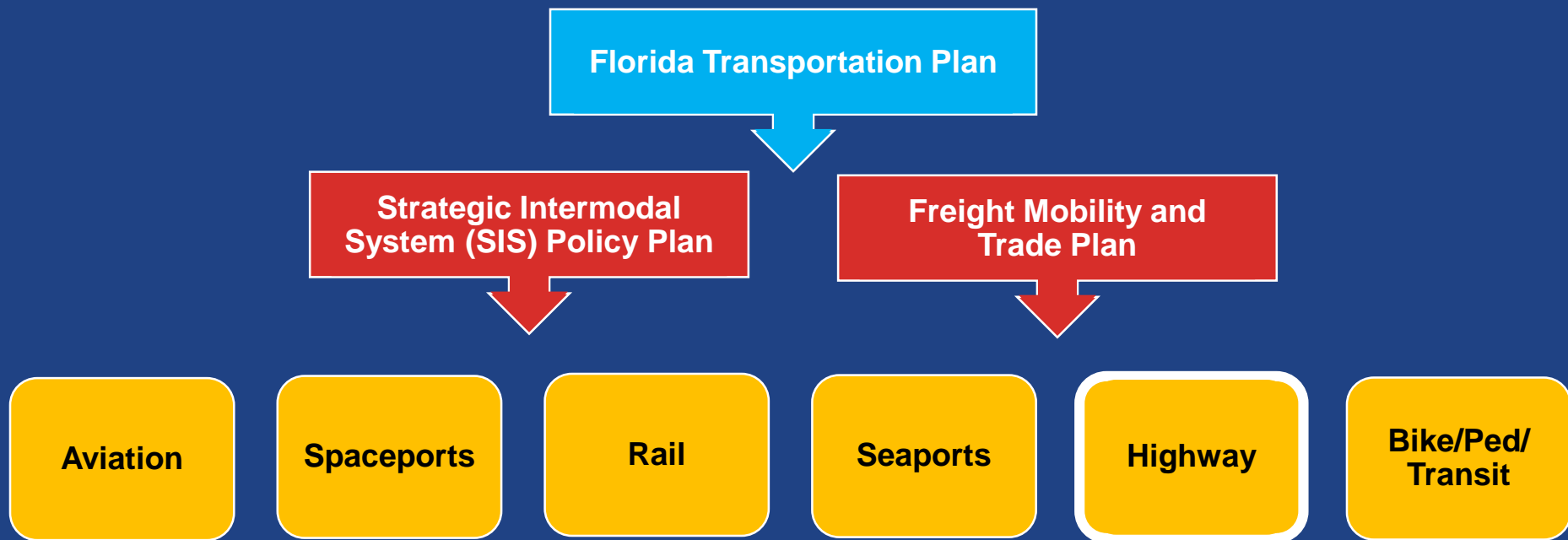
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# Planning at FDOT

- 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 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.

# FMSCP Policy Framework Survey Results

(As of 10/07/16)

## 23 Respondents (representing 27 perspectives)

<b>State Agency (e.g. FDOT, FDACS)</b>	<b>12</b>	<b>Seaport</b>	<b>0</b>
<b>MPO</b>	<b>2</b>	<b>Carrier</b>	<b>0</b>
<b>Local Government</b>	<b>2</b>	<b>University Research Center</b>	<b>0</b>
<b>Fleet Operator</b>	<b>2</b>	<b>Airport</b>	<b>0</b>
<b>Rail</b>	<b>2</b>	<b>Non-Profit Environmental Adv.</b>	<b>0</b>
<b>Association-Private</b>	<b>2</b>	<b>Economic Development Council</b>	<b>0</b>
<b>Transporter</b>	<b>1</b>	<b>Truck-Independent Operator</b>	<b>0</b>
<b>Shipper</b>	<b>1</b>	<b>Association-Public</b>	<b>0</b>
<b>Receiver</b>	<b>1</b>	<b>Private Utilities</b>	<b>0</b>
<b>Distribution Center</b>	<b>1</b>	<b>Regional Planning Council (RPC)</b>	<b>0</b>
<b>Other</b>	<b>1</b>	<b>Public Utilities</b>	<b>0</b>
		<b>Colleges and Universities</b>	<b>0</b>



# FMSCP Policy Framework Survey Results

## Purpose of the Survey:

- Acceptability Rating of Support for Each Draft Strategy
  - (Using a three-point scale)
- Seek Input on Implementation
  - (Using a three-point scale)

# FMSCP Policy Framework Survey Results

## Support for Draft Strategies

Goal I: Safety & Security –

**14 Strategies from 3.0 to 2.6**

Goal II: Agile, Resilient, Quality –

**9 Strategies from 2.9 to 2.6**

Goal III: Efficient & Reliable Mobility –

**10 Strategies 2.9 to 2.5**

Goal IV: Economic Competitiveness –

**11 Strategies 2.8 to 2.6**

# FMSCP Policy Framework Survey Results

## Support for Draft Strategies

Goal V: More Transportation Choices –

**3 Strategies 2.9 to 2.8**

Goal VI: Environment & Energy –

**6 Strategies 2.8 to 2.6**

Goal VII: Quality of Places –

**8 Strategies 3.0 to 2.7**

# FMSCP Policy Framework Survey Results

- Next Steps

- How can we expand the # of responses from diverse perspectives?

<http://consensus.fsu.edu/MCSP-Survey-2/>

- Online one more week until October 20th



# MOTOR CARRIER SYSTEM PLAN

## Facilitated Discussion



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

- **Objective:** Reduce the number of crashes involving commercial motor vehicles
  - **Draft 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
  - **Draft Strategy:** Partner with cell phone carriers, insurance companies, and vehicle manufacturers on distracted driving reduction programs
  - **Draft Strategy:** Investigate options to reduce commercial motor vehicle crashes in rural areas, such as the Rural Intersection Collision Avoidance System
  - **Draft Strategy:** Investigate options for additional pre-signage, within Manual on Uniform Traffic Control Devices (MUCTD) guidelines, to emphasize distance to upcoming exits and intersections to commercial motor vehicles.
  - **Draft Strategy:** Coordinate with the trucking industry to identify safety concerns

Current  
Survey  
Rating



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

- **Objective:** Increase consistency and standardization in permitting, enforcement, etc.
  - **Draft Strategy:** Ensure consistent enforcement/enforce laws and regulations for commercial and passenger vehicles evenly
  - **Draft 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
  - **Draft Strategy:** Create more standardized traffic signals statewide

Current  
Survey  
Rating





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

- **Objective:** Provide more safe and secure places for truck parking both on and off the Interstate System
  - **Draft Strategy:** Partner with Turnpike and other efforts to define needs, gauge feasibility of solutions, and develop more public land into truck parking or partner with private sector to provide.
  - **Draft Strategy:** Provide security at truck parking
  - **Draft Strategy:** Provide more options for oversize truck parking

Current  
Survey  
Rating



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

- **Objective:** Prevent and mitigate trucking-related security risks
  - **Draft Strategy:** Collaborate with Florida Highway Patrol (FHP) and law enforcement to identify and address risks.
  - **Draft Strategy:** Combine FDOT and FHP data sources with other security systems to develop better tracking of commercial motor vehicles and reduce cargo theft, human trafficking, fraud, non-compliance, etc.

Current  
Survey  
Rating



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

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

Current  
Survey  
Rating



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

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- 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.

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

Current  
Survey  
Rating







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

- **Objective:** Support research, development, and testing of automated and connected freight vehicles and other emerging technologies
  - **Draft 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
  - **Draft Strategy:** Investigate and evaluate potential impacts of automated vehicles and other technologies on goods movement and infrastructure
  - **Draft Strategy:** Develop business-friendly approaches to evaluating new technology through partnerships, studies, and pilot programs

Current  
Survey  
Rating



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

- |  | Current Survey Rating  |
|--|--|
| ▪ <b>Objective:</b> Collaborate with stakeholders to collect data relevant to motor carrier operations   |  |
| – <b>Draft Strategy:</b> Identify existing sources or data and gaps to investigate/make sure data/info shared is actually being used to reduce accidents, congestion, etc.   |  2.8  |
| – <b>Draft Strategy:</b> Work with freight data providers to address proprietary concerns regarding Florida's Public Records Law, including reviewing current and future possible exemptions                                       |  2.8  |
| – <b>Draft Strategy:</b> Establish baseline operating conditions to evaluate impacts of new technologies or improvements on freight travel times, etc.   |  2.9  |
| – <b>Draft Strategy:</b> 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 |  2.9 |



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

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- Any other suggested objectives or strategies under this goal?

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

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

Current  
Survey  
Rating



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

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

Current  
Survey  
Rating



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

- **Objective:** Optimize the functionality and efficiency of existing roadways
  - **Draft Strategy:** Provide accurate and real-time construction, closure, and parking information
  - **Draft 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
  - **Draft Strategy:** Integrate designated truck routes into Garmin, Waze, and other programs and send to private companies that develop truck routing programs

Current  
Survey  
Rating



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

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- Any other suggested objectives or strategies under this goal?

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

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

Current  
Survey  
Rating



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

- **Objective:** Address empty backhaul

- **Draft Strategy:** Seek to increase the development of manufacturing industries in the state

- **Draft Strategy:** Investigate the need for trailer transfer stations to allow drivers to stay within smaller regions with switchovers for longer hauls

- **Draft Strategy:** Support the prioritization of projects that help fill the empty trucks and support partnerships that encourage backhaul routes

Current  
Survey  
Rating





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

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

Current  
Survey  
Rating



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

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- Any other suggested objectives or strategies under this goal?

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

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

Current  
Survey  
Rating



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

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- Any other suggested objectives or strategies under this goal?

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

- **Objective:** Plan and develop truck transportation infrastructure that protects the character of the natural environment and avoids or minimizes adverse environmental impacts
  - **Draft Strategy:** Coordinate environmental initiatives with partner offices and agencies
  - **Draft Strategy:** Investigate opportunities to safely move more cargo in fewer trucks to increase efficiency and reduce emissions.

Current  
Survey  
Rating



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

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

Current  
Survey  
Rating



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

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- 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.

- **Objective:** Plan and develop freight transportation systems that reflect regional and community values, visions, and needs
  - **Draft Strategy:** Enhance coordination between statewide, regional, and local freight planning
  - **Draft Strategy:** Improve trucking lifestyle by updating rest areas to appeal to truck driver teams and working with partners to promote increased flexibility in time away from home and healthier lifestyle choices.
  - **Draft Strategy:** Balance the need for off-peak deliveries to reduce congestion with impacts of overnight operations to businesses and residents

Current  
Survey  
Rating



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

- **Objective:** Transform the organizational culture of state agencies and partners to include consideration of supply chain and freight movement issues
  - **Draft Strategy:** Continue efforts to address freight movement as part of Complete Streets
  - **Draft 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
  - **Draft Strategy:** Work with local governments to provide truck parking near delivery points

Current  
Survey  
Rating



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

- **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
  - **Draft Strategy:** Develop resources to explain the connection between freight mobility and access to goods
  - **Draft Strategy:** Reduce disconnections between freight industries and local actions by identifying and promoting appropriate forums for communication of issues.

Current  
Survey  
Rating



## **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?

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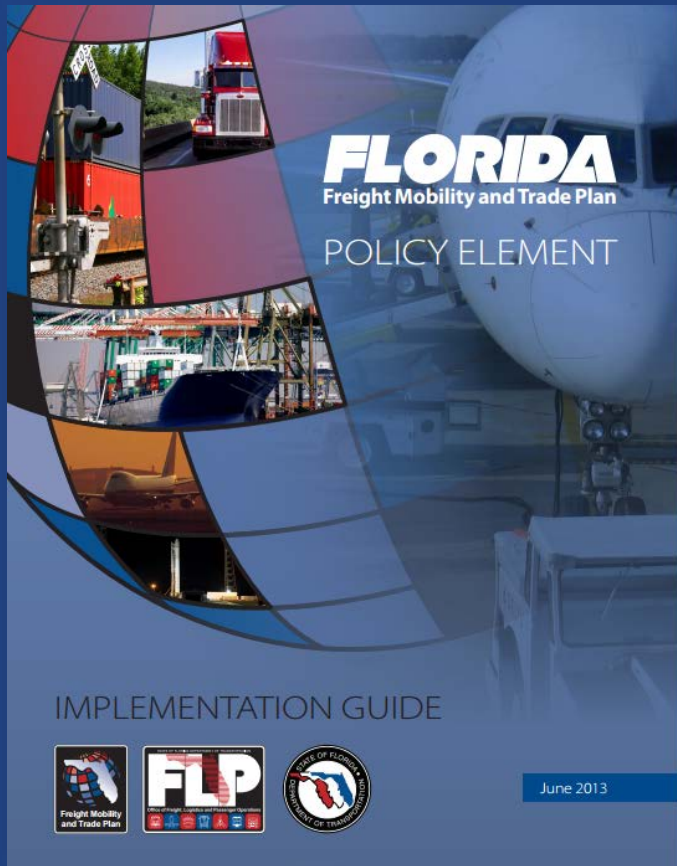
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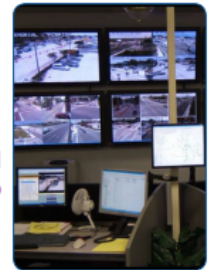


## Implementation Roles

### OBJECTIVE 2

#### Increase Operational Efficiency of Goods Movement

Identify and strengthen the critical freight network, and use Intelligent Transportation Systems (ITS) and other enhancements to increase efficiency, reliability, safety, and security of freight movements, including under emergency situations. Strategies to achieve this objective are:



#### 2.1 Identify the critical freight transportation network for the state, which includes the national freight network designated by the USDOT

*FDOT Freight, Logistics and Passenger Operations*  
*FDOT Systems Planning Office*  
*FDOT Transportation Statistics*

#### 2.2 Identify and implement freight movement gap-closing improvements

##### 2.2.1 Improve hub connections (last mile and beyond)

*FDOT Systems Planning Office*

# Schedule and Next Steps



# Closing Comments

- Questions?





# MOTOR CARRIER SYSTEM PLAN

## Business Forum 4

October 13, 2016 | Jacksonville, FL

