

Freight Mobility and Trade Plan

Technical Memorandum 1
Policies, Performance Measures, and
Outreach

April 2020



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Freight Mobility and Trade Plan

This technical memorandum is the first step in creating a single cohesive FMTP update that consolidates FMTP documents and integrates key freight aspects of the FDOT Modal Plans, Florida Chamber Foundation's Florida 2030 Study, the Florida Trade and Logistics Study 2.0, and the Florida Department of Economic Opportunity Strategic Plan for Economic Development.

In February 2018, the Federal Highway Administration (FHWA) determined that the combined documents of FDOT's Freight Mobility and Trade Plan (FMTP) met the State Freight Plan requirements which are specified in the Fixing America's Surface Transportation (FAST) Act.

Overall Vision – Florida Transportation Plan (FTP)

It is important to recognize that the FMTP is just one piece of the larger FDOT family of freight related and transportation plans. Most notably, the FMTP is designed to help the state meet its overarching transportation goals in the Florida Transportation Plan (FTP), Figure 1. Concurrent to the FMTP update, the FTP is also being updated. The FTP's overall goals are expected to remain the same – but the document will have renewed emphasis on:

- Technology
- Resilient supply chains and transportation systems
- State and interregional freight mobility and trade
- Regional and local transportation planning and land use coordination

FDOT has also completed a series of modal specific freight plans. The FMTP leverages the lessons learned from each modal plan to ensure that the complete set of plans represent an integrated approach to improve freight mobility and trade in Florida.



Figure 1 | Florida Transportation Plan Goals



2013 FMTP Policy Element

The FMTP Policy Element was developed in response to HB 599, which required FDOT to develop a plan which, “enhance(d) the integration and connectivity of the transportation system across and between transportation modes throughout the state.” Specifically, the Policy Element addressed four statutory goals, shown in Figure 2.

Trade	ILCs	Manufacturing	Alternative Energy
<ul style="list-style-type: none">•Increasing the flow of domestic and international trade through the state’s seaports and airports, including specific policies and investments that will recapture cargo currently shipped through seaports and airports located outside the state.	<ul style="list-style-type: none">•Increasing the development of Intermodal Logistics Centers (ILCs) in the state, including specific strategies, policies, and investments that capitalize on the empty backhaul trucking and rail market in the state.	<ul style="list-style-type: none">•Increasing the development of manufacturing industries in the state, including specific policies and investments in transportation facilities that will promote the successful development and expansion of manufacturing facilities.	<ul style="list-style-type: none">•Increasing the implementation of compressed natural gas (CNG), liquefied natural gas (LNG), and propane energy policies that reduce transportation costs for businesses and residents located in the state

Figure 2 | 2013 FMTP Goals Established by HB 599

Freight movement is essentially the economy in motion. While transportation, trade, and energy are functions that exist to support citizens and businesses, the 2013 FMTP recognized that these activities are inherently linked and collectively impact and support the economic wellbeing of Florida. Therefore, the effort coupled commerce and energy with transportation which produced solutions that were cross-cutting, and multi-functional.

Additionally, the 2013 FMTP was designed to support the FTP and integrate lessons learned from research such as the Florida Chamber’s Trade and Logistics study.

2013 FMTP Objectives

Due to this broader, more comprehensive vision for freight, FDOT developed a series of objectives that guided the overall development of the 2013 plan. The seven objectives aligned the various views and issues identified in each respective related plan and lessons learned from the FMTP’s extensive outreach effort (see Figure 3). The Policy Element identified policy-level strategies to outline how each objective might be met. Similarly, most strategies were also supported by actionable tactics. Appendix A details how the strategies and tactics support each of the FMTP objectives.



Objective 1	•Capitalize on the freight transportation advantages of Florida through collaboration on economic development, trade, and logistics programs
Objective 2	•Increase operational efficiency of goods movement
Objective 3	•Minimize costs in the supply chain
Objective 4	•Align public and private efforts for trade and logistics
Objective 5	•Raise awareness and support for freight movement investments
Objective 6	•Develop a balanced transportation planning and investment model for all forms of transportation
Objective 7	•Transform the FDOT's organizational culture to include consideration of supply chain and freight movement issues

Figure 3 | 2013 FMTP Policy Element Objectives

The 2013 FMTP's objectives established the framework for current freight initiatives in the state of Florida. Through these original objectives, a focus on collaboration was created, and the establishment of District Freight Coordinators and freight outreach sessions helped give rise to an open forum between public and private partners in the freight industry. In the interim years, this foundation of collaboration helped shaped FDOT's position toward a technology-oriented set of priorities as established in the 2019 update.

Modal Plans

In addition to the 2013 FMTP, FDOT developed a series of modal freight plans. Key takeaways from these plans are included in the FMTP to create a comprehensive multimodal freight plan. These documents include:

- Air Cargo Study (2016)
- Aviation System Plan (2014)
- Florida Seaport/Waterways System Plan (2015)
- Motor Carrier System Plan (2017)
- Rail System Plan (2018)
- Spaceport System Plan (2018)



Air Cargo Study

The 2016 Air Cargo Study reviewed global air cargo trends and their implications on the Florida air cargo market. Since the project was a study, not a plan, there were no goals or recommendations developed. However, the study looked at major trends within the air cargo industry, air cargo capacity at Florida airports, forecasted future air cargo demand, and explored the economic impact of the industry.

Florida Aviation System Plan/Economic Impact Study

The 2014 Florida Aviation System Plan (FASP) developed a 20 year vision for the state's 129 public airports. The FASP focused on building a responsive framework for an uncertain future. Specifically, it focused on changing aviation and economic trends, including emerging technologies, projected funding shortfalls, and shifting priorities.

The plan provided a framework for investigating issues such as intermodal transportation networking, the economic impact of airports on their local communities and the state, and development of long-range strategies to meet the future aviation needs. Figure 4 depicts the FASP goals.

Support new technologies and innovations

Contribute to sustainable growth while remaining sensitive to the environment

Efficient, safe, convenient, and secure airports

Enhance Florida's leadership and prominence in the aviation industry

Protect airspace and promote compatible land use planning around Florida airports

Promote aviation to business, government, and the public

Foster Florida's reputation as a military-friendly state.

Figure 4 | Florida Aviation System Plan Goals



Rail System Plan

Updated in 2018, the Rail System Plan describes the state's existing rail network, its challenges and opportunities, and rail related economic and socio-environmental impacts of rail in Florida. The plan includes goals and objectives that support the Florida Transportation Plan goals (see Figure 5). Publicly sponsored short and long-range capital improvements and policy recommendations were developed as action steps to support implementation of the rail plan.

Safety and Security

- Identify and support rail and rail-highway safety improvements and coordinate with appropriate partners to identify and implement security and emergency response plans.

Agile, Resilient, Quality

- Maintain and preserve rail infrastructure and service, and modernize the rail system.

Efficient and Reliable Mobility

- Emphasize improvements in on-time performance of passenger trains and for fluidity of the state's rail system for handling freight and passenger rail traffic.

More Transportation Choices

- Aggressively pursue opportunities for funding rail projects in cooperation with leaders at the local, regional, state, and national levels.

Economic Competitiveness

- Invest in rail system capacity improvements to enhance the interstate and intrastate movement of people and goods when public benefit can be demonstrated.

Quality Places

- Integrate rail and land use planning at the state, regional, and local levels.

Environment and Conserve Energy

- Integrate transportation and environmental decisions into the statewide, regional, and local planning processes

Figure 5 | 2018 Rail System Plan Included Goals



Motor Carrier System Plan (MCSP)

The 2013 FMTP identified several issues that were related to trucking. In 2017, FDOT developed a Motor Carrier System Plan (MCSP) to address highway specific mobility challenges from a trucking perspective. The plan establishes a foundation of critical issues to address. Key performance analyses complement the input from stakeholders to build a more complete picture of freight movements by truck in Florida. The goals of the plan are shown in Figure 6.

The FDOT Truck Empty Backhaul report and the (Statewide) Truck Parking Study are two major initiatives which were a result of issues identified in the MCSP.

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

More Transportation Choices

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

Economic Competitiveness

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

Quality Places

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

Environment and Conserve Energy

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

Figure 6 | 2017 Motor Carrier Plan Goals

Florida Seaport/Waterways System Plans

The 2015 Florida Seaport System Plan (FSSP) and the 2015 Florida Waterways System Plan (FWSP), illustrate the seaport and waterways conditions, challenges, trends, visions, goals, and areas of focus for the FDOT Seaport and Waterways Office. These plans provide a look at the history of the Florida Seaport System and insight into the economic contribution and partnerships which have spurred the dynamic growth of seaport development, waterborne commerce, international trade, and the cruise industry in Florida.

The FSSP includes four program focus areas (seaport access enhancement, seaport capacity expansion, seaport efficiency improvement, and waterborne freight supply chain optimization)



and seaport program strategies that are meant to address the focus areas. Specifically, the plan outlined eight strategies to improve business at the state's seaports:

- Facilitate local, state, and federal agency responsiveness to Florida seaport issues and opportunities, through outreach, education, coordination, and collaboration.
- Monitor local, regional, statewide, national, and global industry events, issues, and trends to ensure the relevance of Florida seaport investments and initiatives.
- Coordinate with intermodal industry partners and agencies to ensure multi-modal connectivity and coordination in seaport and intermodal network development.
- Collaborate with seaports and industry stakeholders to identify and fund the areas of greatest need and opportunity.
- Collect and analyze data to track the effectiveness of investments over time, and to identify new or emerging issues or trends.
- Use state resources to leverage local, private, and federal investments in Florida Seaports.
- Work with seaport and maritime stakeholders to support and create educational and employment training opportunities for seaport, supply chain, and maritime-related businesses.
- Partner with seaports to address specific problem areas, or to explore new technologies or systems to enhance seaport efficiencies, capabilities, and capacities.

Florida Spaceport System Plan (FSSP)

In April 2013, Florida published its Spaceport System Plan, the first of its kind in the nation. The space transportation industry has seen rapid and dramatic developments since publication of the initial Florida Spaceport System Plan (FSSP). The plan was updated in 2018 and addresses the most significant of those developments while recognizing the sound foundation of the original plan.

The plan describes the elements and functionality of Florida's current and future spaceport system. It includes the evolving space transportation industry's place within the Florida Transportation Plan and Strategic Intermodal System, and describes Space Florida's existing statewide spaceport authority role and how that role is evolving. Most importantly, the FSSP establishes clear system goals that align with those of the Florida Transportation Plan along with an implementation approach for determining system-wide needs and identifying system-wide priorities for funding. Figure 7 shows the goals of the FSSP.

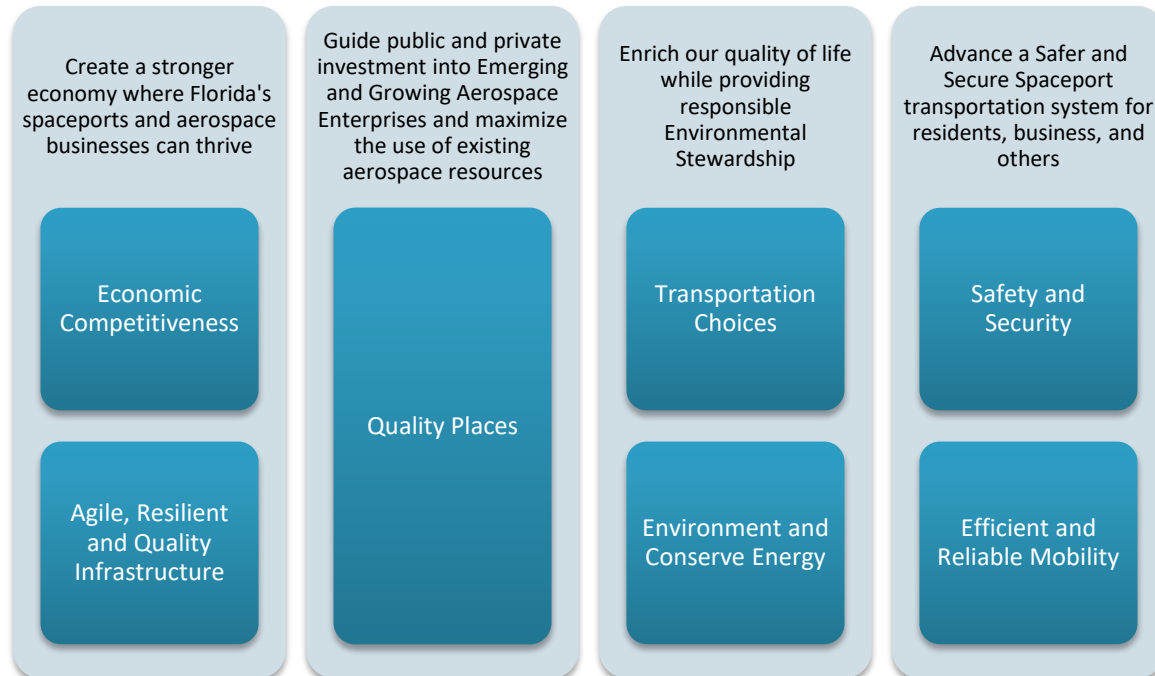


Figure 7 | Florida Spaceport System Plan Goals

Florida Trade and Logistics Study 2.0

In 2010, the Florida Chamber Foundation released the Florida Trade and Logistics Study that examined trade flows and related logistics activity in Florida. In 2013, a 2.0 version of the plan was published. This updated study built upon the 2010 research, with greater emphasis on growing Florida-origin exports and expanding value-added services that can support Florida's trading businesses or trading partners, in addition to developing workforce, economic development, and business climate strategies.

A committee representing all freight transportation modes, major shippers and receivers, economic development organizations, state agencies, and landowners provided overall direction for the study. Based on this input, the study review committee developed recommended goals and strategies for Florida's future global business development activities.

The Chamber Foundation, in partnership with FDOT, is continuing its efforts to increase and improve Florida trade activities and enhance Florida's logistics industry. In 2018 the Florida Chamber developed the Infrastructure Coalition Report on Accelerating Florida Forward and is currently developing the Florida Trade and Logistics Study 3.0.



Florida Chamber of Commerce Six Pillars

The Florida Chamber Foundation created the Six Pillars, an organizational framework that identifies key factors driving Florida's future economy and helps communities, agencies and organizations speak with one voice. See Figure 8. These Six Pillars are designed to create vibrant communities that enjoy prosperity and high-paying jobs, leveraging Florida's competitive advantage in the global economy. The Six Pillars is a framework to help organize strategic planning at the state and local level and is still prevalent in the most recent update, Florida 2030.



Figure 8 | Florida Chamber of Commerce's Six Pillars

In addition to the aforementioned plans, Appendix C provides a list of Florida's relevant freight-related plans, initiatives, and studies, mostly conducted by FDOT.



Building a Vision for the Future

This section of the plan identifies the steps taken to update the FMTP's objectives and strategies in order to develop one cohesive plan to move freight forward in Florida.

Step 1: Align Existing Plans with Florida Transportation Plan Goals

The FMTP includes the integration of the FDOT modal plans and studies into a cohesive Freight Mobility and Trade Plan that is focused on supporting the Florida Transportation Plan's goals and federal freight goals. The overall relationship between these plans is described in Figure 9. The first step is to align the goals from past efforts with the Florida Transportation Plan (FTP) Goals. Figure 10 shows how the modal and aligned plans fit within the goals of the FTP.

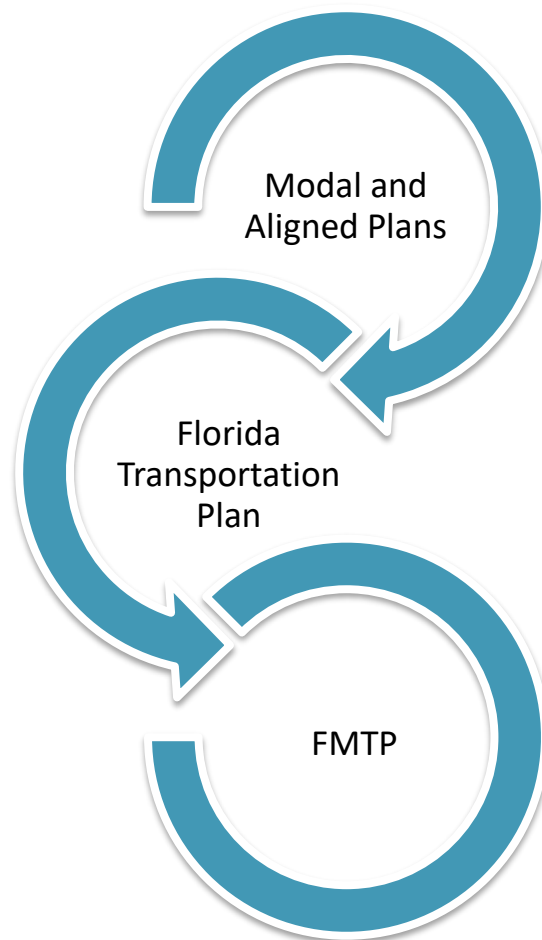


Figure 9 | Process to Develop Updated FMTP Objectives

	FTP Goals						
	Safety and Security	Agile, Resilient, Quality	Efficient & Reliable Mobility	Transportation Choices	Economic Competitiveness	Quality Places	Environment & Conserve Energy
Freight Mobility and Trade Plan – Policy Element							
Capitalize on the freight transportation advantages of Florida through collaboration on economic development, trade, and logistics programs		✓	✓	✓	✓		
Increase operational efficiency of goods movement		✓	✓	✓	✓		✓
Minimize costs in the supply chain		✓	✓		✓	✓	
Align public and private efforts for trade and logistics	✓	✓	✓		✓		✓
Raise awareness and support for freight movement investments	✓	✓	✓		✓		
Develop a balanced transportation planning and investment model for all forms of transportation		✓	✓	✓	✓	✓	✓
Transform the FDOT’s organizational culture to include consideration of supply chain and freight movement issues		✓	✓		✓	✓	
Air Cargo Plan							
These plans did not identify traditional goals or objectives.							
Florida Aviation System Plan							
Support new technologies and innovations	✓	✓	✓	✓	✓	✓	✓
Contribute to sustainable growth while remaining sensitive to the environment			✓		✓		✓
Efficient, safe, convenient, and secure airports	✓	✓				✓	
Enhance Florida’s leadership and prominence in the aviation industry					✓		
Protect airspace and promote compatible land use planning around Florida airports			✓	✓		✓	✓
Promote aviation to business, government, and the public					✓		
Foster Florida’s reputation as a military-friendly state					✓		
Rail System Plan							
Identify and support rail and rail-highway safety improvements and coordinate with appropriate partners to identify and implement security and emergency response plans.	✓						
Maintain and preserve rail infrastructure and service, and modernize the rail system		✓					
Emphasize improvements in on-time performance of passenger trains and for fluidity of the state’s rail system for handling freight and passenger rail traffic			✓				
Aggressively pursue opportunities for funding rail projects in cooperation with leaders at the local, regional, state, and national levels				✓			



	FTP Goals						
	Safety and Security	Agile, Resilient, Quality	Efficient & Reliable Mobility	Transportation Choices	Economic Competitiveness	Quality Places	Environment & Conserve Energy
Invest in rail system capacity improvements to enhance the interstate and intrastate movement of people and goods when public benefit can be demonstrated					✓		
Integrate rail and land use planning at the state, regional, and local levels						✓	
Integrate transportation and environmental decisions into the statewide, regional, and local planning processes							✓
Motor Carrier Plan							
Identify, support, and implement freight highway safety improvements and initiatives	✓						
Continue to invest in quality infrastructure that can be adapted to meet the needs of future freight vehicles and technology		✓					
Increase operational efficiency of goods movement and maintain reliable mobility for trucks			✓				
Increase the number of quality options for moving freight to, from, and within Florida				✓			
Support Florida's global competitiveness and increase the flow of domestic and international trade					✓		
Coordinate early and often with local communities to ensure mobility for trucks that is consistent with local and regional priorities						✓	
Balance the need for environmental protection and conservation with seeking motor carrier efficiencies							✓
Florida Seaport/Waterways System Plans							
These plans did not identify goals or objectives.							
Spaceport System Plan							
Create a stronger economy where Florida's spaceports and aerospace businesses can thrive		✓			✓		
Guide public and private investment into Emerging and Growing Aerospace Enterprises and maximize the use of existing aerospace resources						✓	
Enrich our quality of life while providing responsible Environmental Stewardship				✓			✓
Advance a Safer and Secure Spaceport transportation system for residents, business, and others	✓		✓				



	FTP Goals						
	Safety and Security	Agile, Resilient, Quality	Efficient & Reliable Mobility	Transportation Choices	Economic Competitiveness	Quality Places	Environment & Conserve Energy
Chamber of Commerce Six Pillars							
Talent Supply and Education					✓	✓	
Innovation and Economic Development					✓	✓	
Infrastructure and Growth Leadership	✓	✓	✓	✓	✓		
Business Climate and Competitiveness		✓	✓		✓		
Civic and Governance System			✓				
Quality of Life and Quality Places			✓		✓	✓	✓

Figure 10 | Goals Matrix

Step 2: Create Updated FMTP Objectives

Much has changed since the 2013 Policy Element's objectives were developed. The freight market continues to evolve, the economy continues to grow, and FDOT has continued to integrate freight efforts into their processes. After reviewing the collective freight planning work undertaken by FDOT and their partners, and receiving feedback from the 2019 FMTP's Project Advisory Committee (PAC) and the Florida Freight Advisory Committee (FLFAC), the project team developed ten objectives that directly support the overall system goals developed by the Florida Transportation Plan (see Figure 11). In Appendix B, a matrix is provided to illustrate how the FTP goals and FMTP objectives support the federal freight goals.



Safety and Security

- Leverage multisource data and technology to improve freight system **safety** and **security**.

Agile, Resilient, Quality

- Create a more **resilient** multimodal freight system.
- Ensure the Florida freight system is in a **State of Good Repair**.

Efficient & Reliable Mobility

- Drive innovation to reduce **congestion, bottlenecks** and improve travel time **reliability**.

Transportation Choices

- Remove **institutional, policy** and **funding bottlenecks** to improve operational efficiencies and reduce costs in supply chains.
- Improve **last mile connectivity** for all freight modes.

Economic Competitiveness

- Continue to forge **partnerships** between the **public and private sectors** to improve trade and logistics.
- Capitalize on **emerging freight trends** to promote economic development.

Quality Places

- Increase freight-related regional and local **transportation planning and land use coordination**.

Environment & Conserve Energy

- Promote and support the shift to **alternatively fueled** freight vehicles.

Figure 11 | 2019 FMTP Objectives



Step 3: Align Objectives to Support National Freight Goals

The FAST Act requires State Freight Plans to describe how they will improve the ability of the state to meet the National Multimodal Freight Policy goals (section 70101(b) of Title 49) and National Highway Freight Program goals (section 167 of title 23) (see Figure 12). FDOT's FTP goals and supporting FMTP objectives outline how Florida will work towards meeting those goals.

National Multimodal Freight Policy Goals	National Highway Freight Program Goals
<ol style="list-style-type: none">1. To identify infrastructure improvements, policies, and operational innovations that --<ul style="list-style-type: none">o Strengthen the contribution of the National Multimodal Freight Network (NMFN) to the economic competitiveness of the United Stateso Reduce congestion and eliminate bottlenecks on the NMFNo Increase productivity, particularly for domestic industries and businesses that create high-value jobs2. To improve the safety, security, efficiency, and resiliency of multimodal freight transportation3. To achieve and maintain a state of good repair on the NMFN4. To use innovation and advanced technology to improve the safety, efficiency, and reliability of the NMFN5. To improve the economic efficiency and productivity of the NMFN6. To improve the reliability of freight transportation7. To improve the short- and long-distance movement of goods that—<ul style="list-style-type: none">o Travel across rural areas between population centerso Travel between rural areas and population centerso Travel from the Nation's ports, airports, and gateways to the NMFN8. To improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity9. To reduce the adverse environmental impacts of freight movement on the NMFN10. To pursue the goals described in this subsection in a manner that is not burdensome to State and local governments	<ol style="list-style-type: none">1. To invest in infrastructure improvements and to implement operational improvements on the highways of the United States that—<ul style="list-style-type: none">o Strengthen the contribution of the National Highway Freight Network (NHFN) to the economic competitiveness of the United Stateso Reduce congestion and bottlenecks on the NHFN;o Reduce the cost of freight transportationo Improve the year-round reliability of freight transportationo Increase productivity, particularly for domestic industries and businesses that create high-value jobs2. To improve the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas3. To improve the state of good repair of the NHFN4. To use innovation and advanced technology to improve the safety, efficiency, and reliability of the NHFN5. To improve the efficiency and productivity of the NHFN6. To improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address highway freight connectivity7. To reduce the environmental impacts of freight movement on the NHFN

Figure 12 | Federal Freight Goals



Consistency with National Multimodal Freight Policy and National Highway Freight Program Goals

A description of how the FMTP will improve the ability of the State of Florida to meet the National Multimodal Freight Policy goals and National Highway Freight Program goals is required by the FAST Act. A consistency review of the updated FMTP objectives with the national goals is provided in Appendix B.

Performance Measures

The performance measures considered in this plan are consistent with FDOT's Source Book, FDOT's Transportation Asset Management Plan (TAMP), Transportation Performance Management (TPM) federal performance measures, FTP goals, the FMTP objectives and the Highway Performance Monitoring System (HPMS). These measures indicate whether Florida's transportation system is achieving the objectives outlined in this plan and also show whether progress is being made towards federal and organizational goals. Measures included in the plan are categorized by mode: highway, rail, seaport and aviation. Additionally, performance measures required by FHWA, such as bridge and pavement conditions, are also presented. Performance measures included in this plan are described according to the following dimensions:

- **Quantity** - How much freight is moved;
- **Quality** – How good or bad the travel experience is, in addition to how good or bad system conditions are rated; and
- **Utilization** – How much of the transportation system is used/available.



Measures considered for this plan are as follows in Table 1:

Table 1 | Performance Measures

Mode	Quantity	Quality	Utilization
Highway	<ul style="list-style-type: none">• Truck Miles Traveled• Combination Truck Miles Traveled• Combination Truck Ton Miles	<ul style="list-style-type: none">• Combination Truck On-Time Arrival• Combination Truck Planning Time Index• Combination Truck Hours of Delay• Truck Bottlenecks• Percent of travel meeting Level of Service• Highway Pavement Conditions• Bridge Conditions• Highway (Truck) Safety	<ul style="list-style-type: none">• Truck Empty Backhaul• Truck Parking Utilization
Rail	<ul style="list-style-type: none">• Rail Tonnage	<ul style="list-style-type: none">• Rail crashes	
Water	<ul style="list-style-type: none">• Seaport Tonnage		
Aviation	<ul style="list-style-type: none">• Aviation Tonnage	<ul style="list-style-type: none">• Aviation Departure Reliability	

The above performance measures are further explained in Technical Memorandum 3, "Performance Measures and Conditions."

Strengths and/or weaknesses discovered during performance measure analysis can assist in the identification of specific needs or other transportation issues. This process supports the project identification and development phase to construct the freight project needs list. Therefore, performance measures analysis can be used as a guide for decision-making in freight-related transportation investments. These performance measures are consistent with the Florida Transportation Plan (FTP) goals and FMTP objectives. It is important to note that there are different freight and freight-related project types. For example, proposed highway rail-grade crossing projects, truck parking projects, and highway improvement projects all have different criteria that should be assessed using the applicable performance measures. Table 2 depicts performance measures and criteria that have been identified to assess highway improvement projects.



Table 2 | Performance Measures for Project Prioritization

FTP Goal	FMTP Objective	Measures/Criteria
Safety and security for residents, visitors, and businesses	Leverage multisource data and technology to improve freight system safety and security	(Truck Injuries/Truck VMT)*1000
		(Truck Fatalities/Truck VMT)*1000
		Crime Index
Agile, resilient, and quality transportation infrastructure	Create a more resilient multimodal freight system.	Roadways within 100 year flood zones
	Ensure the Florida freight system is in a State of Good Repair	Presence of structurally deficient bridges
		Presence of poor pavement conditions segments
Connected, efficient, and reliable mobility for people and freight	Drive innovation to reduce congestion, bottlenecks and improve travel time reliability	Roadways with top bottlenecks
		Truck AADT
Transportation choices that improve accessibility and equity	Improve last-mile connectivity for all freight modes	Vicinity to Hubs
		Roadways within freight intensive areas
Transportation solutions that strengthen Florida's economy	Capitalize on emerging freight trends to promote economic development	Labor Force Size (Ratio of Labor force by County Population relative to average state wide ratio)
		County GRP (Compared to State Average)
		Transportation and Warehousing Industry Share of Total Employment
		Population Density (Compared to State Average)
Transportation solutions that enhance Florida's environment	Promote and support the shift to alternatively fueled freight vehicles	On designated Alternative Fuels Corridors
		Number of alternative fueling stations within 1 mile of roadway



While there are seven FTP goals, only six of them were used in the prioritization schema.

“Transportation systems that enhance Florida’s communities” was left out specifically for a lack of quantitative criteria with which to assess it. The FMTP objective which falls under it, “Increase freight-related regional and local transportation planning and land use coordination,” was used as a criteria on the qualitative side of the prioritization schema under “Transportation solutions that strengthen Florida’s economy.”

FMTP Stakeholder Engagement and Outreach

The following chapters of this plan document Florida’s existing freight network, the connection between freight and the economy, the demands placed on the system with a growing population, and the importance of continuing to invest in freight infrastructure. While continued investment in infrastructure is a key component in Florida’s freight future, there are other freight issues of varying severity to be considered. This portion of the technical memorandum discusses the process used to identify these key freight topics. The development of the FMTP objectives and recommendations involved input from stakeholders representing all freight transportation modes, industry representatives, elected officials, and other key stakeholders.

Collaborative Sessions

To facilitate involvement by the private and public sector in the development of the plan, three separate outreach initiatives were held to ensure that each stakeholder group had significant opportunity to give input on the FMTP. Two of these three initiatives were open to the public and advertised as such.

Three Florida Freight Advisory Committee (FLFAC) meetings were held with the FMTP as the focus. These meetings, which are always open to the public, involve a freight committee consisting of representatives from a cross-section of public and private sector freight stakeholders. The members and corresponding organizations of the FLFAC involved in this process are listed in Table 3.

Table 3 | FLFAC Membership 2019

Organization	First Name	Last Name
City of Pensacola	Amy	Miller
Walmart	Robert	Midgett
Broward County	David	Anderton
Genesee Wyoming Railroad	Joe	Arbona
Space Florida	Mark	Bontrager
Florida TransAtlantic Holdings	John	Dohm
Interport Logistics, LLC	Gary	Goldfarb
Crowley Logistics	Stan	Parkes
Brevard County	Troy	Post
Broward County MPO	Greg	Stuart
US Sugar	Malcolm	Wade
Florida Trucking Association	Alix	Miller
Florida East Coast Railroad	Bob	Ledoux
Winter Haven Economic Development Council	Bruce	Lyon
Florida Atlantic University	Dan	Liu
University of North Florida	David	Swanson
Franklin Street	Larry	Kahn
Enterprise Florida	Mason	Henson
Florida Ports Council	Mike	Rubin
Atlantic Logistics Inc.	Robert	Hooper
University of South Florida	Seckin	Ozkul
Florida Fruit and Vegetable Association	Tori	Bradley

The FLFAC’s purpose is to advise on freight-related priorities, issues, projects, and funding needs with a particular look into sharing of information between the public/private sectors. The purpose of these meetings was to ensure that the objectives and topic priorities that were decided upon were weighted correctly and had the best opportunity at resolving any Florida freight issues. To better integrate stakeholder input, each issue required majority agreement for consideration as policy. The final meeting was held to confirm project prioritization weighting.

- FLFAC 1: March 22, 2019
- FLFAC 2: June 26, 2019
- FLFAC 3: September 26, 2019



The Project Advisory Committee (PAC), an internal body consisting of representatives from FDOT offices related to freight and the District Freight Coordinators, provided guidance on the development of the plan and helped validate the results along the way. The PAC meetings also served to enhance internal freight mobility needs and awareness in FDOT's planning activities. Five Project Advisory Committee (PAC) meetings were held during the development of the FMTP.

- PAC 1: April 11, 2019
- PAC 2: July 24, 2019
- PAC 3: August 14, 2019
- PAC 4: September 19, 2019
- PAC 5: October 31, 2019

Finally, seven Regional Freight Forums were conducted. These were a series of public meetings designed to obtain input on freight needs, issues, impacts, and solutions from private industries, carriers, other freight stakeholders, and the public. These were held throughout the state:

- FDOT District Three: May 20, 2019
- FDOT District One: May 22, 2019
- FDOT District Two: May 23, 2019
- FDOT District Five: May 28, 2019
- FDOT District Seven: May 29, 2019
- FDOT District Six: June 11, 2019
- FDOT District Four: June 12, 2019

This collaborative approach for gleaning input from key private sector business leaders and local/regional partners in freight logistics was positively received by attendees and fostered a cooperative relationship for further engagement.

Regional Freight Forum Feedback

The freight forums held throughout the state were open to all interested persons in the public and private sectors. Many attendees rely on the multimodal freight system to support their respective businesses. As users of the freight system, many attendees provided valuable observations and insights on issues, needs, trends, and recommendations.

Key discussion questions were:

- What are the most critical freight challenges/issues you encounter?
- What are the most important needs in your region?
- What opportunities do you see with freight?



- What new & developing technologies should Florida support to enhance freight mobility?
- How can we leverage collaboration to improve freight mobility?

In addition, stakeholders were asked to provide comments throughout the conversation on:

- Deficiencies of the freight transportation system;
- Solutions to remedy those conditions and issues;
- Future needs envisioned to support growth;
- The effects of technology on freight;
- Specific topics and objectives that should be pursued by FDOT (as designated in the 'Needs and Issues' technical memorandum)

During the breakout sessions at each forum, notes were captured on easel boards. These notes were compared to get a sense of the differences and commonalities between the forums in each District. The top challenges/issues across all the Districts were found to be:

- Congestion/Bottlenecks
 - There are a growing number of vehicles on the road
 - There is a dangerous mix of freight traffic and people traffic (residential and visitor)
 - Lots of unpredictability in travel times and a high rate of incidents
- Truck Parking
 - There are burdensome federal regulations that are not in sync with current industry demands and consumer expectations
 - There is nowhere to park in certain parts of the state
- Empty Backhaul
 - There are large quantities of freight traveling south in the state and a lot of empty freight containers traveling north
 - How can we attract more manufacturing to have a more balanced import/export ratio?
 - There may be opportunities to use geo-tagging/GIS/network to reduce empty backhaul

Additional recurring themes included:

- Attracting talent to the trucking labor force is a big topic in an industry that is seeing a shortage of drivers and mechanics
 - Education will be an important piece to resupplying the workforce, but will also necessary to inform the general public about freight and change its perception



Freight Mobility and Trade Plan

- Funding is needed across the board. There tends to be a lack of prioritization for freight policy – with both projects and funding
- There is a consensus that the state would benefit from limited access freight corridors/bypasses/truck only lanes to reduce issues from competing interests on the road
- There are a number of land use compatibility issues that impact freight
 - local development tends to be focused on residential development, squeezing down room for industrial areas
 - challenging to increase connectivity, access, and safety for all modes in urban areas – trucks can't park in many urban areas where land value is high
 - zoning and land uses change without notice, impacting the surrounding area and makes it hard to plan
- Communication/collaboration is seen as an opportunity in many different facets of these challenges, with data sharing being at the forefront

The topics discussed helped to inform the most pressing freight issues and opportunities in the State. After the forums, the responses were placed into categories and weighed by how many Districts discussed the topics to take a deeper dive into what was captured.

The regional freight forums collected input on the issues facing Florida freight and potential solutions. This collaborative process provided venues and opportunities for interaction with those who utilize, provide, and plan for the freight transportation system. Incorporating an industry participation approach allowed the state to better understand the needs of freight stakeholders and proactively streamline freight investments.



Appendix A: 2013 Freight Mobility and Trade Plan Objectives, Strategies and Tactics

FMTMP Objective 1: Capitalize on the Freight Transportation Advantages of Florida through Collaboration on Economic Development, Trade, and Logistics Programs

Characterize and highlight the strategic strengths of Florida's freight transportation system including hubs like seaports, airports, and ILCs collaboratively with industry, and with other agencies and states, to establish Florida as the international gateway for trade.

Maximize the strategic advantage of Florida's transportation hubs for trade logistics

- Characterize and highlight the unique strengths of each seaport
- Develop criteria for strategic port investments in tandem with private investments to respond to market needs nimbly and transparently
- Determine the operating characteristics of transportation hubs and improve the connecting distribution/transportation system to match their particular logistic needs and opportunities
- Develop a comprehensive plan to support/facilitate international exports and interstate commerce

Foster the development and deployment of ILCs through cooperative efforts with industry

- Include ILCs in the SIS and roadways and railways serving ILCs
- Expedite the resolution of local issues for ILC development
- Include onsite capacity to facilitate international exports
- Implement the ILC infrastructure support program

Support the branding of Florida as the Gateway to the Western Hemisphere for trade

- Include all freight transportation modes

Focus general collaboration with other agencies

- Host a joint website as a comprehensive portal for freight mobility and trade matters with Enterprise Florida, Workforce Florida, and the Florida Chamber of Commerce to facilitate manufacturers locating and expanding in Florida; e.g., "the freight base"
- Include Enterprise Florida, Workforce Florida, and the Department of Economic Opportunity as ex officio members of the predominantly industry sector CEO Freight Leadership Group

Support the Statewide Economic Development Strategic Plan led by the DEO

- Factor logistics efficiency and sustainability into comprehensive economic development strategies
- Proactive participation by the FDOT economic development liaison to the DEO
- Coordinate and inform transportation programs with the initiatives and policies of the DEO
- Expand interagency collaboration and coordination
- Foster relationships with local government economic development staff

Collaborate with Enterprise Florida to address transportation and logistics needs for the targeted industries

- Identify and address transportation issues and challenges for each of the targeted industries
- Match trade and transportation needs of the targeted industries with the characteristics of the ports, airports, and ILCs as branding enhancements
- Inventory and brand beneficial transportation characteristics of the different regions to support economic development branding

Collaborate with Workforce Florida to develop a trade and logistics workforce

- Identify needed skills, abilities, and best strategies for attracting and developing the necessary workforce



FMTF Objective 1: Capitalize on the Freight Transportation Advantages of Florida through Collaboration on Economic Development, Trade, and Logistics Programs

Characterize and highlight the strategic strengths of Florida's freight transportation system including hubs like seaports, airports, and ILCs collaboratively with industry, and with other agencies and states, to establish Florida as the international gateway for trade.

Develop jointly sponsored vocational and technical training academies for maritime operations, trade and logistics staff, and other skills needed for increased manufacturing, trade, and logistics operations in Florida

Explore mutual interests and highlight value that Florida can bring to neighboring states

Participate in the update of the Latin American Transportation and Trade Study

Coordinate freight planning activities with states in our region as encouraged by federal legislation

FMTF Objective 2: Increase Operational Efficiency of Goods Movement

Identify and strengthen the critical freight network, and use ITS and other enhancements to increase the efficiency, reliability, safety, and security of freight movements, including under emergency situations

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

No tactics listed

Identify and implement freight movement gap-closing improvements

Improve hub connections (last mile and beyond)

Work with local governments to support and back-up efforts to maintain and improve freight movement access and reduce negative local impacts

Identify and implement freight movement efficiency enhancements

Prioritize investments on connections (distribution hubs, ILCs, etc.)

Promote and support use of Intelligent Transportation Systems (ITS) technology to increase efficiency and reliability of freight movements

Establish appropriate role to promote and support the use of best practice information technology among all Florida trucking companies (in coordination with transportation systems management and operations [TSM&O])

Foster uniform information technology among all Florida seaport for trucking and rail operators

Expedite the implementation of recommendations and lessons from the Freight Advanced Traveler Information System (FRATIS) pilot

Champion and support needed freight capacity expansions

Identify and implement projects to eliminate freight bottlenecks

Examine dedicated freight facilities or freight shuttles when existing capacity has been maximized

Explore the appropriate role of marine highways or short-sea shipping

Anticipate future freight facility needs

Examine dedicated facilities for "non-freight" activity that serves to restore capacity for freight movement

Identify and implement safety and security enhancements

Information technology cargo and truck, truck parking, dedicated truck lanes

Employ alternative delivery mechanisms for rest-stops/lay-over areas and other safety-enhancing facilities

Facilitate the safe implementation of autonomous vehicles (driverless vehicles and unmanned space vehicles)



FMTF Objective 2: Increase Operational Efficiency of Goods Movement

Identify and strengthen the critical freight network, and use ITS and other enhancements to increase the efficiency, reliability, safety, and security of freight movements, including under emergency situations

Assess possible freight network disruptions and develop contingency plans or principles that support the logistics industry and disaster response

Conduct periodic strengths, weaknesses, opportunities, and threats (SWOT) analyses of the complete freight and logistics network

FMTF Objective 3: Minimize Costs in the Supply Chain

Support and facilitate the use of more economical and environmentally friendly fuels like LNG and CNG; evaluate new approaches to freight infrastructure financing and regulatory reform; and balance trade flows.

Advance the use of more environmentally friendly alternative fuels

Support and provide fuel site information and locations to LNG and CNG users

Support and facilitate the deployment of CNG/LNG use for hub logistics and long-haul trucking in collaboration with the Florida Department of Agriculture

Explore alternative fuel corridors with suppliers and first-adopters (facilitation to address local issues)

Coordinate initiatives for user conversions as market evolves (via incentives to level playing field)

Evaluate alternative fuel taxing options as a successor to gasoline taxes

Assess impact of alternative tax or user fee proposals

Advocate for regulatory reform and federal inspection agencies staffing to reduce impediments to goods movement (e.g., weight limits)

Support integration and implementation of technology to reduce inspection time

Support manufacturing and assembly that reduces empty backhauling

Expand FTZ benefits to ILCs with potential for manufacturing capacity

Facilitate transportation and CNG/LNG supply to support such ILCs

Strategize with freight forwarders on how to maximize freight forwarding opportunities for goods manufactured in other states for export through Florida ports and airports

FMTF Objective 4: Align Public and Private Efforts for Trade and Logistics

Formalize private sector engagement for freight policy through the Freight Leadership Group and develop frameworks for joint public-private investments in freight facilities.

Formalize CEO Freight Leadership Group from the FMTF Florida Freight Leadership Forum to function in the role of the freight advisory committee encouraged by federal law

Establish freight policy and program input and feedback mechanisms

Convene regularly to discuss and strategize on trade and logistics issues

Devise public-private partnership framework options for joint investments for freight mobility

Focus public investment in long-term infrastructure

Leverage private investment in technology and operational improvements

Solicit public-private partnership for infrastructure investment

Bring business community into transportation planning process

Maintain continuous contact with freight system users via listening sessions, webinars, surveys, etc.



FMTP Objective 5: Raise Awareness and Support for Freight Movement Investments

Coordinate a common language public-private campaign to tell Florida's Freight Story by educating the public, businesses, young people, and elected officials.

Tell the Freight Story – undertake a joint public-private communications campaign

- To educate the public about the importance of freight transportation
- To educate young people about the job opportunities in the freight and logistics field
- To educate and inform elected officials about freight

Develop a common lexicon of freight terms for transportation and business partners to use to minimize confusion over terms

- Identify existing freight terminology dictionary sources
- Encourage private freight sector partners to review and revise periodically

FMTP Objective 6: Develop a Balanced Transportation Planning and Investment Model that Considers and Integrates All Forms of Transportation

Align state, regional, and local initiatives for freight movement, including regional partnership and integration, and strive for consistency of state policies and programs to enhance freight transportation.

Provide transportation and land use planning guidance and direction to local and regional agencies for enhanced economic development and freight efficiencies that support community goals

- In coordination with FDOT Districts, facilitate on-going discussions with private sector stakeholders, MPOs and local agencies on transportation needs and solutions

Coordinate across state agencies to ensure consistency of regulations that impact freight operations and mobility

- Continue to support and collaborate with ITTS/Freight in the Southeast conference

Coordinate and integrate freight-related plans and programs of freight facility owners, local jurisdictions, Metropolitan Planning Organizations (MPOs) and the FDOT (Central Office & Districts) for expedited and informed decision-making

- In coordination with FDOT Districts, facilitate on-going discussions with private sector stakeholders, MPOs and local agencies on transportation needs and solutions

Facilitate and maintain regional partnerships for multi-jurisdictional consensus and collaboration

- In coordination with FDOT Districts, facilitate on-going discussions with private sector stakeholders, MPOs and local agencies on transportation needs and solutions

Assign specific responsibility to FDOT leadership to ensure alignment of state and local freight transportation policies, plans, and programs

- Upon completion of the FMTP, develop and present information to FDOT leadership on topics and matters where policies, programs, and projects may be in conflict or not congruent



FMTP Objective 7: Transform the FDOT's Organizational Culture to Include Consideration of Supply Chain and Freight Movement Issues

Adopt a supply chain perspective for the FDOT's programs and operations with an integrated approach across the modes and inform planning, programming, and operational decisions with freight performance needs.

Integrate modal perspectives with multimodal supply chain perspective

- Add freight factors to Strategic Investment Tool (SIT) prioritization process
- Add freight movement metrics to the FDOT performance measures
- Add criteria for inclusion of ILCs in the SIS
- Position and support emerging freight facilities: spaceports, marine highways, etc.

Instill goods movement perspective in the transportation planning process and decisions

- Revise FDOT policies to incorporate freight movements in planning, design, and operations
- Revise FDOT organization and processes to be more truly multimodal
- Provide freight policy guidance to Districts and local agencies
- Streamline FDOT procedures to respond nimbly to market changes

Prioritize freight projects across the modes

- Establish procedures to identify critical freight infrastructure investments that reflect private sector and local goals and needs
- Leverage freight infrastructure investments to amplify private sector investments
- Establish ROI or value criteria to focus investments
- Develop multimodal investment and decision tools
- Support freight infrastructure investments from the SIS, State Infrastructure Bank (SIB), Transportation Infrastructure Finance and Innovation Act (TIFIA), etc.



Appendix B: Federal Freight Goals

This appendix describes how the 2019 FMTP Update will improve the ability of the State of Florida to meet the National Multimodal Freight Policy Goals and National Highway Freight Program goals is required by the FAST Act.

Safety and Security

- Leverage multisource data and technology to improve freight system **safety** and **security**

Agile, Resilient, Quality

- Create a more **resilient** multimodal freight system.
- Ensure the Florida freight system is in a **State of Good Repair**

Efficient & Reliable Mobility

- Drive innovation to reduce **congestion, bottlenecks** and improve travel time **reliability**

Transportation Choices

- Remove **institutional, policy** and **funding bottlenecks** to improve operational efficiencies and reduce costs in supply chains
- Improve **last mile connectivity** for all freight modes

Economic Competitiveness

- Continue to forge **partnerships** between the **public and private sectors** to improve trade and logistics
- Capitalize on **emerging freight trends** to promote economic development

Quality Places

- Increase freight-related regional and local **transportation planning and land use coordination**

Environment & Conserve Energy

- Promote and support the shift to **alternatively fueled** freight vehicles



<div>FTP Goals</div> <div>2019 FMTP Objectives</div> <div>National Multimodal Freight Policy Goals</div>	Safety and Security	Agile, Resilient, Quality		Efficient & Reliable Mobility	Transportation Choices		Economic Competitiveness		Quality Places	Environment & Conserve Energy
	Leverage multisource data and technology to improve freight system safety and security	Create a more resilient multimodal freight system.	Ensure the Florida freight system is in a State of Good Repair	Embrace innovation to reduce congestion, bottlenecks and improve travel time reliability	Remove institutional, policy and funding bottlenecks to improve operational efficiencies and reduce costs in supply chains	Improve last mile connectivity for all freight modes	Continue to forge partnerships between the public and private sectors to improve trade and logistics	Capitalize on emerging freight trends to promote economic development	Increase freight-related regional and local transportation planning and land use coordination	Promote and support the shift to alternatively fueled freight vehicles
To identify infrastructure improvements, policies, and operational innovations that -- <ul style="list-style-type: none"> Strengthen the contribution of the National Multimodal Freight Network (NMFN) to the economic competitiveness of the United States Reduce congestion and eliminate bottlenecks on the NMFN Increase productivity, particularly for domestic industries and businesses that create high-value jobs 				✓	✓		✓	✓	✓	
To improve the safety, security, efficiency, and resiliency of multimodal freight transportation	✓	✓		✓	✓					
To achieve and maintain a state of good repair on the NMFN			✓							
To use innovation and advanced technology to improve the safety, efficiency, and reliability of the NMFN	✓	✓								
To improve the economic efficiency and productivity of the NMFN				✓	✓			✓		
To improve the reliability of freight transportation		✓		✓	✓	✓				
To improve the short- and long-distance movement of goods that— <ul style="list-style-type: none"> Travel across rural areas between population centers Travel between rural areas and population centers Travel from the Nation’s ports, airports, and gateways to the NMFN 	✓	✓	✓	✓	✓	✓	✓	✓	✓	
To improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity					✓		✓	✓	✓	
To reduce the adverse environmental impacts of freight movement on the NMFN		✓		✓					✓	✓
To pursue the goals described in this subsection in a manner that is not burdensome to State and local governments	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



<div>FTP Goals</div> <div>2019 FMTP Objectives</div> <div>National Highway Freight Program</div>	Safety and Security	Agile, Resilient, Quality		Efficient & Reliable Mobility	Transportation Choices		Economic Competitiveness		Quality Places	Environment & Conserve Energy
	Leverage multisource data and technology to improve freight system safety and security	Create a more resilient multimodal freight system.	Ensure the Florida freight system is in a State of Good Repair	Embrace innovation to reduce congestion, bottlenecks and improve travel time reliability	Remove institutional, policy and funding bottlenecks to improve operational efficiencies and reduce costs in supply chains	Improve last mile connectivity for all freight modes	Continue to forge partnerships between the public and private sectors to improve trade and logistics	Capitalize on emerging freight trends to promote economic development	Increase freight-related regional and local transportation planning and land use coordination	Promote and support the shift to alternatively fueled freight vehicles
To invest in infrastructure improvements and to implement operational improvements on the highways of the United States that— <ul style="list-style-type: none"> Strengthen the contribution of the National Highway Freight Network (NHFN) to the economic competitiveness of the United States Reduce congestion and bottlenecks on the NHFN; Reduce the cost of freight transportation Improve the year-round reliability of freight transportation Increase productivity, particularly for domestic industries and businesses that create high-value jobs 	✓	✓	✓	✓	✓	✓	✓	✓		
To improve the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas	✓	✓	✓	✓	✓	✓				
To improve the state of good repair of the NHFN			✓							
To use innovation and advanced technology to improve the safety, efficiency, and reliability of the NHFN	✓	✓		✓	✓	✓				
To improve the efficiency and productivity of the NHFN	✓	✓	✓	✓	✓	✓	✓	✓	✓	
To improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address highway freight connectivity					✓		✓		✓	
To reduce the environmental impacts of freight movement on the NHFN	✓	✓			✓	✓			✓	✓



Appendix C: List of Florida Plans, Studies and Initiatives

Serial Number	Title	FDOT Office	Project Type	FDOT Region	Year	Other Agencies
1	The Florida Connected Vehicle Initiative	Traffic Engineering and Operations Office	Initiatives	Central Office	Ongoing	-
2	Florida Transportation Plan	Office of Policy Planning	Plan	Central Office	Ongoing	-
3	ITS Strategic Plan	Traffic Engineering and Operations Office	Plan	Central Office	Ongoing	-
4	Statewide Rest Area Long Range Plan	Systems Implementation Office	Plan	Central Office	Ongoing	-
5	2019-2023 Five-Year Florida Seaport Mission Plan	-	Plan	-	2019	Florida Ports Council
6	Connected & Automated Vehicles Business Plan	Traffic Engineering and Operations Office	Plan	Central Office	2019	-
7	Florida Traffic Incident Management (TIM) Strategic Plan	Traffic Engineering and Operations Office	Plan	Central Office	2019	-
8	Florida Transportation Asset Management Plan	Planning	Plan	Central Office	2019	-
9	Strategic Highway Safety Plan	Safety Office	Plan	Central Office	2019	-
10	Florida Strategic Plan for Economic Development	-	Plan	-	2018	Florida Department of Economic Opportunity
11	Rail System Plan	Freight and Multimodal Operations Office	Plan	Central Office	2018	-
12	Spaceport System Plan	Aviation and Spaceports Office	Plan	Central Office	2018	-
13	Tampa Bay Regional Strategic Freight Plan	Freight Logistics and Passenger Operations	Plan	District 7	2018	-
14	Aviation System Plan	Aviation and Spaceports Office	Plan	Central Office	2017	-
15	Florida Seaport/Waterways System Plan	Seaport and Waterways Office	Plan	Central Office	2017	-
16	Motor Carrier System Plan	Freight and Multimodal Operations Office	Plan	Central Office	2017	-
17	Strategic Intermodal System Plans	Systems Implementation Office	Plan	Central Office	2016	-
18	Evaluation of Freight and Transit Signal Priority Strategies in Multi-Modal Corridor for Improving Transit Service Reliability and Efficiency	Freight Logistics and Passenger Operations	Study	Central Office	Ongoing	-
19	Evaluation of Truck Tonnage Estimation Methodologies	Forecasting and Trends Office	Study	Central Office	Ongoing	-
20	Florida Index for Transportation: A System of Systems Approach to Understanding the Changing Nature of Transportation	Forecasting and Trends Office	Study	Central Office	Ongoing	-
21	Incorporating Reliability Measures into the Freight Project Prioritization Decision Support System	Freight and Multimodal Operations Office	Study	Central Office	Ongoing	-
22	Large Truck Crash Analysis for Freight Mobility and Safety Enhancement in Florida	Freight and Multimodal Operations Office	Study	Central Office	Ongoing	-
23	Regional Freight Network Optimization	Freight and Multimodal Operations Office	Study	Central Office	Ongoing	-
24	Truck Parking Availability System	Traffic Engineering and Operations Office	Study	-	Ongoing	-
25	District-Wide Freight Activity Center Connector Definition and Evaluation	-	Study	District 1	2019	-



Serial Number	Title	FDOT Office	Project Type	FDOT Region	Year	Other Agencies
26	Employability Skills Framework	-	Study	-	2019	Florida Chambers of Commerce
27	Estimation of System Performance and Technology Impacts to Support Future Year Planning	Forecasting and Trends Office	Study	Central Office	2019	-
28	Florida Bridge Inventory Report	Office of Maintenance	Study	Central Office	2019	
29	Florida Seaports Resiliency Report	-	Study	-	2019	Florida Ports Council
30	Florida Statewide Economic Impact Study	Freight Logistics and Passenger Operations	Study	-	2019	-
31	MPO Profiles	Forecasting and Trends Office	Study	Central Office	2019	-
32	Northeast Florida Truck Parking Study	-	Study	District 2	2019	-
33	Statewide Truck GPS Data Analysis - Parking Supply and Utilization	Transportation Data and Analytics Office	Study	Central Office	2019	-
34	Truck Taxonomy and Classification Using Video and Weigh-In Motion (WIM) Technology	Transportation Data and Analytics Office	Study	Central Office	2019	-
35	Attracting Distribution Center and Related Logistics Investment to Florida to Anchor Traffic through Florida Ports	-	Study	-	2018	Florida Seaport Transportation and Economic Development Council
36	Commercial Truck Parking Detection Technology Evaluation for Columbia County Rest Area	Traffic Engineering and Operations Office	Study	Central Office	2018	-
37	Driver Assistive Truck Platooning: Considerations for Florida State Agencies	Reports to the Legislature	Study	Central Office	2018	-
38	Economic Analysis Framework for Freight Transportation Based on Florida Statewide Multi-Modal Freight Model	Forecasting and Trends Office	Study	Central Office	2018	-
39	Evaluation of Florida's Inbound and Outbound Freight Imbalance	Freight and Multimodal Operations Office	Study	Central Office	2018	
40	Florida 2030: The Blueprint to Secure Florida's Future	-	Study	-	2018	Florida Chambers of Commerce
41	Florida Aviation Activity Forecast Methodologies and Tools Development	Aviation and Spaceports Office	Study	Central Office	2018	-
42	Florida Seaports are Handling Larger Ships	Seaport and Waterways Office	Study	Central Office	2018	
43	Freight Data Fusion From Multiple Data Sources For Freight Planning Applications In Florida	Forecasting and Trends Office	Study	Central Office	2018	-
44	Panama Canal Expansion and Florida Seaports	Seaport and Waterways Office	Study	Central Office	2018	-
45	Polk County Freight Facility Dataset	Transportation Data and Analytics Office	Study	Central Office	2018	-
46	The FDOT Source Book	Forecasting and Trends Office	Study	Central Office	2018	-
47	Truck Empty Back Haul	Transportation Data and Analytics Office	Study	Central Office	2018	-
48	Analysis of Freight Transport Strategies and Methodologies	Research Office	Study	Central Office	2017	-
49	Automated Data Collection for Origin/Destination Studies of Freight Movement, Phase 2	-	Study	District 5	2017	-
50	Florida Jobs 2030	-	Study	-	2017	Florida Chambers of Commerce
51	Fueling Freight Movement: Emerging Technologies Help Clarify South Florida's Regional Petroleum Supply Chain: Freight Demand Modeling and Data Improvement Implementation Support	Strategic Highway Research Program 2	Study	District 4	2017	-
52	Truck Route Choice Modeling using Large Streams of GPS Data	-	Study	District 7	2017	-
53	Air Cargo Study	Aviation and Spaceports Office	Study	Central Office	2016	-



Serial Number	Title	FDOT Office	Project Type	FDOT Region	Year	Other Agencies
54	Evaluation of Logistics Led Economic Development	Transportation Data and Analytics Office	Study	Central Office	2016	
55	Examining the Value of Travel Time Reliability for Freight Transportation to Support Freight Planning and Decision-Making	Freight and Multimodal Operations Office	Study	Central Office	2016	-
56	Florida Trade and Logistics Study 2.0	-	Study	-	2016	Florida Chambers of Commerce
57	Freight Facility Dataset	Transportation Data and Analytics Office	Study	Central Office	2016	-
58	GPS Data for Truck-Route Choice Analysis of Port Everglades Petroleum Commodity Flow	Forecasting and Trends Office	Study	Central Office	2016	-
59	Multimodal Freight Data Inventory and Management	Transportation Data and Analytics Office	Study	Central Office	2016	-
60	SWOT Analysis of Transearch and FAF Data	Transportation Data and Analytics Office	Study	Central Office	2016	-
61	Impact and Feasibility Study of Solutions for Doubling Heavy Vehicles	-	Study	-	2015	United States Department of Transportation
62	Using Truck Fleet Data in Combination with Other Data Sources for Freight Modeling and Planning	Forecasting and Trends Office	Study	Central Office	2014	-



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