Freight Mobility and Trade Plan

Regional Freight Forum Summary

FDO

August 15, 2019



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Purpose of the Regional Freight Forums

The Freight Mobility & Trade Plan (FMTP) helps the FMO office moves toward its vision of eliminating institutional, infrastructure and funding bottlenecks to build a well-connected, reliable and safe multimodal network for freight.

The FMTP provides Florida with analysis, objectives, and strategies to benefit the movement of goods throughout the state. Leveraging other plans in the state and supporting the efforts of the Florida Transportation Plan, the 2019 FMTP update combines lessons learned with state of the industry performance measures to focus on the needs of tomorrow. This plan examines innovative technology, commerce, and energy to provide a multi-functional look at issues, trends, and opportunities. Strategies and projects will be identified and prioritized to move freight forward in Florida.

In order to create a plan that sets a standard for innovation and excellence, outreach must be conducted. Public input on local needs, issues, and strategies improves the decision-making process and increases transparency to create a robust Freight Mobility & Trade. A series of Regional Freight Forums (RFF) were held to bring together freight stakeholders of all types; city, county, and MPO planners and transportation engineers; business owners; community redevelopment agencies; and other transportation users.

The Regional Freight Forums focused on regional issues and opportunities. The RFFs took place at each FDOT District to obtain feedback from regional and local partners and the public on draft goals, objectives, and implementation strategies. The hosting FDOT DFCs aided the FDOT Central Office staff in putting the forums together.

Timeframe

The Regional Freight Forums were held from May 20th through June 12th, 2019. Figure 1 shows where along the FMTP planning timeline the Regional Freight Forums fell. Figure 2 shows the specific dates and locations for each of the RFFs.





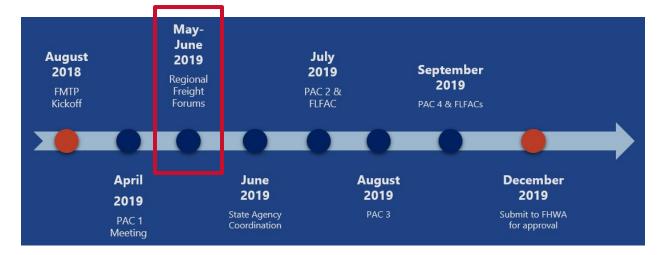


Figure 1 FMTP Timeline

Regional Freight Forum Dates

DISTRICT THREE

May 20, 2019

Northwest Florida State College - Building 400 100 East College Blvd, Niceville, FL 32578

TWO DISTRICT

9:00am - 12:00pm

1:00 - 4:00pm

FDOT Jacksonville - Urban Office Training Center 2198 Edison Avenue, Jacksonville, FL 32204

DISTRICT SEVEN

May 29, 2019

May 23, 2019

9:00am - 12:00pm

9:00am - 12:00pm

FDOT Tampa - Auditorium 11201 McKinley Dr., Tampa, FL 33612

DISTRICT FOUR

June 12, 2019

FDOT Fort Lauderdale - Manatee Conference Room 3400 West Commercial Blvd., Ft. Lauderdale, FL 33309

Figure 2 RFF Outreach Poster

DISTRICT ONE

May 22, 2019

South Florida State College - Highlands Campus 600 West College Dr., Classroom B-112, Avon Park, FL 33825

DISTRICT FIVE

May 28, 2019

1:00 - 4:00pm FDOT Deland - Cypress A&B Conference Room 719 South Woodland Blvd., Deland, FL 32720

DISTRICT SIX

June 11, 2019

9:00am - 12:00pm

9:00am - 12:00pm

FDOT Miami - Auditorium 1000 NW 111th Ave., Miami, FL 33172







Agenda

At each District, FMO Office Leadership opened up the meeting along with District Leadership. Then, FMO leadership introduced private industry and local public partners to the importance of statewide freight planning and the FDOT freight planning process:

- The importance of freight
- What is the FMTP and who uses it?
- Last plan and what's changed for this update
- Themes for the updated plan
- Preliminary thoughts on goals, objectives, performance measures, trends, and issues

A live polling session was done to capture feedback on District feelings related to freight. The results of each live polling session can be found in Appendix B. After the live polling exercise, the District Freight Coordinator provided FDOT and audience members with freight stakeholder perspective on the issues, challenges, and opportunities related to freight in the District:

- The importance of freight at a regional level
- How the District uses the FMTP
- What's been done since the last plan
- Regional projects on their needs list/bottlenecks
- Other District freight efforts

Afterwards, participants were engaged in a breakout groups to examine key regional issues related to freight. Participants were asked:

- 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?

What We Heard

Top Challenges/Issues Across the State

During the breakout sessions at each Forum, notes were captured on easel boards. After all the forums were complete, these notes were compared to get a sense of the differences and





commonalities between the Districts. The top challenges/issues across all the Districts were found to be:

- Congestion/Bottlenecks
 - o growing number of vehicles on the road
 - dangerous mix of freight traffic and people traffic (residential and visitor)
 - o unpredictability in travel times and a high rate of incidents
- Truck Parking
 - 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
- Land Use Compatibility
 - local development tends to be focused on residential development, squeezing down room for industrial areas
 - o lack of impact fees on development, muffling their true costs
 - challenging to increase connectivity, access, and safety for all modes in urban areas
 - zoning and land uses change without notice, impacting the surrounding area and makes it hard for FDOT to plan

Other Recurring Themes

- Attracting talent to the trucking labor force is a big topic in an industry that is seeing a shortage of drivers and mechanics.
- 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
- Communication/collaboration is seen as an opportunity in many different facets of these challenges, with data sharing being at the forefront

Appendix B provides detailed notes from each of the breakout sessions.





How This Input Is Used

The information from the RFFs has been shared with the internal project advisory committee (PAC) and the external Florida Freight Advisory Committee (FLFAC) for validation and will be incorporated into the issues and trends section of the updated Freight Mobility and Trade Plan.





APPENDIX A: Agendas and Presentations

The core structure of each Regional Freight Forum was consistent, and those slides are included first in this appendix. Individual regional perspectives were presented in each FDOT District, therefore those unique presentation slides are included following each Regional Freight Forum agenda.



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Freight Mobility and Trade Plan

Regional Freight Forum Series

District 3 - May 20th, 2019

FDOT



- Welcome
- The Statewide Freight Plan
- The Regional Perspective
- Breakout Session
- Concluding Remarks



Welcome







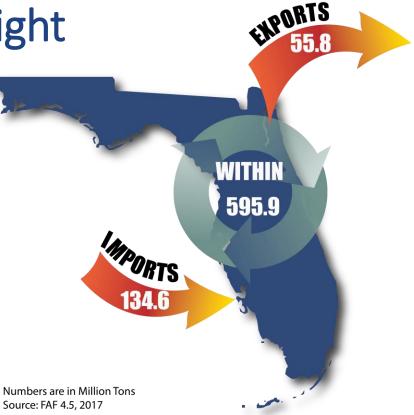
The Statewide Freight Plan



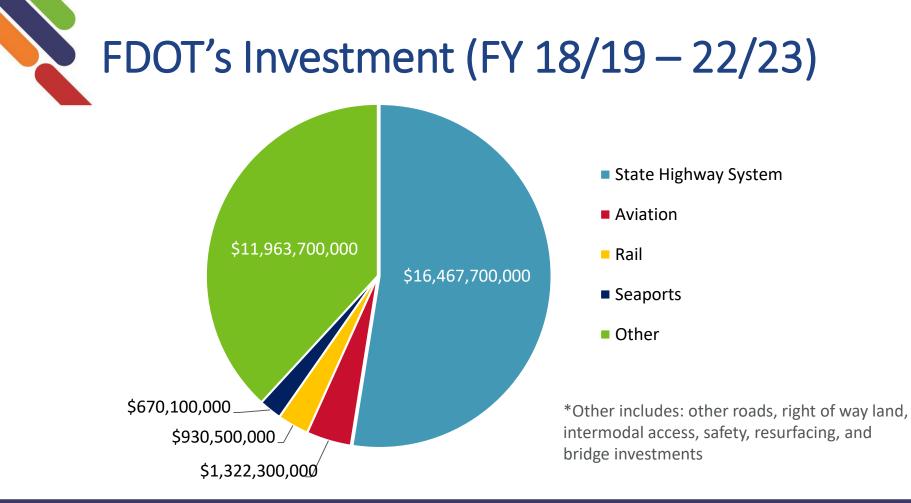


The Importance of Freight

- Freight impacts your everyday life
- Florida's freight system is critical to the economic vitality of the state
- As the third most populous state in the U.S., Florida consumes a significant amount of goods and commodities
- Florida is strategically positioned as a regional and national gateway









Why Plan for Freight?

Purpose

Characteristics

Cohesion

Insure efficient, reliable and safe freight mobility

- Identify freight mobility issues and needs
- Develop policies, programs and projects
- Support economic development and commercial trade
- Fulfill federal regulations

- Multimodal all freight modes
- Intermodal connectivity
- Understandable & pragmatic
- Implementable plan
- Supports on-going planning
- Prioritization: Highest needs matched with project selection

• Supports LRTP

- Aligns with modal plans: Rail, Highway, Maritime, Space and Air
- Supports federal freight goals
- Provides support & guidance for local freight planning/District plans

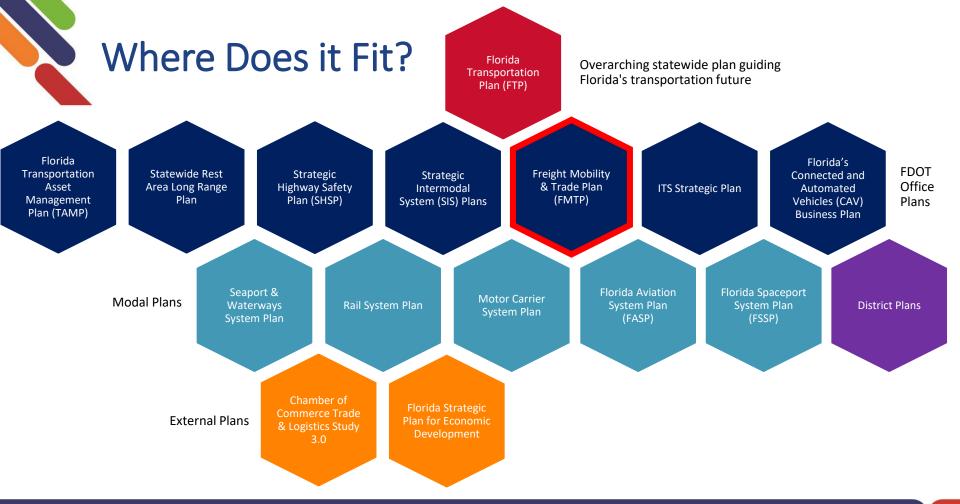


What is the FMTP?

- The Freight Mobility & Trade Plan is a comprehensive plan that focuses on the movement of goods in, out, and around Florida
- It provides an integrated analysis to examine needs and solutions in a cross-cutting, multifunctional approach



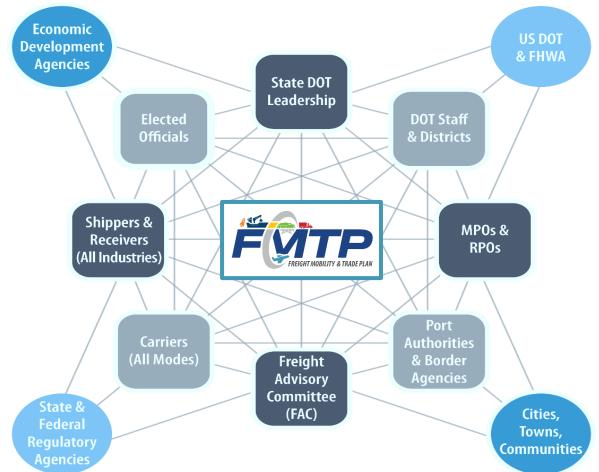




FDOT



Who Contributes?





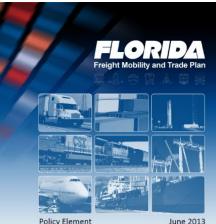
Who Benefits, and How?

| General Public | to understand freight's contribution to every day life | | | | |
|--|--|--|--|--|--|
| Local Government | to measure progress using plan metrics, leverage grants, apply for funding | | | | |
| Elected Officials (Local/Legislature) | to understand freight's role in economy, manufacturing, jobs | | | | |
| Local Chambers of Commerce | to explore freight's share of economy, logistics efficiency, economic strengths, challenges | | | | |
| Manufacturers | to see freight infrastructure availability, logistics efficiency, what places are pro-business | | | | |
| News Outlets and Trade/Business Media | to witness freight's role in daily life and the economy | | | | |



The Last FMTP

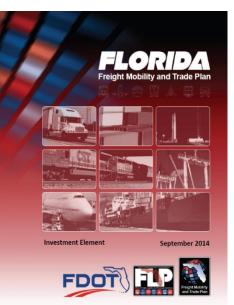
Included both Policy and Investment elements:



Policy Element



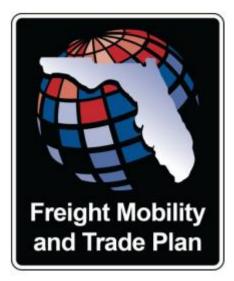
The **Policy Element** (2013) presented strategies to guide programs, decisions, and actions of FDOT, while informing the industry of freightrelated directions.



The *Investment Element* (2014) addressed how the state identifies and prioritizes freight projects.



2013 FMTP Objectives





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 Awarene

Raise Awareness and Support for Freight Movement Investments

Develop a Balanced Transportation Planning and Investment Model That Considers and Integrates All Forms of Transportation

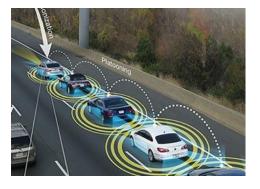
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Transform the FDOT's Organizational Culture to Include Consideration of Supply Chain and Freight Movement Issues



What's Changed Since?

- FDOT has a new office (FMO) that focuses on freight and rail
- New FAST Act requirements
- Technology has charged ahead







| FAST Act Requirements | | | | | | |
|--------------------------------|---|--|--|--|--|--|
| STATE FREIGHT PLAN REQUIRED | Yes, as a condition for receipt of federal funding | | | | | |
| CONNECTION TO FUNDING | -Yes, as a condition for receipt of federal funding -Dedicated federal freight funds | | | | | |
| NEIGHBOR STATE COORDINATION | Section 70101, b. (8) States should support multi-state corridor planning and creation of multi-state organizations | | | | | |
| PLANNING HORIZON YEAR | Five-year projection must be included | | | | | |
| UPDATES REQUIRED | Minimum every five years | | | | | |
| FINANCIAL INVESTMENT PLAN | Investment Plan, fiscally constrained with priority projects identified | | | | | |



2019 Update Plan Themes

| Unique | Develop a freight plan that is unlike any others Connect new ideas with institutional knowledge Leverage other state plans and industry best practices | | | |
|-----------------------|--|--|--|--|
| Visual | Visually pleasing Concise and digestable Modular approach | | | |
| Outward-Looking | Serve FDOT purposes, meet federal requirements, be inclusive of multiagency needs Maintain relevancy to private sector freight stakeholders | | | |
| Tactical & Strategic | Steadfast focus on near-term solutions and implementation while maintaining longer-term strategic outlook | | | |
| Focused on Technology | Prepare for emerging technologies Leverage technology as an urban / regional planning multiplier | | | |



2019 Update Goals

The new FMTP goals will follow the Florida Transportation Plan (FTP) goals closely :

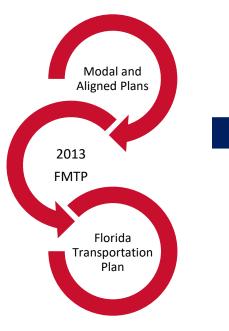


However, there will be a renewed emphasis on:

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



2019 Update Objectives



Safety and Security

•Leverage 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 between 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





Technology

- CAV
- E-Commerce
- Big Data
- Positive Train Control
- NexGen
- Shipbuilding
- Drone inspections (pipeline)

Funding

• Freight (NHFP, Discretionary Programs)

Energy

• Alternative Fuels

Regulatory

- Tandem Trucks
- Import/export regulations
- Hours of Service Rules



Economy

- Demographics
- Tourism
- Economic Growth

Industry

- Driver Shortage
- Truck Parking Availability





Crowns.









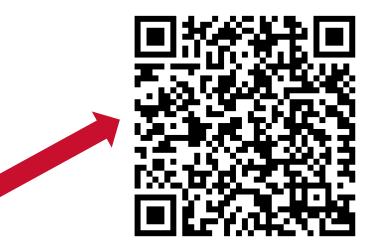
| Space | Aviation | Rail | Trucking | Inter-modalism | Seaports & Waterways |
|---|---|---|----------------------------------|-----------------------------------|---|
| Adapting to a global space market | Growing demand – managing supply | Decline in local rail service performance | Truck parking availability | Efficient intermodal connectivity | Post-Panamax ships (changing industry dynamics) |
| Modernize space infrastructure | Security threats | Locomotive availability | Congestion | Dwell times | Tariffs |
| Air/ space congestion | Consolidation within the air cargo industry | Railroad employee cuts | Driver shortage / retention | Equipment cost / funding | Surrounding traffic congestion |
| Orbital debris | Increasing fuel prices | Grade separation(s) | Changes in last mile delivery | Chassis availability | Container management |





Step 1: Type in <u>www.menti.com</u> on your phone's web browser

(or open your phone's camera and point it at the QR code)



Step 2: If prompted, type 63 50 20 into the box on the screen

Step 3: Answer the poll questions!



Please enter the code







Breakout Session





Breakout Instructions

- 1 hour
- 5 discussion topics (on next slide)
- 1 facilitator and 1 note-taker per small group
- After discussion, each small group will select one representative to summarize discussion to larger group

This is your chance to provide input! We want to hear from everyone!





- 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?



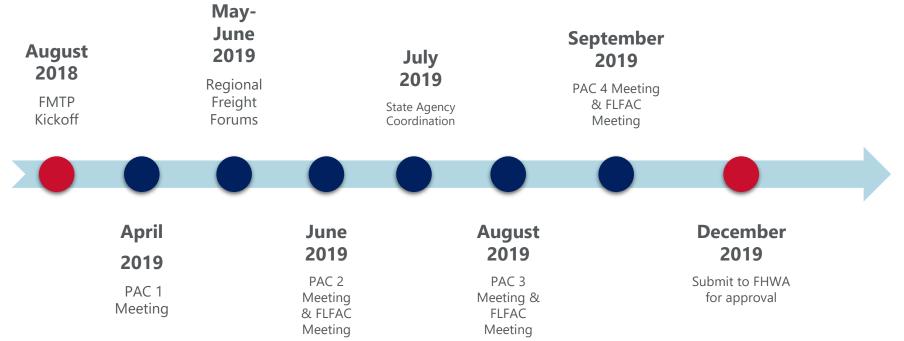


Breakout Recap











Other Ways to Provide Input

- Post-meeting online survey/comment form
- Reach out to your District Freight Coordinator







District 1 | Bartow

Keith Robbins 863.519.2913 Keith.Robbins@dot.state.fl.us

District 2 | Lake City

Justin Ryan 904.360.5693 Justin.Ryan@dot.state.fl.us

District 3 | Chipley

Holly Cohen 850.414.4954 Holly.Cohen@dot.state.fl.us

District 4 | Ft. Lauderdale

Autumn Young 954.777.4279 Autumn.Young@dot.state.fl.us

District 5 | Deland

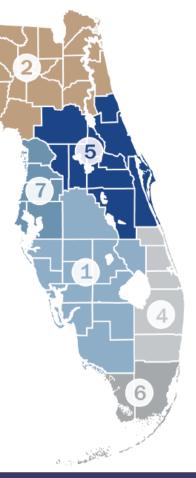
Jeremy Upchurch 407.482.7882 Jeremy.Upchurch@dot.state.fl.us

District 6 | Miami

Carlos Castro 305.470.5238 Carlos.Castro@dot.state.fl.us

District 7 | Tampa

Brian Hunter 813.975.6436 Brian.Hunter@dot.state.fl.us







DISTRICT THREE

May 20, 2019

1:00 - 4:00pm

Northwest Florida State College - Building 400 100 East College Blvd, Niceville, FL 32578

DISTRICT TWO

May 23, 2019

9:00am - 12:00pm

FDOT Jacksonville - Urban Office Training Center 2198 Edison Avenue, Jacksonville, FL 32204

DISTRICT SEVEN

May 29, 2019

9:00am - 12:00pm

FDOT Tampa - Auditorium 11201 McKinley Dr., Tampa, FL 33612

DISTRICT FOUR

June 12, 2019

9:00am - 12:00pm

FDOT Fort Lauderdale - Manatee Conference Room 3400 West Commercial Blvd., Ft. Lauderdale, FL 33309

DISTRICT ONE

May 22, 2019

9:00am - 12:00pm

South Florida State College - Highlands Campus 600 West College Dr., Classroom B-112, Avon Park, FL 33825

DISTRICT FIVE

May 28, 2019

1:00 - 4:00pm

FDOT Deland - Cypress A&B Conference Room 719 South Woodland Blvd., Deland, FL 32720

DISTRICT SIX

June 11, 2019

9:00am - 12:00pm

FDOT Miami - Auditorium 1000 NW 111th Ave., Miami, FL 33172







Concluding Remarks



FDOT



Rickey Fitzgerald Manager, Freight & Multimodal Operations Florida Department of Transportation

605 Suwannee Street, MS 25 Tallahassee, FL 32399 850.414.4702

rickey.fitzgerald@dot.state.fl.us



FOOTO & Trade Plan

Regional Freight Forum Series

District 3 May 20, 2019 1PM-4PM CT

Northwest Florida State College - Building 400 100 East College Boulevard, Niceville, FL 32578

Forum Objective:

The strategic mission of the Freight and Multimodal Operations (FMO) office is to remove *institutional, infrastructure* and *funding* bottlenecks to build a *wellconnected, reliable* and *safe* multimodal network. Input on local needs, issues, and strategies improves the decision-making process and increases transparency to create a robust Freight Mobility and Trade Plan and helps achieve the strategic mission.

Agenda

| 1:00 to 1:10 PM | Welcome to the FMTP Regional Freight Forum Series |
|-----------------|---|
| 1:10 to 1:45 PM | The Statewide Freight Plan Introduce the importance of statewide freight planning and the FDOT freight planning process |
| 1:45 to 2:15 PM | The Regional Perspective Provide freight stakeholder perspective on the issues, challenges, and opportunities related to freight in the District |
| 2:15 to 3:45 PM | Breakout Session Engage participants to examine key regional issues related to freight and summarize participant input Facilitators: District Freight Coordinator & FMO Office Staff Members |
| 3:45 to 4:00 PM | Concluding Remarks Share next steps for continued collaboration |



The Regional Perspective







Financial Project ID Number: 217976-3-52-01 State Road 30 (U.S. 98) at State Road 368 (23rd St) Bay County, Florida Prior to beginning construction

Project Intent

- Provide continuous movement along east and westbound State Road 30 (U.S. 98) and continuous movements between State Road 30 (U.S. 98) and State Road 368 (23rd Street).
- Enhance safety and commerce
- Reduce travel delays
- Improve access to and from the Port of Panama City, Gulf Coast State College and Florida State University Panama City campus











Various Traffic Needs



Proposed Improvements



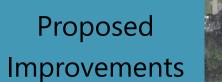




Financial Project ID Number: 217976-3-52-01 U.S. 98 at U.S. 231, Jenks Ave. & Harrison Ave. Bay County, Florida Existing Condition **Project Intent**

- Provide continuous movement along east and westbound State Road 30 (U.S. 98) and continuous movements between State Road 30 (U.S. 98) and State Road 75 (U.S. 231).
- Enhance safety and commerce
- Reduce travel delays
- Improve access to hurricane evacuation route and major SIS facility









Proposed Improvements







Going Forward - District 3 Challenges

- Trends directly impacting this region
 - Tourism
 - Economic growth
 - Regulatory
 - Shipbuilding

- Issues and needs in this region
 - Railroad employee cuts
 - Congestion
 - Funding
 - Efficient intermodal connectivity





FOOT & Trade Plan

Regional Freight Forum Series

District 1 May 22, 2019 9AM-12PM

South Florida State College Highlands Campus Avon Park 600 West College Drive Avon Park, FL 33825

Forum Objective:

The strategic mission of the Freight and Multimodal Operations (FMO) office is to remove *institutional, infrastructure* and *funding* bottlenecks to build a *wellconnected, reliable* and *safe* multimodal network. Input on local needs, issues, and strategies improves the decision-making process and increases transparency to create a robust Freight Mobility and Trade Plan and helps achieve the strategic mission.

Agenda

| 9:00 to 9:10 AM | Welcome to the FMTP Regional Freight Forum Series |
|-------------------|---|
| 9:10 to 9:45 AM | The Statewide Freight Plan Introduce the importance of statewide freight planning and the FDOT freight planning process |
| 9:45 to 10:30 AM | The Regional Perspective Provide freight stakeholder perspective on the issues, challenges, and opportunities related to freight in the District |
| 10:30 to 11:45 AM | Breakout Session Engage participants to examine key regional issues related to freight and summarize participant input Facilitators: District Freight Coordinator, FMO Office Staff Members & Local Industry |
| 11:45 to 12:00 PM | Concluding Remarks Share next steps for continued collaboration |



The Regional Perspective



FDOT

District One -The Regional Perspective May 2019

Keith Robbins District Freight Coordinator, FDOT District One







 To provide an executive-level overview of the freight and logistics program in District One highlighting some key freight initiatives including development and implementation of the District Freight Mobility & Trade Plan

Tell the Freight Story, Develop a Plan, and Sell the Story & Plan





- Setting the Stage Why Freight is Important
- It's all about ENGAGEMENT
- Major Focus Areas
- Major District One Products and Activities
- Challenge Areas for the next FMTP Update
- What's Next in District One

Setting the Stage

- District One Freight Mobility & Trade Study, August 2015
 - TM 1, Freight Policies and Transportation Plans Review
 - TM 2, Freight Data Collection and Analysis
 - TM 3, Freight Assets Inventory
 - TM 4, Freight Needs Assessment and Improvements
 - TM 5, Freight Improvements Prioritization



- What did we learn in the process besides the technical data found in the TM's noted above that's important for the freight picture of District One?
 - Agriculture is HUGE!!
 - Very diverse demographics from very affluent to very rural communities
 - Seasonal resident surge is a major factor
 - Season population growth occurs simultaneously with the citrus season
 - 3 of the top 10 fastest growing communities in the country are here
 - Centrally located between Tampa Orlando Miami metropolitan areas and reasonable cost for land make it ideal for trucking distribution operations
 - Multiple factors contributing to economic, population and industrial growth in the District







Freight Mobility and Agribusiness

Support to Trucking Industry

Liaison / Collaboration with Law Enforcement

Assistance to Local Planners

Collaboration with Economic Development

Assistance / Collaboration with Local Colleges

District 1 Freight Mobility & Trade Plan





"Florida's freight future is bright."

"To achieve maximum value, businesses must get the right product, to the right place, at the right time, to the right person, for the right price, to fill the right need."

"The challenge for Florida is to continue to improve and expand transportation infrastructure and to set policies and regulations to allow private sectors to flourish."

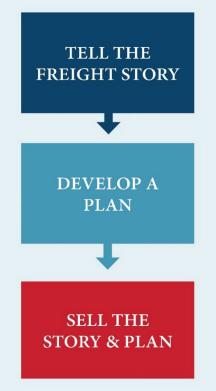
"... this study (i.e. D1 FMTS) provides guidance to county and local government officials on future transportation planning regarding the implementation and funding of appropriate improvements which will affect and foster freight movement within their respective county as well as on a districtwide level."





The District One FMTP is flexible and dynamic, and can be modified as required for the changing landscape of the region. ... The District FMTP, like the study before it, is to be used as a guide for planners and engineers in the consideration of freight and logistics matters for future transportation plans and operational improvements."





District 1 Freight Mobility & Trade Plan





Implementation Guide

Identifies specific Objectives, Strategies, Action Items and Example Projects for reference in steering freight planning and policy development

- Consistent with the State FMTP
- · Specially tailored to District One needs and concerns
- · Applicable and implementable at various levels
- · Dynamic changeable as the needs and concerns change
- Plan to update every 3+ years to stay in tune with the needs of the District



Freight and Logistics Overview Guide

An overview of unique characteristics within District One that are affected by or create freight movement.

- · Land uses, including agriculture and related uses
- Strategic Intermodal System
- Freight Mobility Corridors
- Intermodal Logistics Centers and Freight Activity Centers
- Airports and Seaport
- Railways
- Public Involvement and Outreach

User's Resource Guide

Provides general information and resources regarding freight and logistics.

- Point of Contact information for District and Statewide personnel
- Website links to critical freight related documents and organizations
- Glossary of freight-related terms with photos as appropriate

Major Products



Freight Mobility and Agribusiness



"Add it all up, and Florida agriculture generates more than \$120 billion in annual economic impact and supports more than 2 million jobs." Adam Putnam, Fresh From Florida, 2015

> "There is nothing that we produce in this country in agriculture and forest products that cannot be sourced somewhere else in the world. If we cannot deliver affordably and dependably, our customers will go elsewhere." Agriculture Transportation Coalition



Pop Growth and Urban Development in Coastal Counties Encroachment upon existing commercial Ag production land Causes Ag production to shift to other counties inland Creates impact to transportation system in multiple ways

Total Production of Florida Products – 2016



| Product | Percent of U.S. Value | FL Cash Receipts | U.S. Ranking |
|---|-----------------------|------------------|--------------|
| Oranges ^(9 of top 11) | 52.9% | \$905 Million | 1 |
| Grapefruit | 54.4% | \$137 Million | 1 |
| Sugarcane for sugar and seed | 61.5% | \$591 Million | 1 |
| Fresh Cucumbers | 19.2% | \$66 Million | 2 |
| Fresh Market Tomatoes | 18.6% | \$382 Million | 2 |
| Snap Beans | 24.5% | \$108 Million | 5 |
| Bell Peppers | 28.5% | \$210 Million | 2 |
| Sweet Corn | 17.9% | \$160 Million | 5 |
| Watermelon | 21.3% | \$123 Million | 1 |
| Cabbage | 12.3% | \$49 Million | 4 |
| Strawberries | 19.3% | \$450 Million | 2 |
| Miscellaneous Crops | 8.8% | \$2.065 Billion | - |
| Cattle and Calves ^(7 of top 8) | 0.9% | \$547 Million | 18 |
| Dairy Products ^(4 of top 7) | 1.4% | \$489 Million | 20 |

Source: USDA National Agricultural Statistics Services *2016 State Agriculture Overview, Nov 3, 2017

Problem & Solution – Access to US17 North from Arcadia Stockyard





Problem & Solution – Bridges over the Caloosahatchee River

- Increase in citrus groves south of the river means even higher volume of fruit being hauled north to the processing plants and packing houses
- Only bridge authorized for Overweight Permit loads (80K-88K LB) is Moore Haven, US27:
- Add both bridges to District Bridge Maintenance Program for strengthening to upgrade load rating to 88,000 lbs each APPROVED!
- Advanced LaBelle Bridge to 2017/18; COMPLETED IN DECEMBER 2018
- Wilson Piggot Bridge in 2019/20 LETTING IN FEB 2020 one year earlier than originally planned!



Trucking Industry & Law Enforcement Engagement

- Outreach build relationships w/Owners/CEOs, Sheriffs and Troopers
- Inside look at safety observations and trends of the trucking industry
- Shift Ride-Along w/FHP CVE across Lee, Hendry, Glades, and Charlotte Counties
- District 1 Freight Trucking Forum –

Four events; over 240 attendees from over 60 different organizations; trucking industry, county/state/federal law enforcement

- Raise awareness of roles and authorities of state and local agencies who "touch" the trucking industry
 - Generate dialogue on issues and concerns noted by industry stakeholders to identify ways to seek













Examples where engagement had or is having an impact:

- Signal re-timing / adjustments
- Intersections for concrete projects
- Discussion on industry issues/concerns
- Safety Meeting participation
- Access management problems
- Education and clarification of rules













District One Trucking Industry Seminar

Learning Objectives:

- Understand current state of industry from state and national level
- Requirements and training qualifications for CDL
- Orientation on in-cab technologies and alternative fuels
- Understanding of their roadway challenges and load dynamics that affect their ability to safely operate
- Understanding of HOS and the impact on operations
- > Trucking perspective on CV / AV technology
- General safety requirements and special load hauling regulations
- In-cab orientation and familiarization ride with a professional driver

 FLORIDA

 FLORIDA

 TRUCKING









 Specific Creek
 Publix

 Image: Specific Starvices
 Publix
 <

DISTRICT ONE TRUCKING INDUSTRY SEMINAR

Have you ever wondered what a day in the life of a trucker is like? Do you want a greater understanding of the trials and tribulations of the largest trucking outfits in our District? Come and learn how trucking is impacted by the design and operation of our roads and ask any questions that you've been dying to ask truckers. You'll also have the chance to ride/sit inside a semi of your choice! Come ioin us!



Assistance to Local Planners



- > Collaborate on regional and statewide multimodal freight mobility programs
- Develop and implement strategies to improve freight mobility, freight infrastructure, and related operations as part of one integrated, multimodal system
- > Ensure programs are in alignment with strategic objectives and the work program



- District One Freight Mobility and Trade Study and Plan
- Cooperation with academic programs / institutions
- Review of long range plans
- Conceptual discussions



Collaboration with the Economic Development Community



Serves as the contact in their district for freight interests on regional and statewide levels as well as coordinating with economic development agencies, the private sector, and other stakeholders to ensure a united front in freight and multimodal transportation improvements within their district/region.

| EDC HAINES CITY ECONOMIC DEVELOPMEN COUNCIL | | RIDA MBER Foundation | | | | | erprise ORIDA. |
|--|---|--|--|--|----------------------|--|---|
| DATE CONTRACTOR | | COUNTY Economic Development Council, Inc. | | EEE COUNTY ECONOMIC DEVELOPMENT SOUTHWE ST FLORIDA #wherebusinessistrending | Centr Development | al Florida | |
| Florida Freight Leadership Forum | | | | | | | |
| Florida | Florida Chamber Trade & Logistics Institute | | | | Cho | amber of Commerce Okeechobee County | |
| Regio | Regional stakeholder forums and summits | | | | | CUSHMAN & WAKEFIELD | OKEECHOBEE COUNTY Economic Development Corporation |
| Local | Local meetings and other opportunities | | | | | RAL FLORIDA DEVELOPMENT | IAN BLACK |

Assistance / Collaboration with Local Colleges



- Serves as the contact in their district for freight interests on regional and statewide levels as well as coordinating with...other stakeholders to ensure a united front in freight and multimodal transportation improvements within their district/region
- > Align public and private efforts for trade and logistics
- Transform organizational culture to consider supply chain and freight movement issues
- Subject matter expertise in developing programs of instruction
- Consulting on business need and identification of potential student population
- Guest speaker or site visit facilitator
- Adjunct Faculty Instructor





FLORIDA

POLYTECHNIC

UNIVERSITY



US 27 Mobility Stakeholder Working Group



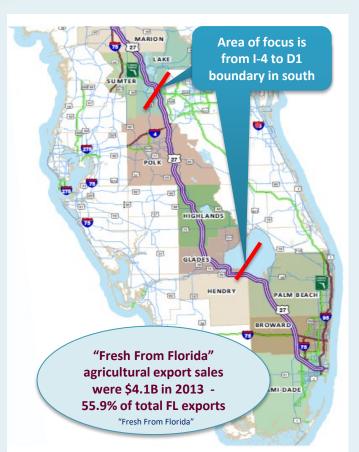
- Direct access between South and Central FL regions
- Part of the Strategic Intermodal System (SIS)
- Lifeline of the agriculture industry citrus in particular
- Traffic Conditions Multiple changes to lanes and speed limit
- Average truck volume and % in corridor = 3010 trucks; 26.75%

| • | Coun | | Total | Avg | % | Highest* | Lowest | ruck |
|---|------|-----------|-------|------|-------|-----------|-----------|------|
| | coun | Polk | 24627 | 3079 | 12.7 | 3758/21.6 | 2633/8.1 | |
| | | Highlands | 24680 | 2743 | 21.66 | 2303/39.7 | 2449/7.9 | |
| | | Glades | 11750 | 2938 | 43.43 | 2602/53.1 | 2368/38.2 | |
| | | Hendry | 9833 | 3278 | 29.2 | 3393/39.0 | 2878/21.2 | |

- Environmental Considerations
 - Water Resources and Wetlands
 - Farms and agricultural land
- Emergency Management and Response
 - Flood Zones and Wildfires
- Economic Development

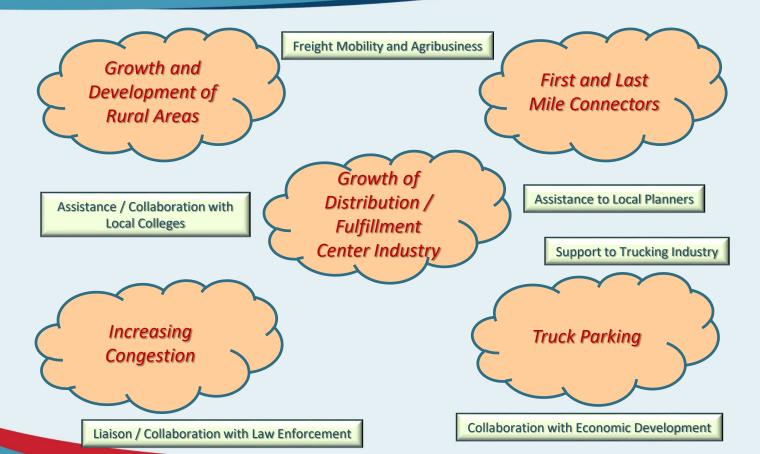
Tourism

- South Central Rural Area of Opportunity
- Enterprise Zones
- Retirement and Health Industry



Challenge Areas





What's Next?



- TWO on growth and development at/around select airports and the impact on the regional transportation system
- Florida Chamber Trade and Logistics Institute in June
- Agriculture Stakeholder Meeting ICW the Freight Trucking Forum
- District One Freight Trucking Forum in August
- TWO for Purpose & Need Justification for Piney Point Rd (Port Manatee) capacity expansion project
- Continuing effort to identify and implement, where possible, solutions to the truck parking situation
- US27 Mobility Stakeholder Working Group in the Fall
- Update to the District One Freight Mobility and Trade Plan

Questions?

Keith Robbins District Freight & Seaport Coordinator FDOT District One, Bartow (863)519-2913 Keith.Robbins@dot.state.fl.us



FOOTO & Trade Plan

Regional Freight Forum Series

District 2 May 23, 2019 9AM-12PM

FDOT Jacksonville -Urban Office Training Center 2198 Edison Avenue, Jacksonville, FL 32204

Forum Objective:

The strategic mission of the Freight and Multimodal Operations (FMO) office is to remove *institutional, infrastructure* and *funding* bottlenecks to build a *wellconnected, reliable* and *safe* multimodal network. Input on local needs, issues, and strategies improves the decision-making process and increases transparency to create a robust Freight Mobility and Trade Plan and helps achieve the strategic mission.

Agenda

| 9:00 to 9:10 AM | Welcome to the FMTP Regional Freight Forum Series |
|-------------------|---|
| 9:10 to 9:45 AM | The Statewide Freight Plan Introduce the importance of statewide freight planning and the FDOT freight planning process |
| 9:45 to 10:30 AM | The Regional Perspective Provide freight stakeholder perspective on the issues, challenges, and opportunities related to freight in the District |
| 10:30 to 11:45 AM | Breakout Session Engage participants to examine key regional issues related to freight and summarize participant input Facilitators: District Freight Coordinator, FMO Office Staff Members & Local Industry |
| 11:45 to 12:00 PM | Concluding Remarks Share next steps for continued collaboration |



The Regional Perspective District Two





Importance of Freight

- The State of Florida
 - FDOT District Two is the gateway to the state of Florida and to the Southeast
 - The condition and performance of North Florida's freight system is therefore of critical importance to the State as a whole
- North Florida
 - Freight impacts almost every facet of daily life
 - Morning Coffee: If you drink Maxwell House the coffee beans most likely were imported through JAXPORT from Asia or Central and South America and roasted in Downtown Jacksonville
 - Clothing/Paint/Sun Screen: May contain Titanium Dioxide mined in Baker, Bradford, Clay and Duval counties and packaged and shipped to customers by railcar, bulk containers or trucks
 - Milk: If you have milk on your cereal most likely it was produced by a Florida dairy
 - Lafayette County in North Central Florida is one of Florida's leading dairy counties
 - Potato Chips: The potatoes used to make the chips you eat may have been grown in Hastings
 - Forest Products: North Florida Mills turn timber harvested from North Florida/Southeast Georgia into cartons, paperboard, corrugated containers, cellulose, lumber, mulch, tissue, including paper towels, bath tissue, napkins and facial tissue



FMTP Implementation

- Transformation of FDOT's Organizational Culture
 - Consideration of Supply Chain and Freight Movement Issues
 - District Freight Coordinators
 - Industry Outreach & Engagement
 - Organizational Development
 - Internal Coordination
 - External Coordination
 - Education
 - FDOT Freight Academy & District Two Boot Camp
 - UNF Transportation & Logistics Continuing Education Curriculum
 - Guest Lecturers from the Freight, Trade and Logistics Industry
 - Hands on Engineering exercises focused on freight vehicle movement
 - Enhancement of FDOT's Balanced Multimodal Transportation Planning and Investment Model
 - Capitalization of Freight Transportation Advantages



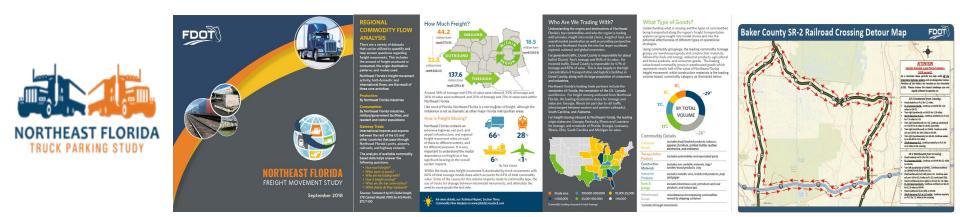




Freight Mobility and Trade Plan

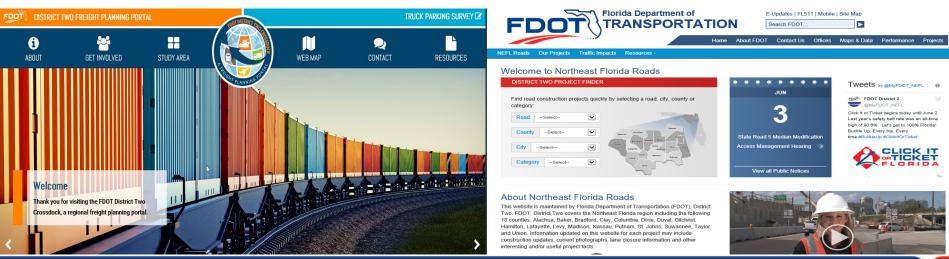
District Two Highlights

- Northeast Florida Freight Movement Study
- Advanced Industry Outreach for Rail Crossing Rebuilds
- Northeast Florida Truck Parking Optimization Assessment***





- <u>FDOT District Two Crossdock-Freight Infrastructure Planning</u> <u>Portal</u>
- Northeast Florida Roads-District Two Project Finder







The Urban Perspective





CBRE

SITE SELECTION OVERVIEW

JACKSONVILLE | MAY 2019





SITE SELECTION FOR INDUSTRIAL USERS

WHY JACKSONVILLE? WHERE DOES JACKSONVILLE GO FROM HERE?

FREIGHT MOBILITY AND SITE SELECTION: THE DECIDING FACTORS

TRANSPORTATION COSTS LABOR POOL AND LABOR COSTS

REAL ESTATE COSTS

STATE AND LOCAL INCENTIVES

5

3

4

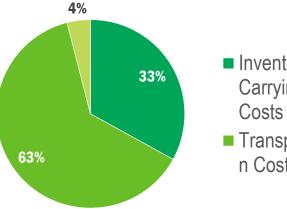
LOCAL INFRASTRUCTURE/ ABILITY TO DELIVER





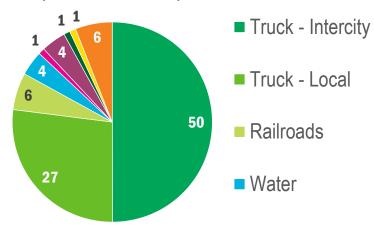
TRANSPORTATION COSTS

Components of Logistics Costs



- Inventory-Carrying Costs
- Transportatio n Costs

Components of Transportation Costs



LABOR POOL AND LABOR COSTS

MEDIAN WAGES BY MARKET (USD)

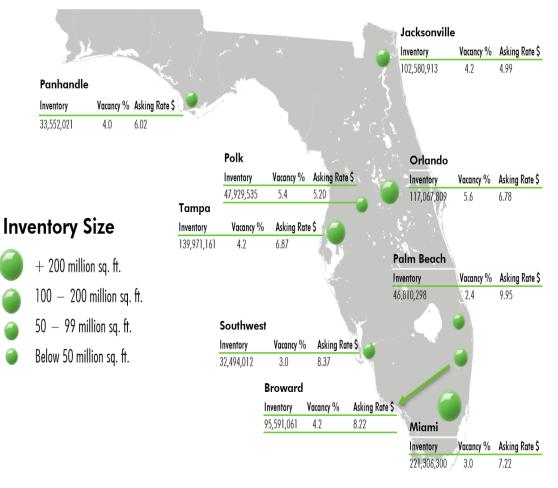


| | Job Title – Year of Experience | Market | National |
|---|-------------------------------------|----------|----------|
| Α | Forklift Operator – 1 Year | \$27,514 | \$28,793 |
| В | Materials Handler – 1 Year | \$27,226 | \$28,507 |
| С | Shipping & Receiving Clerk – 1 Year | \$33,863 | \$35,406 |
| D | Warehouse Supervisor – 3 Years | \$50,035 | \$51,250 |
| Е | Warehouse Worker – 1 Year | \$25,113 | \$26,313 |

FLORIDA REAL ESTATE COSTS: INDUSTRIAL MARKET

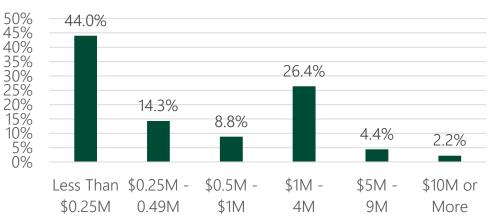
| Market | Total Inventory (SF) | Total Available (%) | Total Vacancy (\$) | Q1 '19 Net Absorption (SF) | YTD '19 Completion s (SF) | Under Construction (SF) | Avg Asking Lease Rate (\$/SF/NNN) |
|------------------------|----------------------------|---------------------------|--------------------------|-------------------------------------|------------------------------------|-------------------------------|---|
| Broward | 95,591,061 | 5.8 | 4.2 | (166,529) | 409,927 | 1,986,897 | 8.22 |
| Jacksonville | 102,580,913 | 8.0 | 4.2 | 557,206 | 140,790 | 5,858,520 | 4.99 |
| Miami | 221,306,300 | 5.3 | 3.0 | 813,421 | 1,468,101 | 2,178,758 | 7.22 |
| Orlando | 117,067,809 | 8.1 | 5.6 | 405,625 | 661,699 | 2,828,549 | 6.78 |
| Palm Beach | 46,810,298 | 5.4 | 2.4 | (87,876) | 0 | 189,131 | 9.95 |
| Panhandle | 33,552,021 | 5.7 | 4.0 | (124,337) | 0 | 45,600 | 6.02 |
| Polk | 47,929,535 | 7.1 | 5.4 | 9,391 | 50,000 | 4,012,531 | 5.20 |
| Southwest Florida | 34,494,012 | 4.3 | 3.0 | (16,998) | 104,511 | 336,877 | 8.37 |
| Tampa | 139,971,161 | 7.1 | 4.2 | 886,331 | 1,133,599 | 1,927,498 | 6.87 |
| Total South Florida | 363,707,659 | 5.4 | 3.2 | 559,016 | 1,878,028 | 4,354,786 | 7.87 |
| Market | Total Inventory (SF) | Total Available (%) | Total Vacancy (\$) | Q1 '19 Net Absorption (SF) | YTD '19 Completions (SF) | Under Construction (SF) | Avg Asking Lease Rate (\$/SF/NNN) |
| Jacksonville | 102,580,913 | 8.0 | 4.2 | 557,206 | 140,790 | 5,858,520 | 4.99 |
| Total Florida | 771,257,077 | 6.6 | 4.0 | 2,417,569 | 3,860,116 | 18,981,884 | 6.81 |

FLORIDA INDUSTRIAL INFRASTRUCTUR E



STATE AND LOCAL INCENTIVES

ECONOMIC INCENTIVE PACKAGES BY SIZE

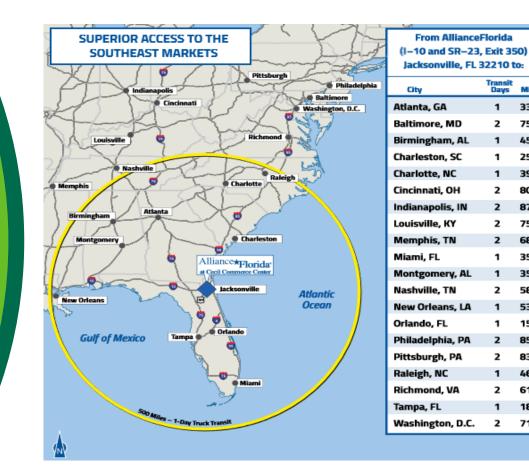


WHY JACKSONVILLE?



Jacksonville's Access to the Southeast Market Provides Lower **Transportation Costs Than Rivals**

- Strategic location of the intersection of I-10 and I-95
- 1 day driver transit to most of Florida and many major Southeast cities
 - ▶ I-95 vs I-75
- > Major Railroads: CSX, Norfolk Southern, Florida East Coast Railway
- > JaxPort



Mi

336

756

451

259

395

800

870

758

686

358

358

586

536

154

853

836

465

612

187

718

MAJOR LOGISTICS **COMPANIES IN** JACKSONVILLE

| | No. of employ | yees |
|---------------------------|--|-------|
| amazon | AMAZON – Major tuitiment center | 4,900 |
| ailiazon | UPS - Worldwide parcel delivery | 2,300 |
| _ | C SX CORPORATION - Railroad corporate HQ | 1,500 |
| ups | CROWLEY MARITIME CORPORATION – Marine transportation and logistics | 950 |
| | PUBLIX JACK SONVILLE WAREHOUSE – Regional supermarket distribution center | 870 |
| CSX | WESTROCK – Craft liner board paper manufacturering | 870 |
| | GEORGIA PACIFIC CONSUMER PRODUCTS - Pulp and paper mill | 850 |
| æ | SUDDATH RELOCATION SYSTEMS - Relocation and transportation | 850 |
| CROWLEY | WAL-MART FOOD DISTRIBUTION CENTER #6099 – Grocery warehouse | 800 |
| | LAND STAR SY STEM – Transportation logistics | 800 |
| Publix. | INTERLINE BRAND S – Distributor of plumbing products | 750 |
| | ANHEUSER-BUSCH – Brewery | 700 |
| | CYPRESS TRUCK LINES – Heavy hauting flatbed trucking | 630 |
| LANDSTAR | HONEYWELL TECHNOLOGY SOLUTIONS - Prepositioning and logistics support services | 570 |
| ~ | UNISOURCE WORLD SIDE - Paper and printing products distribution | 500 |
| ANHEUSER-BUSCH | RAVEN TRANSPORT HOLDING - Trucking mangement, central dispatch | 470 |
| | GREENCORE GROUP PLC – Food manufacturing and distribution | 450 |
| BSF | SEARS LOGISTICS SERVICES – Freight transportation arrangement | 450 |
| Name Devel Transition and | BEAVER STREET FISHERIES - Wholesale distributor of food products | 425 |
| | SOUTHEAST TOYOTA DISTRIBUTORS - Automobile distributors and assembly | 400 |
| TOYOTA | ARNOLD TRANSPORTATION SERVICES - Transportation | 400 |
| | SYSCO CORPORTATION - Food service supplies | 390 |

The Region's Leading Logistics Employers





LABOR IN JACKSONVILLE

| Job Title – Year of Experience | Market | National | |
|---------------------------------------|----------|----------|--|
| A Forklift Operator – 1 Year | \$27,514 | \$28,793 | |
| B Materials Handler – 1 Year | \$27,226 | \$28,507 | |
| C Shipping & Receiving Clerk – 1 Year | \$33,863 | \$35,406 | |
| D Warehouse Supervisor – 3 Years | \$50,035 | \$51,250 | |
| E Warehouse Worker – 1 Year | \$25,113 | \$26,313 | |
| EMPLOYMENT BY OCCUPATION | | | |

| | 16.1%Office & Admin. Support | | | | | |
|---|--------------------------------------|-----|----|------|------|----|
| | 10.9%Sales and Related | | | | | |
| | 10.2%Management | | | | | |
| | 6.5%Trans. & Material Moving | | | | | |
| | 6.0%Business & Financial | | | | | |
| | 6.0%Healthcare Prac. and Technical | | - | | | |
| | 3.7%Installation, Maint., and Repair | | - | | | |
| | 3.5%Computer & Mathematical | | - | | | |
| | 3.4%Production | | | | | |
| | 2.6%Healthcare Support | | | | | |
| | 1.7%Architecture & Engineering | 00/ | | 100/ | 150/ | 2 |
| - | | 0% | 5% | 10% | 15% | 20 |

| Job Title – Year of Experience | | | | Туре | Enrollment |
|--------------------------------|----------|-----------------|--------------------|--------------------|---------------|
| Florida State Co | llege at | Jacksonville | 4 Year Public Univ | 25,514 | |
| University of North Florida | | | 4 Year Public Univ | 15,948 | |
| Jacksonville University | | | | 4 Year Public Univ | 4,085 |
| Flagler College (St Augustine) | | | | 4 Year Public Univ | 2,782 |
| 2-Yr Colleges | 23 | 2-Yr Enrollment | 5,074 | Total # of Colleg | es: 37 |
| 4-Yr Colleges | 14 | 4-Yr Enrollment | 55,963 | Total Enrollmer | nt 61,037 |

EDUCATIONAL ATTAINWENT





0% 5% 10% 15% 20% 25%





STATE AND LOCAL INCENTIVES



City Council members approved \$3.3 million in city-backed financial incentives Tuesday tied to a 1 million-square-foot warehouse and distribution facility being proposed in West Jacksonville.

Project Empire is named in legislation as the unnamed company planning to invest &72 million into space at Alliance Florida at Cecil Commerce Center to distribute household goods.

Council adopted the legislation 17-0. Council members Joyce Morgan and Scott Wilson were not in attendance.

The company proposes to create 250 full-time jobs by year-end 2021 at an average wage of \$33,000 in exchange for \$3.3 million Recapture Enhanced Value grant, payable over 10-years.

SHARE **f** 🎔

COMMENTS

INDUSTRIAL INFRASTRUCTUR E IN JACKSONVILLE

| Market | Total Inventory (SF) | Total Available (%) | Total Vacancy (\$) | Q1 '19 Net Absorption (SF) | Under Construction (SF) | Avg Asking Lease Rate (\$/SF/NNN) |
|-----------|----------------------------|---------------------------|--------------------------|----------------------------------|-------------------------------|---|
| Northside | 32,001,540 | 6.9 | 12.4 | 88,827 | 2,544,585 | 4.09 |
| Westside | 41,754,508 | 4.4 | 2.1 | 235,277 | 3,313,935 | 4.11 |
| Southside | 21,613,800 | 5.3 | 8.8 | 223,002 | 0 | 8.04 |

| Market | Total Inventory (SF) | Total Available (%) | Total Vacancy (\$) | Q1 '19 Net Absorption (SF) | Under Construction (SF) | Avg Asking Lease Rate (\$/SF/NNN) |
|-----------------|----------------------------|---------------------------|--------------------------|----------------------------------|-------------------------------|---|
| Warehouse/Dist. | 71,926,724 | 4.4 | 7.7 | 551,960 | 5,858,520 | 4.20 |
| R&D Flex | 8,049,557 | 9.2 | 12.5 | 7,386 | 0 | 9.72 |
| Manufacturing | 18,499,203 | 2.0 | 8.6 | (17,000) | 0 | 4.03 |

| Market | Total Inventory (SF) | Total Available (%) | Total Vacancy (\$) | Q1 '19 Net Absorption (SF) | Under Construction (SF) | Avg Asking Lease Rate (\$/SF/NNN) |
|---------------------|----------------------------|---------------------------|--------------------------|----------------------------------|-------------------------------|---|
| Jacksonville Market | 102,580,913 | 4.2 | 8.0 | 557,206 | 5,858,520 | 4.99 |



MAJOR INDUSTRIAL REAL ESTATE DEVELOPMENT IN FLORIDA

| Market | Property Name | Address | Building SF |
|--------------|--|--|-------------|
| Jacksonville | Wayfair Fulfillment Center | 13483 103 rd St, Jacksonville | 1,012,567 |
| Polk | University Park at Bridgewater #100A | 6200 State Road 33, Lakeland | 1,004,400 |
| Polk | Florida's Gateway, Building 02 | 4100 Logistics Pkwy, Winter Haven | 949,200 |
| Orlando | Air Commerce Park | 9775 Air Commerce Pkwy, Orlando | 561,750 |
| Jacksonville | Park 295, Building B | Duval Rd, Jacksonville | 552,634 |
| Miami | Bridge Point Commerce Center, Building B | 21500 NW 47 th Ave, Miami Gardens | 534,816 |
| Jacksonville | Imeson Industrial Park, Building A | Heckscher Dr, Jacksonville | 500,000 |
| Polk | Key Logistics Center #200 | 5300 Allen K Breed Hwy, Lakeland | 491,920 |
| Jacksonville | Westlake Distribution Center | 9950 Pritchard Rd, Jacksonville | 487,500 |

250 E Busch Dr, Jacksonville

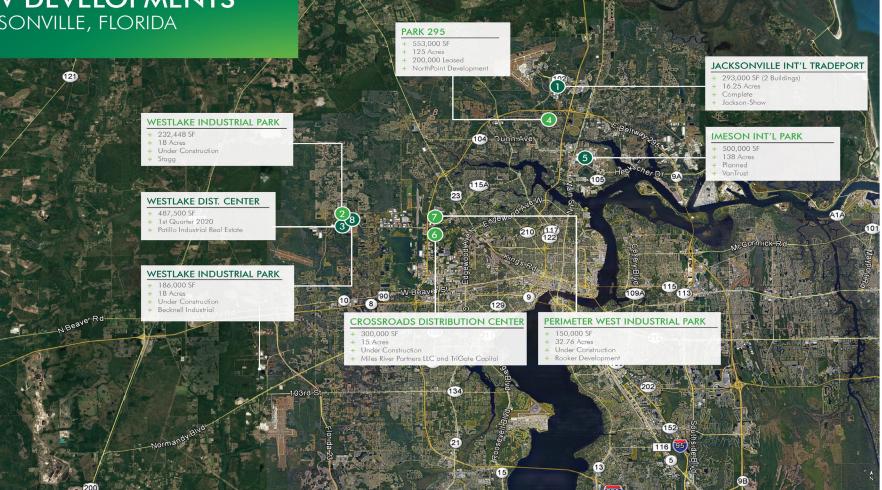
Jacksonville

250 East Busch Drive

477,946

NEW DEVELOPMENTS JACKSONVILLE, FLORIDA

ooglereart







WHERE DOES JACKSONVILLE GO FROM HERE?

INVEST IN INFRASTRUCTUR E

EXPAND JIA AND CECIL AIRPORT

"LAST MILE" DISTRIBUTION CENTERS

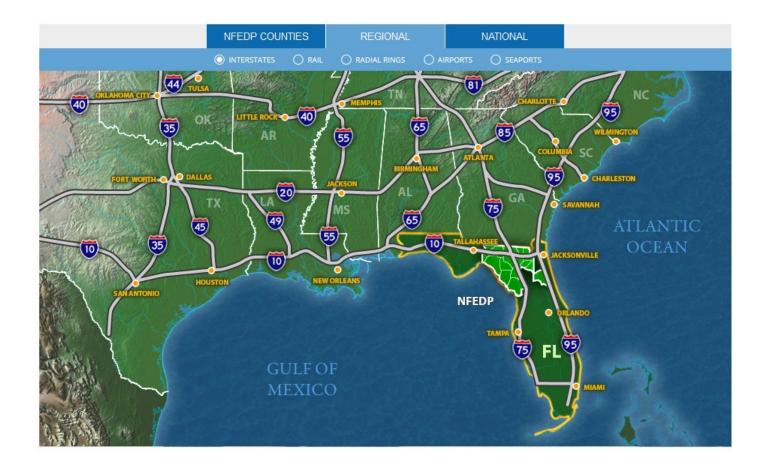
CONTINUE INCENTIVES



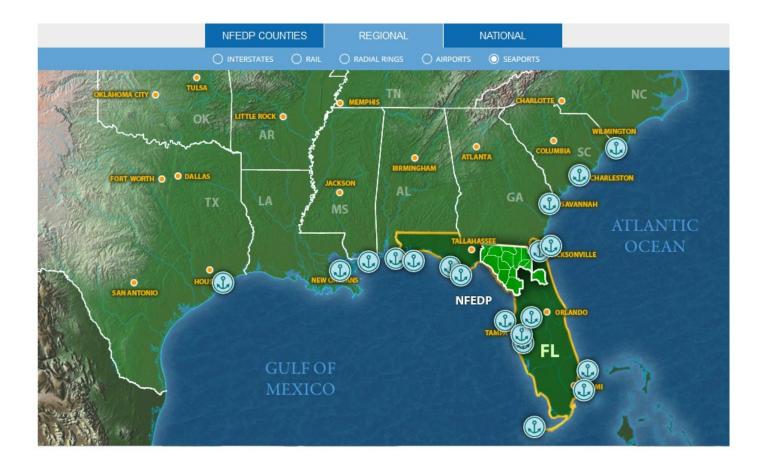
The Rural Perspective



FDOT











Regional Workforce Study & Economic Development Strategic Plan

FACILITATED & COMPILED BY VISIONFIRST ADVISORS



FOOTO & Trade Plan

Regional Freight Forum Series

District 5 May 28, 2019 1PM-4PM

FDOT Deland - Cypress A&B Conference Room 719 South Woodland Boulevard, DeLand, FL 32720

Forum Objective:

The strategic mission of the Freight and Multimodal Operations (FMO) office is to remove *institutional*, *infrastructure* and *funding* bottlenecks to build a *wellconnected*, *reliable* and *safe* multimodal network. Input on local needs, issues, and strategies improves the decision-making process and increases transparency to create a robust Freight Mobility and Trade Plan and helps achieve the strategic mission.

Agenda

| 9:00 to 9:10 AM | Welcome to the FMTP Regional Freight Forum Series |
|-------------------|---|
| 9:10 to 9:45 AM | The Statewide Freight Plan Introduce the importance of statewide freight planning and the FDOT freight planning process |
| 9:45 to 10:30 AM | The Regional Perspective Provide freight stakeholder perspective on the issues, challenges, and opportunities related to freight in the District |
| 10:30 to 11:45 AM | Breakout Session Engage participants to examine key regional issues related to freight and summarize participant input Facilitators: District Freight Coordinator, FMO Office Staff Members & Local Industry |
| 11:45 to 12:00 PM | Concluding Remarks Share next steps for continued collaboration |



The Regional Perspective



FDOT

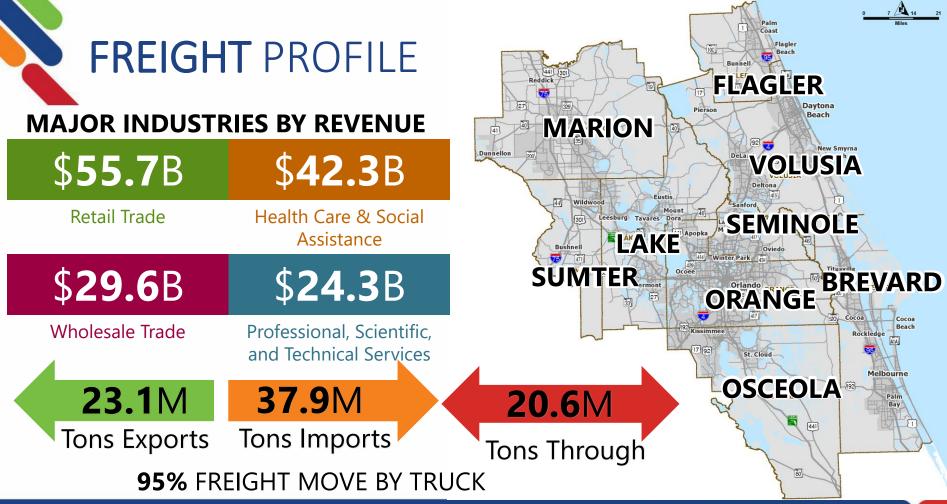
DISTRICT FIVE



By 2040 freight demand is expected to grow between 35%-61%



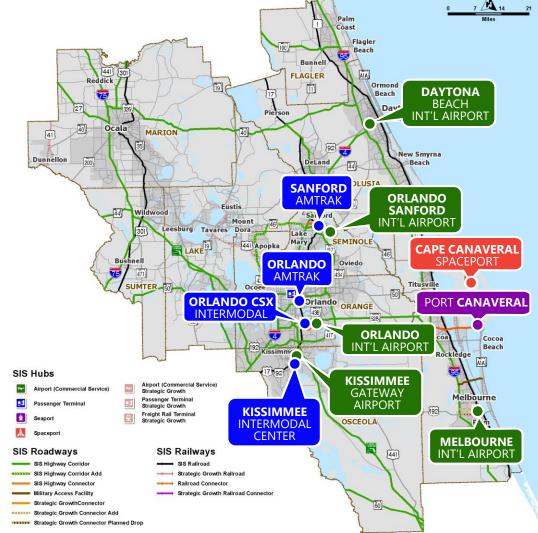
Sources: US Census Bureau 2018, Visit Orlando 2018, US Bureau of Labor and Statistics 2017





2,124 MILES OF STATE HIGHWAY69M DAILY VEHICLE MILES ON STATE HIGHWAY





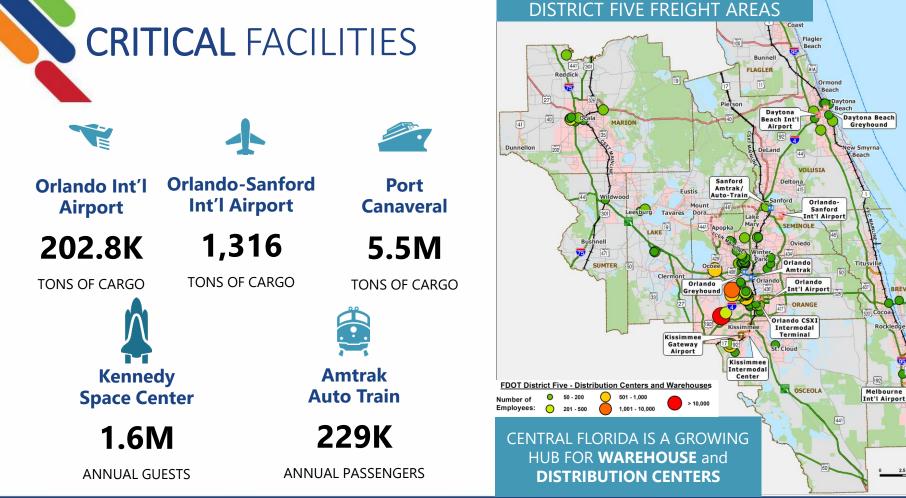


Corridors with Highest Truck Volumes

- 1-75
- 1-95
- |-4
- S.R. 528
- S.R. 417
- Florida's Turnpike







Sources: Greater Orlando Aviation Authority 2016, Canaveral Port Authority 2016, Orlando-Sanford International Airport 2015; US Cluster Mapping; KSC; Amtrak

FDOT

Freight Mobility and Trade Plan

Cape Canaveral

Spaceport

Cocoa

Beach

RREVARD

2.5

Port

Canaveral

Patrick

AFB

Melbourne

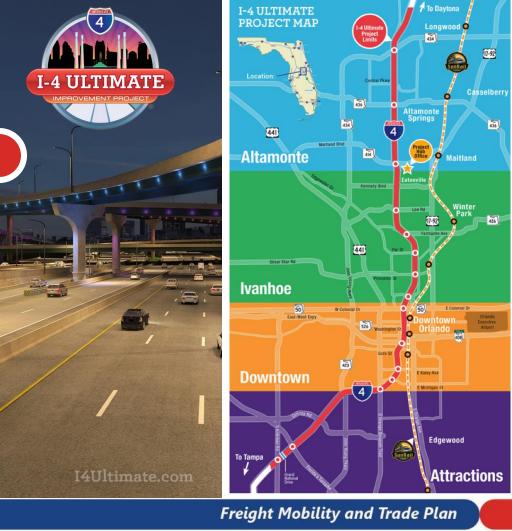
Greyhound

AJOR PROJECTS I-4 ULTIMATE: COMPLETION 2021 \$2.3 Billion Investment

•21-miles of I-4: from west of Kirkman Road in Orange County to east of State Road 434 in Seminole County

ONCE COMPLETE:

140154Bridges Replaced,
Widened, or BuiltMajor
Interchange
reconstructionsExpress Lanes –
Two in Each
Direction





MAJOR PROJECTS I-75 Project Development and Environment Study

Project limits: • – Turnpike to S.R. 200 & S.R. 200 to C.R. 234

- 22-miles in Sumter & Marion Counties
- Purpose
 - Mainline widening and interchange updates
 - Accommodate transportation demand
 - Improve safety





MODAL & PLANNING PARTNERS





METROPLAN REGIONAL FREIGHT PLAN

PURPOSE

- Evaluate regional freight mobility needs
- Understand origin/destination of goods
- Identify deficiencies & opportunities

RECOMMENDATIONS

- **Infrastructure**: new facilities, reconstruction, & maintaining current system
- **Operational**: signal synchronization, signage, real-time data for dispatchers & drivers
- Institutional: Regulatory environment and processes



Delivering the Goods, Supporting our Economy





DISTRICT FIVE IMPLEMENTATION PLAN

PLAN PURPOSE • Strategies and actions in support of FMTP Implementation









CURRENT PROJECTS

Truck Parking Study – Phase I

- Inventory and evaluate existing truck parking supply and demand
- Forecast future truck parking demand
- Identify needs, opportunities, & next steps

SUMMARY FINDINGS

43 Total Truck Parking locations17 Public Facilities with 652 Spaces26 Privately-Operated with 1,268 Spaces

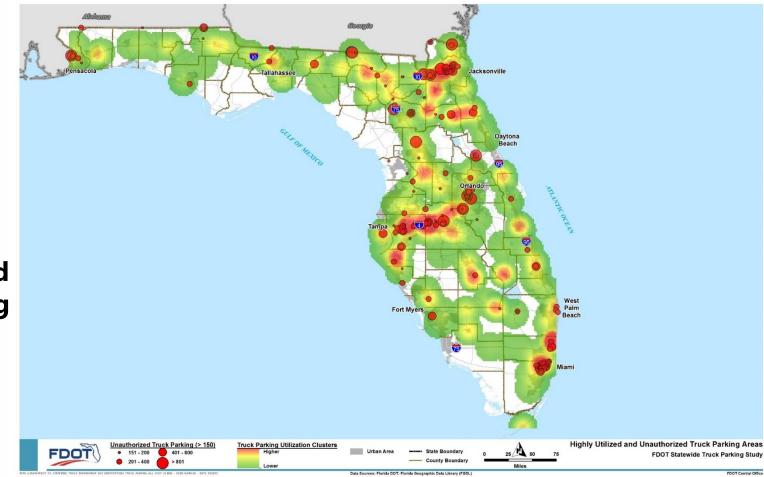


District Five Truck Parking Study









Highly utilized and unauthorized truck parking areas



CURRENT PROJECTS

Truck Parking Study – Phase II

PURPOSE

- Identify potential truck parking sites based upon selection criteria
- Prioritize identified sites to select a shortlist of five potential truck parking sites
- Develop concepts for shortlisted sites

COLLABORATE WITH INDUSTRY TO:

- Review preliminary site selection results
- Discuss concept development

RESULTS AVAILABLE IN LATE FALL 2019





CURRENT PROJECTS

Sub-Area Freight Studies

INDUSTRIAL

INSTITUTIONAL

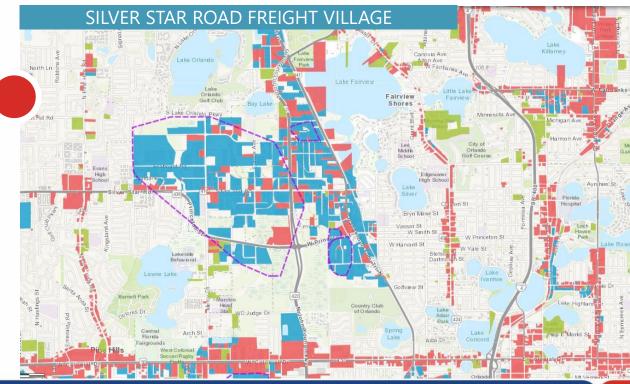
RETAIL/OFFICE

EVALUATION OF FREIGHT

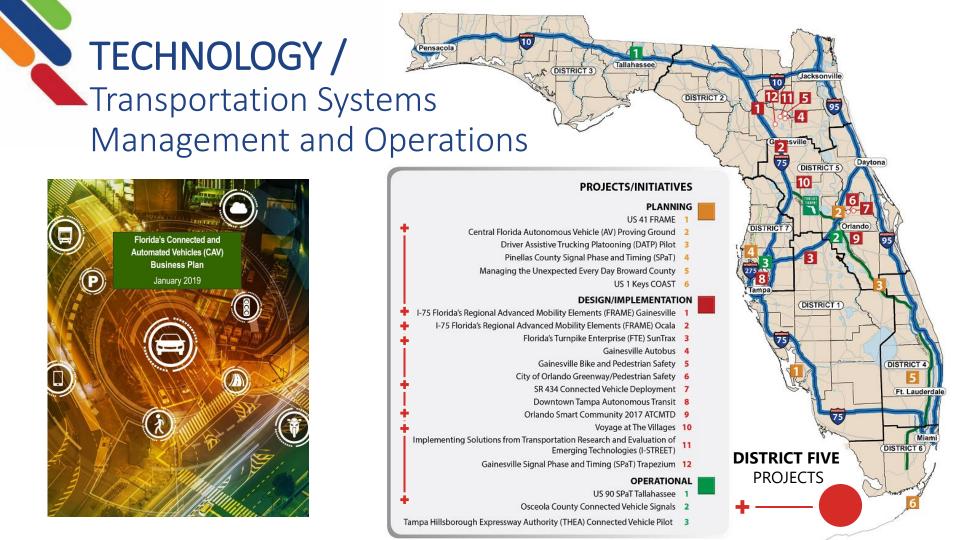
 Identified by high freight concentrations and supportive freight land uses

STUDY OBJECTIVES

- Existing conditions analysis
- Stakeholder interviews
- Field review
- Recommendations







TECHNOLOGY / TSM&O

Driving innovation through a multi-faceted approach

TRAFFIC

INCIDENT MANAGEMENT





- Continue to plan for steady growth in the District
- Prepare for emerging urban freight delivery and logistics trends
- Implement truck parking solutions
- Leverage **technological trends** to reduce congestion and improve safety
- Forge **new partnerships** to achieve collective goals





FDOTO & Trade Plan

Regional Freight Forum Series

District 7 May 29, 2019 9AM-12PM

FDOT Tampa - Auditorium 11201 McKinley Drive, Tampa, FL 33612

Forum Objective:

The strategic mission of the Freight and Multimodal Operations (FMO) office is to remove *institutional, infrastructure* and *funding* bottlenecks to build a *well-connected, reliable* and *safe* multimodal network. Input on local needs, issues, and strategies improves the decision-making process and increases transparency to create a robust Freight Mobility and Trade Plan and helps achieve the strategic mission.

Agenda

| 9:00 to 9:10 AM | Welcome to the FMTP Regional Freight Forum Series |
|-------------------|---|
| 9:10 to 9:45 AM | The Statewide Freight Plan Introduce the importance of statewide freight planning and the FDOT freight planning process |
| 9:45 to 10:30 AM | The Regional Perspective Provide freight stakeholder perspective on the issues, challenges, and opportunities related to freight in the District |
| 10:30 to 11:45 AM | Breakout Session Engage participants to examine key regional issues related to freight and summarize participant input Facilitators: District Freight Coordinator, FMO Office Staff Members & Local Industry |
| 11:45 to 12:00 PM | Concluding Remarks Share next steps for continued collaboration |



The Regional Perspective



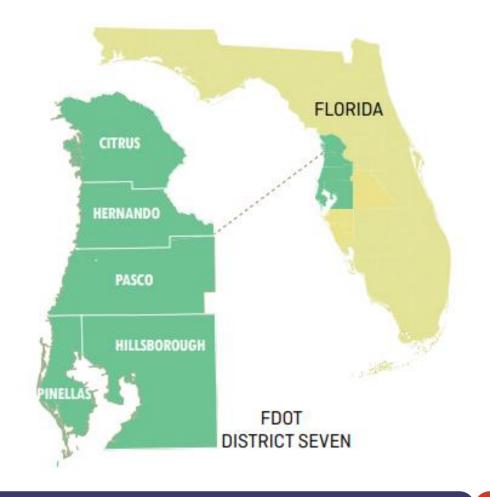




1,077 Miles on the State Highway System

43.5M Daily Vehicle Miles Traveled









Consists of:

- Interstates
- Regional Freight Mobility Corridors
- Distribution Routes
- Rail network
- Freight Activity Centers
- Intermodal Hubs
 - Airports
 - Seaports
 - Rail Intermodal Yards





Tampa Bay Regional Strategic Freight Plan

Updated in November 2018 to reflect current trends

Provides strategies and actions to support statewide FMTP Implementation

Available at www.tampabayfreight.com





Tampa Bay Regional Strategic Freight Plan High Priority Projects in the updated plan

| Ref | On Street | From Street | To Street | Improvement Need | Base Year Lanes | Future Year Lanes | County | Status |
|-------|----------------------------------|-------------------------------|------------------------------|--|-----------------------|-------------------------|----------------------------|---------------------------|
| FDOTO | listrict 7 | | | | | | | |
| | SR 50 | 1-75 | Sumter County Line | Capacity Improvements | 4 | 6 | Hernando | In Design FY 2018/2019 |
| | 5K 5U | West of CSX S Line | East of CSX S Line | Grade Separation | 2 | 4 | Hernando | |
| В | SR 54 | West of U.S. 41/CSX | East of US 41/ CSX | Operational Improvements | 6 | 6 | Pasco | |
| C | SR 686 Roosevelt Blvd. | Gandy Blvd. | SR 688 Ulmerton Road | Operational Improvements | 4 | 4 | Pinellas | |
| D | 1-4 | I-4/Selmon Connector | 1-75 | Interstate Modernization Program | 6 | 6+ML* | Hillsborough | |
| 1-4 | 1-4 | 1-75 | County Line Road | Interstate Modernization Program | 6 | 6+ML* | Hillsborough | |
| | 1-75 | Fowler Ave. | US 301 | Interstate Modernization Program | 6 | 6+ML* | Hillsborough | |
| | 1-275 | Howard Frankland Bridge | N/A | Interstate Modernization Program | 8 | 8 +4ML* | Pinellas / Hillsborough | |
| E | SR 580 (Hillsborough Ave.) | SR 589 | Cargo Rd. | Capacity Improvements | 6 | 8 | Hillsborough | |
| FH | Hillsborough Ave. | SR 589 | 50th St. | Operational Improvements | 6 | 6 | Hillsborough | |
| | | 50th St. | 1-4 | Operational Improvements | 4 | 4 | Hillsborough | |
| G | CSX @ U.S. 41 (Rockport) | At U.S. 41 (Rockport) | N/A | Grade Separation | 0 | 6 | Hillsborough | CST FY 2026 |
| | | Madison Ave. | Causeway Blvd. | Capacity Improvements | 4 | 6 | Hillsborough | |
| н | US 41 | Causeway Blvd. | 1-4 | Operational Improvements | 6 | 6 | Hillsborough | |
| 1 | SR 60 | West of US 41/ CSX | East of US 41/ CSX | Grade Separation | 4 | 4 | Hillsborough | |
| J | US 301 | Selmon Expressway | 1-4 | Capacity Improvements | 4 | 6 | Hillsborough | |





Goods Movement Improvement Projects Freight Intersection Improvements

SR 39 at SR 39A

Hillsborough County Median Modification and Truck Turn-Out

The purpose of this project is to make the intersection safer for westbound SR 39A left turning vehicles and better able to accommodate trucks making U-Turns on northbound SR 39.

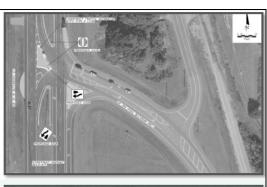
| Schedule | Status | Project Costs | Cost Estimate | |
|--------------|-----------------|----------------------|---------------|--|
| Design | Spring 2019 | Davies (Construction | ¢00.200 | |
| Construction | Begin Fall 2019 | Design/Construction | \$90,389 | |

SR 686/Roosevelt Blvd at 62nd St Pinellas County

Freight Intersection Improvements

The purpose of this project is to make the intersection better able to handle truck movements by improving the turning radius for the eastbound to southbound and westbound to southbound movements.

| Schedule | Status | Project Costs | Cost Estimate | |
|--------------|-----------------|---------------------|---------------|--|
| Design | Spring 2019 | Design/Construction | \$189,111 | |
| Construction | Begin Fall 2019 | | | |

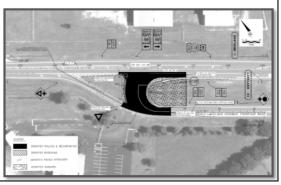




US 98 at Old Lakeland Highway Pasco County Freight Intersection Improvements

The purpose of this project is to improve the turn radius for trucks making the turn from northbound Old Lakeland Highway Frontage Road to westbound US 98 and westbound US 98 to southbound Old Lakeland Highway Frontage Road.

| Schedule | Status | Project Costs | Cost Estimate | |
|--------------|-----------------|----------------------|---------------|--|
| Design | Spring 2019 | Desire (Construction | 6001-001 | |
| Construction | Begin Fall 2019 | Design/Construction | \$221,081 | |





Goods Movement Improvement Projects Freight Intersection Improvements



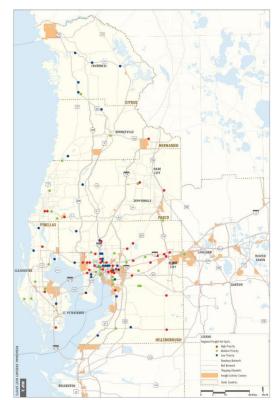
CFID

Comprehensive Freight Improvement Database Florida Department of Transportation District 7

Contact: Brian Hunter Brian.Hunter@dot.state.fl.us 813-975-6436

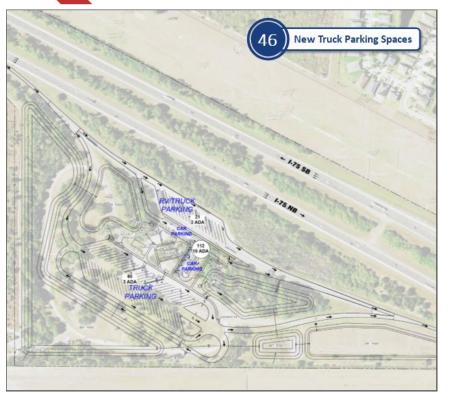
Report locations of freight operational issues in need of improvement. Use the online form at:

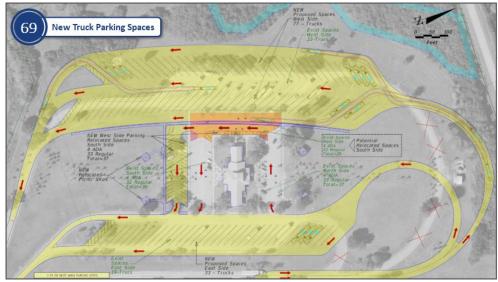
www.tampabayfreight.com/issues





Goods Movement Improvement Projects Truck Parking Capacity Projects





These projects will increase the total truck parking spots in southern Hillsborough County by 115 for a total of 191





Goods Movement Improvement Projects Causeway and US 41 Grade Separation

1 Off-Interstate Freight Bottleneck in District 7

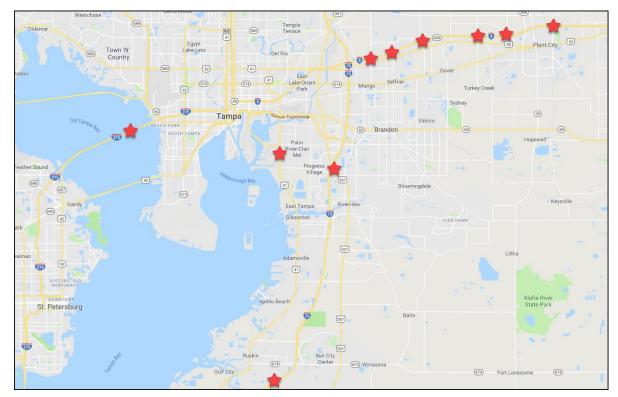
This project will evaluate a rail road grade crossing separation along US 41 over the CSX tracks south of Causeway Blvd.

http://active.fdotd7studies.com/us41/csx-to-sr676





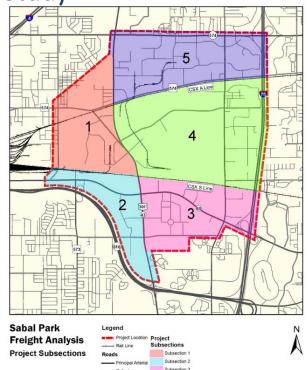
Goods Movement Improvement Projects National Highway Freight Program





Goods Movement Improvement Projects Sabal Park Freight Sub Area Study

- The study area is comprised of 4,300 acres and approximately 9 million square feet of industrial floor space.
- Major commodities shipped/distributed include food products, hardware, furniture, metal castings and chemicals
- Road network includes 76 intersections of which 14 are signalized
- The total number of crashes for 5-years was 2,860 and 186 involved trucks.
- The heaviest traffic is along SR 60 from US 301 to I-75 (42,000 cars/3,500 trucks)
- Internal circulation is adequate but roads are narrow
- Most truck parking is on-site, but shoulder parking was noted reducing travel to a single lane at some locations
- There are 8 at-grade railroad crossings (6 are gated)
- Potential infill/redevelopment includes 26 parcels totaling 334 acres





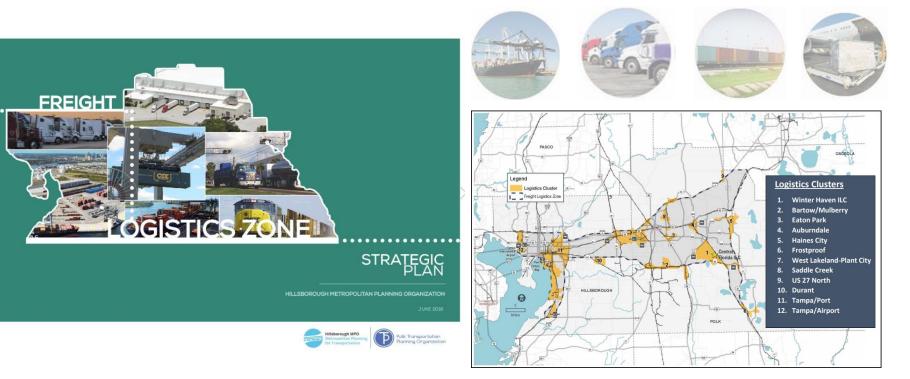
Freight Mobility and Trade Plan

Subsection 4 Subsection 5



FDOT

Partner Projects Hillsborough – Polk Freight Logistics Zone



Partner Projects Port Tampa Bay- Cold Storage Facility





- 130,000 SF (40,000 SM) cold storage facility
- Onsite USDA/CBP inspection and fumigation services
 - FDA Food Modernization Act 2016
- 102 refrigerated container plugs
- Food-grade glycol refrigerant used throughout warehouse area
- Approved by USDA for cold treatment services
- Cross dock container yard connectivity with truck capacity
- Complete supply chain solution
- Adjacent berth with dedicated mobile harbor crane



Partner Projects Port Tampa Bay- Big Bend Channel

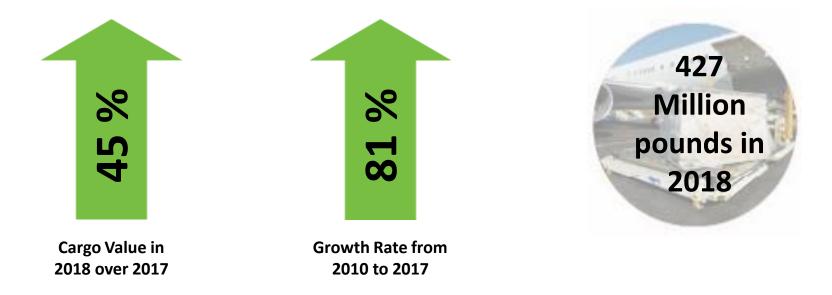
Big Bend – Existing and Future Conditions





Partner Projects Tampa International Airport – Air Cargo Facility

Tampa International Airport has experienced rapid growth in their air cargo operations





LOOKING AHEAD



- Plan for **steady growth** in the District
- Prepare for emerging **urban freight delivery and logistics** trends
- Implement freight operation solutions
- Leverage **Federal and State Programs** to reduce congestion and improve safety
- Forge **new partnerships** to achieve collective goals
- Focus on solutions that **provide the highest value** to our private sector partners



FDOTO & Trade Plan

Regional Freight Forum Series

District 6 June 11, 2019 9AM-12PM

FDOT Miami - Auditorium 1000 NW 111th Avenue, Miami, FL 33172

Forum Objective:

The strategic mission of the Freight and Multimodal Operations (FMO) office is to remove *institutional, infrastructure* and *funding* bottlenecks to build a *well-connected, reliable* and *safe* multimodal network. Input on local needs, issues, and strategies improves the decision-making process and increases transparency to create a robust Freight Mobility and Trade Plan and helps achieve the strategic mission.

Agenda

| 9:00 to 9:10 AM | Welcome to the FMTP Regional Freight Forum Series |
|-------------------|--|
| 9:10 to 9:45 AM | The Statewide Freight Plan Introduce the importance of statewide freight planning and the FDOT freight planning process |
| 9:45 to 10:30 AM | The Regional Perspective Provide freight stakeholder perspective on the issues, challenges, and opportunities related to freight in the District |
| 10:30 to 11:45 AM | Breakout Session Engage participants to examine key regional issues related to freight and summarize participant input |
| 11:45 to 12:00 PM | Concluding Remarks Share next steps for continued collaboration |



- Miami-Dade and Monroe Counties are home to 12.5% of Florida's population
- In 2017, Miami International Airport (MIA) was the #1 U.S. Airport handling International Freight
- PortMiami is the "Cruise Capital of the World"™ with more than 5.5M passengers served in 2018





Our Transportation Infrastructure







State Road Centerline Miles



Fixed and Movable Bridges





Passenger and Freight Rail Lines Public and Private Airports 1

Deepwater Seaport



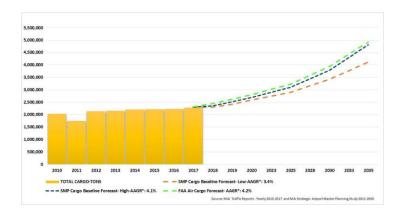






MIA C.O.R.E. Plan

- To support the expected growth in the airport the County has prepared a phased Cargo Optimization, Redevelopment and Expansion (CORE) Plan
- The first phase will demolish obsolete, costly to maintain, facilities and replace them with a new cargo clearance center
- The next phases will redevelop and construct new cargo facilities on existing MIA property and finally to expand facilities on acquired land

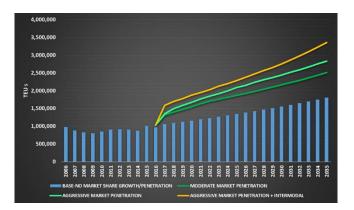


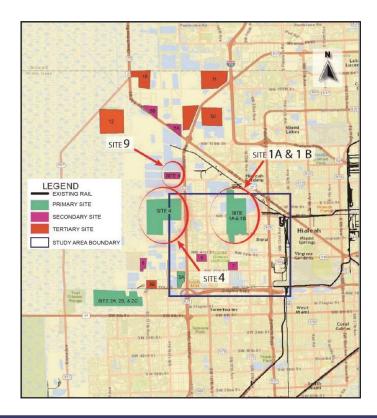




PortMiami Freight Projections

- PortMiami, on the other hand, is landlock and experiencing significant growth in cruise passenger and cargo growth
- The Port is looking into developing an In-land Terminal connected by rail and roads for transload, intermodal, and lay-down facilities

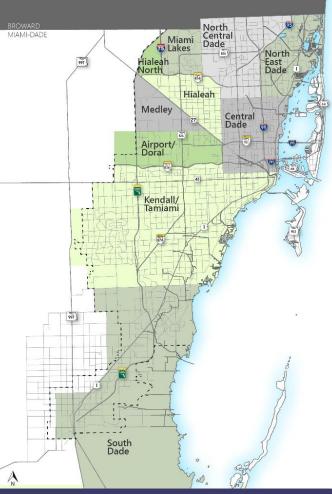






Our Industrial Land Use

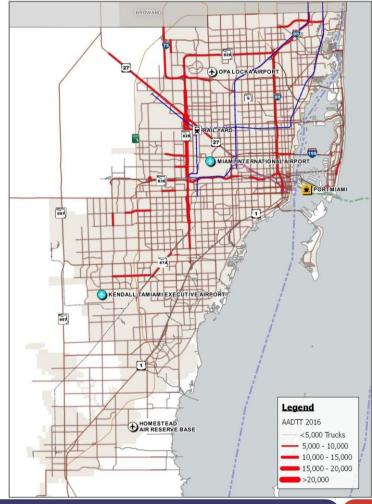
| Submarket | Total Inventory (Sq. Ft.) | Under Construction (Sq. Ft.) | Average Asking Lease Rate (\$/Sq. Ft) |
|-----------------------|---------------------------------|------------------------------------|---|
| Airport/Doral | 59,510,516 | 208,000 | 10.28 |
| Medley | 43,128,546 | 350,000 | 9.10 |
| Central Dade | 38,318,817 | 59,959 | 8.64 |
| North Central Dade | 37,359,688 | 1,666,238 | 8.97 |
| Hialeah | 13,632,107 | 0 | 8.69 |
| Kendall/Tamiami | 12,364,984 | 0 | 11.06 |
| Miami Lakes | 8,355,691 | 724,117 | 9.41 |
| Hialeah North | 2,834,536 | 614,207 | 9.00 |
| South Dade | 4,812,833 | 0 | 10.07 |
| North East Dade | 2,832,607 | 0 | 12.78 |
| Total | 220,315,789 | 3,008,314 | 9.44 |





Main Truck Corridors

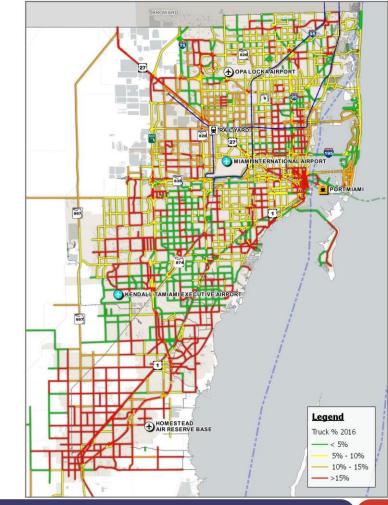
- Corridors with Highest Truck Volumes
 - |-95
 - 1-75
 - 1-195
 - US-27/SR 25/Okeechobee Road
 - SR 821/HEFT
 - SR 924/Gratigny Expressway
 - SR 112/Airport Expressway
 - SR 826/Palmetto Expressway
 - SR 836/Dolphin Expressway
 - SR 874/Don Shula Expressway
 - SR 997/Krome Avenue





Industrial Subareas

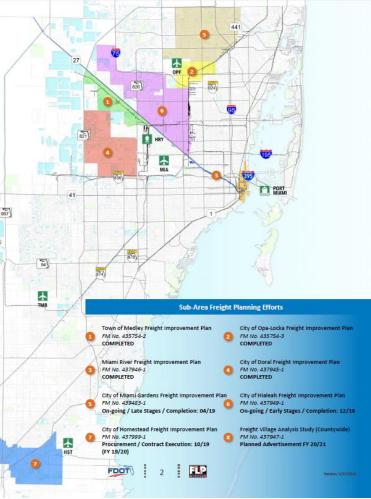
- District 6 has identified the following freight-intensive subareas:
 - Town of Medley
 - City of Opa-Locka
 - Port of Miami River Corridor
 - City of Doral
 - City of Miami Gardens
 - City of Hialeah
 - City of Homestead





Freight Subareas Studies

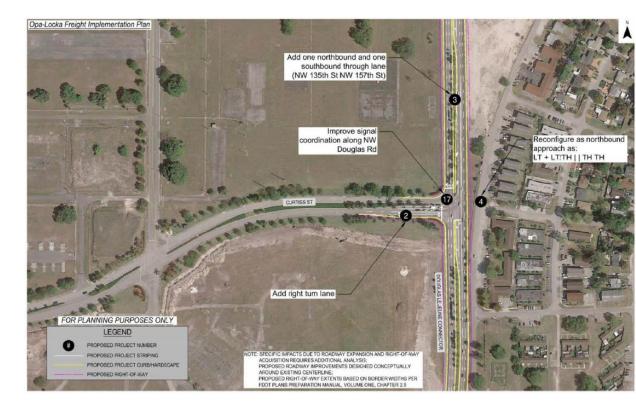
- FDOT has completed 4 Subarea Freight Improvement Studies
- The Hialeah and Homestead Freight Improvement Studies are ongoing
- FDOT plans to perform one additional subarea study to assess the feasibility of a developing a Freight Village in Miami-Dade County
- These studies have resulted in a comprehensive Project Bank of freight-specific and freight-oriented projects





Sample Subarea Projects

- Opa-Locka Subarea
- Douglas/LeJeune Connector Roadway widening to accommodate new Amazon DC and new landside developments on Opa-Locka Airport
- Project includes:
 - New NB Turbo Lane
 - New WB Rigth-Turn Lane Bay
 - Improved signal timing





Sample Subarea Projects

Miami River Subarea

 This study included an evaluation of potential Short Sea Shipping to determine the feasibility of initiating a Container-on-Barge (COB) service between PortMiami and the Port of Miami River







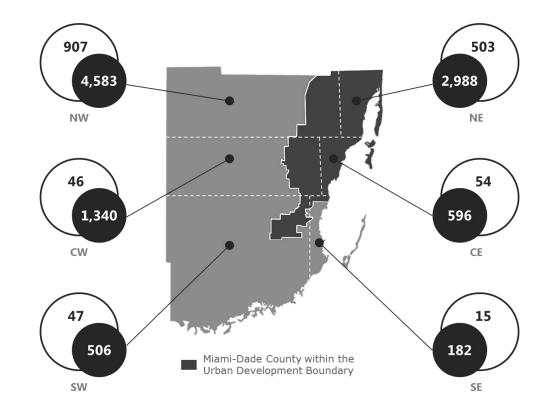


Other Freight Challenges

 Miami-Dade County has a sever shortage of safe, legal, and convenient truck parking facilities



Parking Demand for **INTRASTATE TRIPS**





Truck Parking

- FDOT D6 has conducted
 6 studies to identify and develop truck
 parking facilities
- FDOT is in the development process of preparing to procure design and construction of the Golden Glades Truck Travel Center





Truck Parking

- The Golden Glades Truck Travel Center (GGTTC) will be delivered through an **innovative P3** Agreement
- The center will include unique amenities including:
 - Car Wash **4** Car Lube Shop
 - Laundromat

3

- Truck Repair Shop
- CAT Certified Scale 5
 - 6 Game Room







- Continue to **plan for steady growth** in the District
- **Prepare for emerging** urban freight delivery and logistics **trends**
- Implement truck parking solutions
- Leverage technological trends to reduce congestion and improve safety
- Forge new partnerships to achieve collective goals





FDOTO & Trade Plan

Regional Freight Forum Series

District 4 June 12, 2019 9AM-12PM

FDOT Fort Lauderdale - Manatee Conference Room 3400 West Commercial Boulevard, Ft. Lauderdale, FL 33309

Forum Objective:

The strategic mission of the Freight and Multimodal Operations (FMO) office is to remove *institutional, infrastructure* and *funding* bottlenecks to build a *wellconnected, reliable* and *safe* multimodal network. Input on local needs, issues, and strategies improves the decision-making process and increases transparency to create a robust Freight Mobility and Trade Plan and helps achieve the strategic mission.

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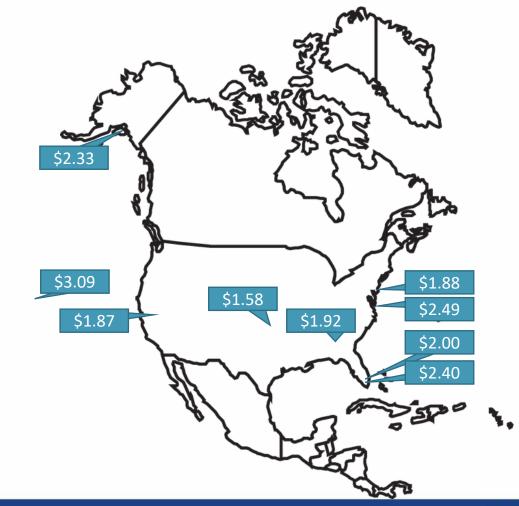


The Regional Perspective



FDOT





FDOT MISSION STATEMENT

The Department will provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.

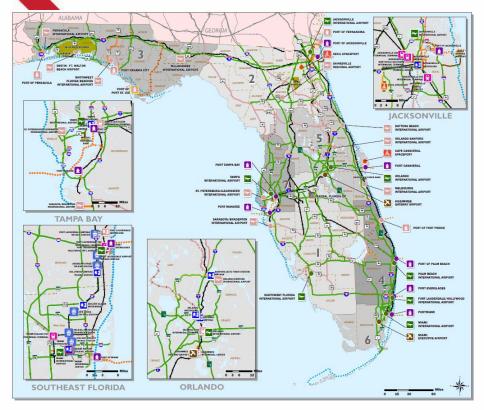


DISTRICT FOUR

3 SEAPORTS 2 COMMERCIAL AIRPORTS Economic Supportive Infrastructure \circ 3,000+ SIS Highway miles **3 RAILROADS**



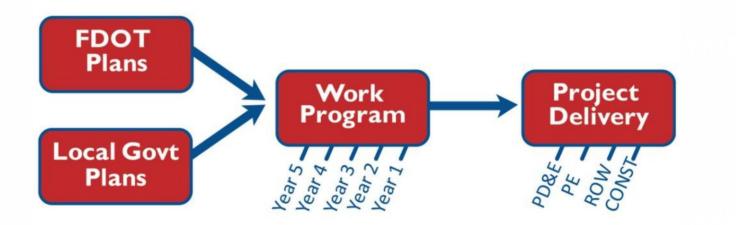
D4 SIS NETWORK







VALUE OF A FREIGHT PLAN





FREIGHT PROJECTS

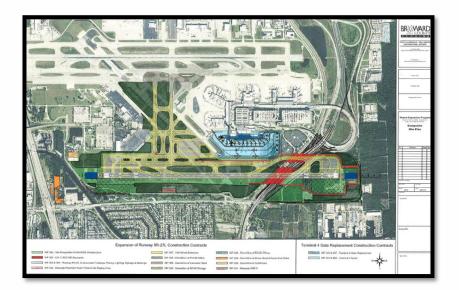






FREIGHT PROJECTS





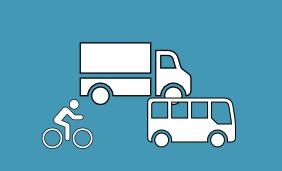






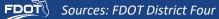


FREIGHT PROJECTS

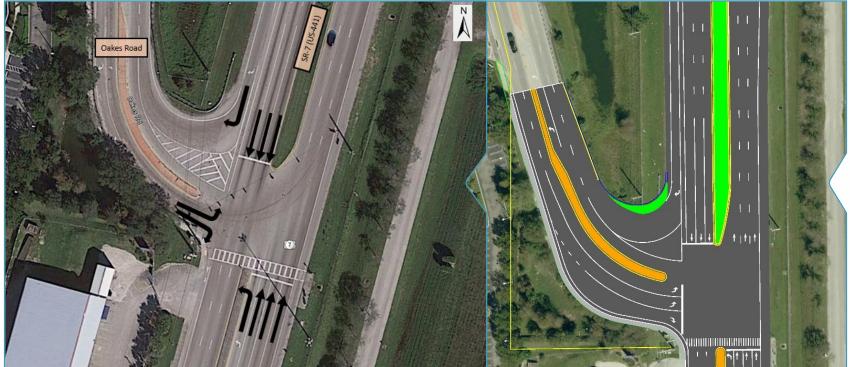


US 441 @ OAKES ROAD













PROJECTS/INITIATIVES

Tallahasse

PLANNING

DISTRICT 2

Jacksonville

(DISTRICT 5)

DISTRICT 1

(Daytona)

DISTRICT 4

Ft. Lauderdale

DISTRICT 6)

Orlando

75

DISTRICT

- US 41 FRAME
- Central Florida Autonomous Vehicle (AV) Proving Ground 2

DISTRICT 3

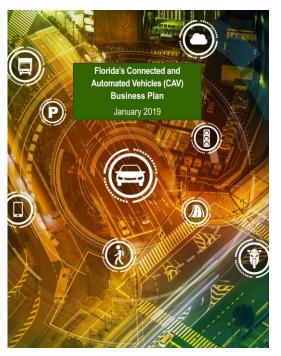
- Driver Assistive Trucking Platooning (DATP) Pilot 3
- Pinellas County Signal Phase and Timing (SPaT) 4
- Managing the Unexpected Every Day Broward County 5
 - US 1 Keys COAST 6

DESIGN/IMPLEMENTATION

- I-75 Florida's Regional Advanced Mobility Elements (FRAME) Gainesville 1
 - I-75 Florida's Regional Advanced Mobility Elements (FRAME) Ocala 2
 - Florida's Turnpike Enterprise (FTE) SunTrax 3
 - Gainesville Autobus 4
 - Gainesville Bike and Pedestrian Safety 5
 - City of Orlando Greenway/Pedestrian Safety 6
 - SR 434 Connected Vehicle Deployment 7
 - Downtown Tampa Autonomous Transit 8
 - Orlando Smart Community 2017 ATCMTD 9
 - Voyage at The Villages 10
- Implementing Solutions from Transportation Research and Evaluation of
 - Emerging Technologies (I-STREET)
 - Gainesville Signal Phase and Timing (SPaT) Trapezium 12

OPERATIONAL

- US 90 SPaT Tallahassee 1
- Osceola County Connected Vehicle Signals 2
- Tampa Hillsborough Expressway Authority (THEA) Connected Vehicle Pilot 3



DISTRICT FOUR STUDIES

D4 TRUCK PARKING STUDY

D4 TRUCK SAFETY HOT SPOT ANALYSIS

FREIGHT FLUIDITY STUDY

STAKEHOLDER ENGAGEMENT





Hours of Service Impacts

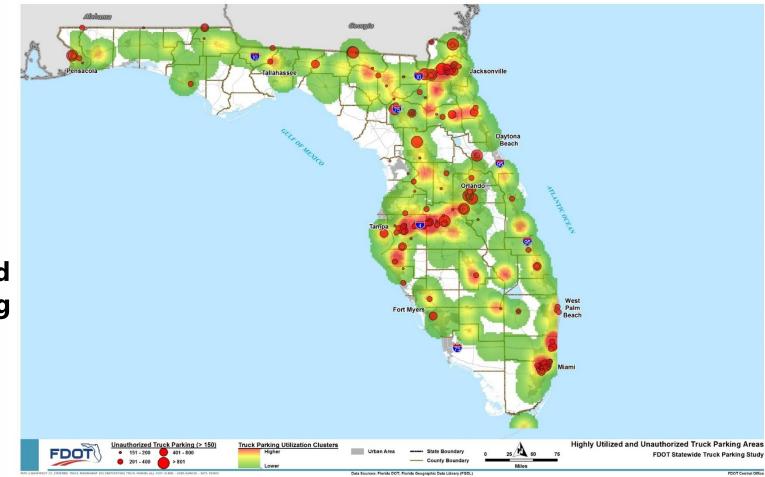
Accurate Data Samples

Supply Chain Footprint

Last Mile Connectivity





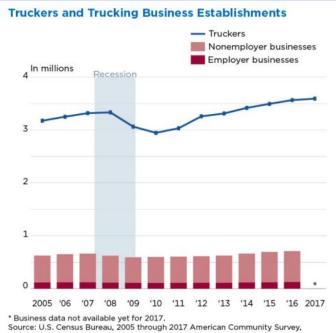


Highly utilized and unauthorized truck parking areas

FDOT Source: FDOT Central Office, Transportation Data and Analytics Office

How are we represented in the numbers?

FDOŤ



Source: U.S. Census Bureau, 2005 through 2017 American Community Sur 2005 through 2016 County Business Patterns and Nonemployer Statistics.

EMPLOYMENT

LAND AREA

Source: US Census Bureau, America Keeps on Truckin', June 2019

D4 Truck Parking Phase 2



3 Business Models



Lease Platforms



Private Ownership



Public Ownership



SUPPLY CHAIN FOOTPRINT

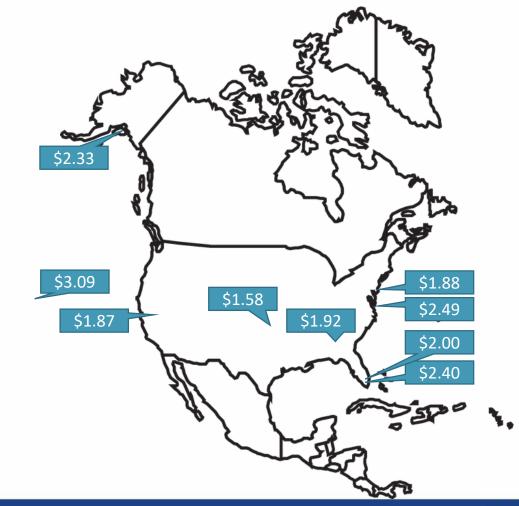


LAST MILE DELIVERY











APPENDIX B: Breakout Session Notes & Live Polling Results





Regional Freight Forum Breakout Session Notes

Live Polling Results & Breakout Group Conversation Topics



How can we improve freight mobility?







Freight Mobility and Trade Plan

CHALLENGES/ISSUES

- Signalization/Limited Access Freight Corridors: delivery/pick-ups are a long ways from the
 interstate, and there is too much signalization. Trucks have to constantly stop and go,
 worsening congestion. There is a lack of limited access freight corridors which help with
 connectivity. Protect some corridors from access/signals for efficient freight movement
 because right now there are too many competing interests.
- Regulations: ELDs are hampering trucking drivers who have to turn service faster. There is nowhere to park. Could use staging areas near distribution centers. This could be something that is built into upcoming projects.
- Intermodal Facilities: Connectivity between modal facilities is vital for emergencies/evacuations. There is an increasing need for more rail-to-truck transfer stations and staging locations to facilitate the interconnections between highway, rail, and ports. Currently, Port of Pensacola is being used in part as a transfer point. There is an increasing need for more distribution centers to help focus on movement of domestic freight. Also need to maintain rail head access for military bases and connections to GIWW for fuel shipping
- Collaboration: TPOs all need to be on the same page -> regional above local. There is also a need for better awareness of who to call for permitting or other help at FDOT or other governmental agencies.
- Marketing: There is a need to better market freight options for the Gulf Intracoastal Waterway (GIWW), as this is a declining use. Port of St. Joe/Gulf Coast ships can cut travel time by coming through these ports instead of going around to Jax/Savannah.
- Urban/Rural Divide: There is a need to better attract industry to rural areas.
- Labor Force: There is a need to better develop the skilled labor force in partnership with educational institutions. Salary is climbing as the need for drivers grows should the industry be more flexible to accommodate different lifestyles and perhaps target younger drivers?
- Land Use: Conflicts between land use/freight/transportation need more specific codes? There is conflicting development and inappropriate surrounding land uses. Surrounding land use is changing around the Port of Pensacola as downtown revival continues. However, Port of Pensacola vision plan has been finalized to retain the port as a viable function.

TECHNOLOGY

- Public/Private Sector: Private sector moves faster than public sector when it comes to technology
- Fuel: LNG and CNG powered trucking plan to attract supply to the region; Florida doesn't need to fall behind. In 2020 ships have to use cleaner fuel (LNG); this won't be an issue for the larger, richer ports, but not all ports have the resources for an easy switch. Need to think ahead about storage of this fuel, identify alternative fuel corridors, and look at the resiliency





of the fueling and network support system. Also, electronic fleets are arriving – need to embrace and advance the technology including skilled workforce to support – with that, there is a need to provide more electric vehicle fueling stations, including EV stations for trucks, along with CNG facilities; Provide service for natural gas capabilities for ships

- Autonomous vehicles: truck platooning; need to plan for the intermediate future between fully human and fully AV trucking- will we take an iterative approach? We need to be planning for AV now if Florida wants to be progressive, since it's not yet market driven. Conduct more truck automation studies.
- Data: there is so much data, but we need to figure what to use and how to use it. One thing we see is changing travel patterns personal trips are down and truck traffic is up; -put data out there for developers/optimization
- Truck-only lanes: Truck only lanes and/or flex lanes could help with distribution patters
- Block-chain: need help in coordinating logistics
- Weigh Stations: Need to upgrade all weigh stations to weigh-in-motion

NEEDS

- Funding: Need better state-wide support in funding freight needs
- Parking: beaches tourism is up but there's not enough parking
- Congestion: protect 77 as a reliever for 271
- Labor Force: Bayline reducing workforce does this mean longer trains?
- "Dysfunction Junction" needs siding
- Highway-Rail Grade Separation: need grade-separations; plan ahead when looking into new projects.
- Ports: plan for deeper water we are at 36 ft now, but we want to get to 40 ft.
- Military/Coordination: better coordination between planning agency and military there is a lot of military traffic in the region -a civilian contact might be more constant. Also need a rail head for military use.
- Disaster/Resiliency: Emergency short term support; after an emergency, commutes change drastically with no signalization, companies leave and don't return, prices go up. Resiliency need to shorten the time of post-disaster bounce-back; Need to remember lessons learned from emergencies need for a multimodal recovery plan with distribution of fuel post-disaster; SR 20. Focus on resiliency of distribution system to rebound after hurricanes. Need a multi-modal recovery plan for distribution of goods and fuel, post-disaster
- Prioritization: It would be helpful to have an economic impact analysis of prioritized projects and a mechanism to better track priorities; smart traffic technologies prioritize corridors and flows

OPPORTUNITIES





Collaboration: SR 20, Suncoast, MCORES task force – everyone on board – more efficient, direct connections; Suncoast highway could reroute ¼ of trucks; build eastern bypass around Crestview – there are 40,000 vehicles going north, and 40,000 going south.

- Limited Access: build limited access frontage roads
- First-Last Mile Connectivity: protect last-mile connections
- Airports: The airports are doing well and expanding with more flights increased capacity to Bob Sachs airport
- Funding: State \$\$ has really helped the ports through matching, more opportunities with BUILD grants and leaning in one trillion dollar opportunities; Leverage gas/sales tax with the department
- Labor force: Promote cross-sector freight jobs, training younger people and re-training existing workforce; Find ways to retain our local talent to support local needs and opportunities
- Ports: Develop the inland ports and intermodal logistics centers; Leverage our ports for partnership opportunities with Latin American region
- Rail: Recognize that not all freight is containerized
- Timber: Maintain timber shipping routes and facilities
- Empty Backhaul: Better examine how to reduce empty backhaul





DISTRICT 1









CHALLENGES/ISSUES

- Regulations: The federal regulations that are on truck drivers are burdensome. Regulatory demands are not in sync with current industry demands due to wait times at shipper/receiver facilities. Truck drivers are waiting to load/unload at distribution centers and those hours are counting against them.
- Bottlenecks/Congestion: Not only congestion from number of vehicles on the road but also the mix of types of vehicles on the road snowbird population may not be as comfortable driving around trucks, so there are added safety challenges there.
- Accidents/Fatalities/Litigation: US 27 is a major trucking route (called Death Row/Road) it's a high fatality corridor. The truck industry faces big issues when it comes to litigation of these accidents/deaths, including time and financial burdens. What was a \$300 fender bender bumper accident 5 years ago is now a \$3000 bumper with 18 different pieces of technology/sensors, etc. There are a lot of ads on the road that say "we are with you sue the trucking companies accidents are initially assumed to be the fault of the commercial truck driver- so litigation is a big deal for the industry, driving up insurance costs as well.
- Truck Only Lanes: Discussed truck only bypasses; trucks have separate entrances and exits into city centers. Another suggestion is dynamic tolling, including for tolling facilities that might practice "reverse dynamic tolling," to incentivize use the lanes for a longer distance.
- Land Use: Development patterns have allowed a lot of access to US 27 which perpetuates the safety challenges
- Rail is slower and doesn't work as well for LTL (perishable goods). The rail industry where stacked trains are replacing box cars easier to load. Lack of rail infrastructure. Challenges on the business side. Competition with passenger rail competing priorities.
- Law Enforcement: Local law enforcement feels like it's the state's job to enforce moving violations for trucks, but the state law enforcement is stretched very thin.

NEEDS

• Communication: need to do a better job between public sector and private industry – bringing everyone to the table and being transparent about why you're here, what we're doing with your feedback, etc. The private sector runs on a quarterly basis. Big infrastructure plans look well into the future.

OPPORTUNITIES

• Collaboration: Collaboration between modes (intermodal) – to present a comprehensive approach to industry and to the import business – once it comes to the port, we have these railway and trucking opportunities. This will help us be more marketable as a state. Offer to bigger partners.





• Amazon: New announcement at the Lakeland airport for Amazon Air – good opportunity for PPPs (truck facilities, etc.)

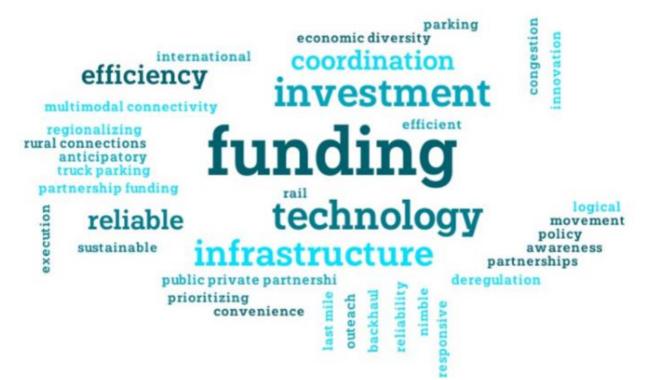
TECHNOLOGY

- Truck Tech: new trucks are being equipped with all sorts of technology (lane departure indicators, dash cams, collision avoidance, etc.) and truck drivers are learning how to use them for safety
- Automation/Platooning: very difficult to know where we'll be in 20, 30 years. Communication is key here again.
- Education/Awareness: discussed driver's licenses for general public, and how to educate personal vehicle drivers to understand commercial vehicle dynamics including for short-haul trucks













CHALLENGES/ISSUES

- Congestion: Consumer expectations with same day or next-day delivery of Amazon– there
 are segments of the movement chain that are not responsive to a 24-hour model. People
 don't want to work around the clock. For example, Port tenants not open 24/7, congestion
 caused when shipments line up waiting for open hours, also need security to be open.
 Tenants set hours and all the ports are governed differently. Also, non-freight drivers' texting
 causing more accidents affecting trucks and congestion.
- Regulation: HOS, ELDs heighten the truck parking issue. Federal laws don't allow 18-21 year old truckers to travel inter-state
- Land Use: Land use and zoning surrounding air and seaports. Truck parking/container storage the price of land, especially at Ports, is too high to use for parking
- Ports: Inland ports not maximized. Cost of transportation vs. cost to lease in Jacksonville not worth tradeoff.
- Rail: Lack of rail infrastructure and a challenge to work with the railroads, primarily Class 1 RRs. There is an inactive switch in Lake City between NFS and CSX.
- Labor Force: There is a driver shortage in the trucking industry, but also a Diesel mechanic shortage which can be as difficult as driver shortage
- Intermodal Connectivity: Lack of reliability of intermodal connectivity
- International competitiveness
- Rural/Urban Divide: Rural areas are often forgotten there is a lack of capacity, infrastructure, reliable technology, and funding
- Empty Backhaul: Empty truck backhaul is an economic issue.
- Perception: Citizens think that freight is a necessary evil.

NEEDS

- Urban/Rural Divide: robust internet connectivity, especially in rural areas
- Truck Parking: additional truck parking
- Economic Competitiveness: plans need to include economic competitiveness element
- Collaboration: constant collaboration with freight industry
- Coordination: business coordination with infrastructure and industry
- Ports: protect the efficiency of seaport throughput
- Intersection improvements
- Highway-Rail Grade Separations
- Long-term planning
- Industry Champions: Who are our freight state champions? FLFAC only does so much need more stakeholders.

OPPORTUNITIES





Justin discussed recent efforts to notify freight community of construction and lane closures 30 – 45 days ahead of time. Example: Hecksher Drive by the port, advance notification resulted in only a couple of trucks having to turn around.

Freight Mobility and Trade Plan

- Truck Only Lanes: We lose money trying to mix tourism with freight on the roads there is an opportunity for truck only lanes with express lands on the inside
- Law Enforcement: more Florida Highway Patrol monitoring fewer accidents means less congestion
- Collaboration: an opportunity for improving relationships between neighboring states and harmonization maybe create a regional 511 system?
- Partnerships: PPPs for truck parking, with operating agreements and transparent bidding processes
- Ports: Inland ports are an opportunity. Why aren't developers taking advantage of inland ports? People don't know about them, especially investors who come from other states. When you look at an analysis of labor, cost, and transportation, you see that Jacksonville already has comparatively low lease rates, so it makes sense to locate in the city. Also the more rural areas lack resources including broadband.
- Intermodal Connectivity: multimodal hubs
- Empty Backhaul: Opportunity to geo-tag containers to fill up empty trucks leaving the state
- Urban/Rural Divide: Technology can level the playing field for all
- Labor Force: education empowerment UNF will start a Master's program in Trade & Logistics. Educate the freight forwarders on international trade procedures/forms.
- Automation: automation can improve economic competitiveness
- Fuel: providing additional infrastructure for alternative fuel stations
- Perception: improve FDOT image via the DFCs and FLFAC; Leverage our state executive leadership

TECHNOLOGY

- Data: People demand knowledge (where is my package, when is it coming), and companies need that data to operate. There is a need for better ways of communicating mode to mode. There are also challenges with information manipulation.
- Regulations: ELDs are for safety but they are sometimes a hindrance
- Danger: Texting and driving is an issue
- Money: The trucker's biggest expenditure is technology
- Network/Connectivity: FDOT could look into creating a secured network for AVs need to start planning for 5G/fiber/broadband issues, and untraditional freight movement (Uber Freight) while remaining secure; use 5G as a transportation asset
- Agriculture: The agriculture industry is growing quickly with technology.
- Truck Parking: TPAS
- Artificial Intelligence: AI is predicting customer orders





• Fuel: alternative fuel (CNG for short haul and electric for longer haul), marine LNG

- Data: FDOT could reach out to big companies like Walmart to look at data traffic flow data could be more accessible live monitoring could show out of the norm occurrences and alert to 511. Data should also be shared at a regional level (which is already happening with 511 and is working well)
- Truck Parking: There are barriers to parking at weigh stations; could use shared staging areas
- Labor Force/Perception: partnering with schools to explore freight opportunities need for a talent pool of mechanics and drivers start offering certifications in high schools and work to change the perception of truck driving













CHALLENGES/ISSUES

- Truck Parking: Truck parking is number one issue in the district. Volusia, Seminole, Orange, and Osceola counties are especially affected and feel the pains of truck parking daily. There has been progress on notices and signs, but need for smaller, more localized parking. Drivers may hit their time limit in a place without designated parking, so what are their alternatives?
- Congestion: Congestion along the primary highway and trucking corridors I-95, I-4, and I-75. These same corridors move the masses (residential and visitor), as well as freight. There is lots of unpredictability. Incident management – every 9 days I-75 shuts down. How to get the message out for alternate routes? How to engage with the owners of the alternate routes to plan? What routes will work for big trucks with size needs?
- Development: The nature of some of the counties like Volusia and Flagler being passthrough places, now their intestates are becoming hubs and activity/development that wasn't happening before is a new challenge. How can we be proactive on the east coast (along I-95 corridor) to be prepared for increasing freight?
- Land Use: Consistency in land use planning/lack of land use compatibility often times it's challenging for DOT to plan ahead when the zoning and land use changes without notice (example at 524 Brevard was zoned for a mixed use shopping center and then was rezoned and a Walmart distribution center was built, changing things significantly). Local changes must be communicated upward regarding land use and zoning to help everyone plan. Mitigating community impacts becomes a challenge based on how things are being entitled and how things are currently zoned based on local government policies. Another example is in Orlando when an Amazon distribution center came and built 1Million Sq Ft and all the residential entitlements wanted to change over to 12,3, and C3. Land use compatibility, strategic preservation and separation must be examined (but outside DOT's realm more of a local issue)
- First and last mile connectivity: sprawling land use, connectivity in the urban centers/access for all modes and safety for all modes– how to serve major deliveries in those areas? The geometries are already set, the environment has already been built. Trucks are getting bigger, issues with retrofitting areas to fit constraints.
- Rail: Investment in rail infrastructure, specifically passenger rail; potential for additional bypasses and implications for truck traffic coming into urban areas; modal shift might be a challenge for this district given the multimodal investments and operations here. Port Canaveral doesn't have direct rail connectivity
- Municipal freight restrictions: positive routing versus restrictive routing (pros and cons); balancing community impacts while delivering the goods

NEEDS





- Funding: Need more money and to spend the money that exists more wisely. Need to redesignate the National Highway Freight Network as part of the FMTP update. It is MetroPlan's opinion that D5 is inadequately being represented on the urban freight corridors, and that we should be more competitive for discretionary and formula based fund. Currently seeking reallocation for a more equitable share of those miles. Looking at the number of visitors (500,000 on a daily basis, at least) – that population surge has implications for how we can serve those activity centers.
- Truck only corridors
- Innovation: need for more innovative solutions more off-hour freight studies (might not work for every industry, but for some), alternative delivery systems for the last-mile (can purchase individual routes through amazon)
- Oversize loads: especially for the space industry on the cape. Trucks are bringing in rockets that are enormous. Other power industries have similar challenges elsewhere with wind turbines, steam and gas turbines, etc.

OPPORTUNITIES

- Data sharing: freight is proprietary information and the public doesn't need to know everything, but there is an opportunity to have more communication about future plans and operations.
- Attract Manufacturing Industry: Florida is a consumer state; how can we attract more manufacturing and have a more balanced import/export ratio? There's a high percentage of freight traveling south in the state and a lot of empty freight containers traveling north.
- Rapid fulfillment: e-commerce is coming and there are challenges and opportunities with it.
- Ports: there is an opportunity for a centralized seaport council Florida has 14 deepwater seaports with different councils so the share is being divided up.
- Freight Story: opportunity to tell our freight story there is a magical mystery of separation between the goods and what's on the shelf that people don't know

TECHNOLOGY

- Fuel: Charging stations/power for trucks as we are future-proofing not necessarily building them, but making sure the utilities and infrastructure is there for if/when it happens when the market is ready for both amenities and for when trucks are totally electric; Currently trucks idle all night at Lake Mary solutions to let trucks plug in to amenities overnight. Alternative fuels the last FMTP focused heavily on liquefied natural gas too much emphasis on that in the last plan, especially as it related to project scoring.
- Truck Parking: Expanding TPAS to let private facilities/commercial areas
- Labor Force: Technology may be what changes the game as far as getting the younger generation interested in trucking again (what used to be a lucrative career is now seen quite differently)





- Automated Vehicles: When, where, how. Truck platooning Pelaton demonstration on the turnpike – looking into studies on the benefits of it
- Signalization: Freight signal priority on designated freight coordination.

- District Freight Coordinators: Florida is the only state that has DFC. Engage them to stay more informed. Designate a freight industry ambassador to help with that public/private sector divide. Law enforcement should be involved in conversation to understand what trends and issues they are seeing.
- Public/Private Sector: It's not that hard to bring the public sector together (as we are doing for the freight forums), but the ones that matter most to the discussion are the hardest to bring in. It's the people who are actually moving the boxes.
 - Florida Trucking Association
 - o Owner Operator Independent Driver Association
 - Have a regular feedback loop through the FMTP with these organizations (MADDOG station)
- Engagement: Engaging the Freight industry is challenging because of the perception that
 they have their own issues and they shouldn't be bothered with lots of smaller issues; maybe
 there could be a more cohesive approach to engaging with them from the public sector.
 Come together as different public entities and engage in a way that makes the private
 sector comfortable in a two way conversation from the public side, let them know that
 your function is to provide a system for you to operate on what do you need that to look
 like? Here's what we could use from you, and here's how we could help you. How do smaller
 MPOs know how to engage with economic development side and freight/private industry?
- Collaboration: Work with Georgia and other regional partners to see how we can cut modal shift





DISTRICT 7









CHALLENGES/ISSUES

- Funding: Funding for local needs, and getting matching dollars
- Bottlenecks/Congestion: Lack of reliability
- First and Last Mile Connectivity: last-mile connection to ports (i.e. pipeline)
- Labor Force: aging truckers, smaller workforce
- Planning: timelines for planning are different for planners vs. industry
- Community: challenges with balancing freight and communities. There is community concern for expanding infrastructure need to build community and understanding as even more freight and deliveries are happening. The community wishes to convert 275 to a boulevard.
- Land Use Conflicts: inherent conflicts for complete streets (turning radius, design guidelines, etc)
- Big Dogs: in order to be transformational, need to talk to the big players (Walmart, Amazon, etc). What are THEY doing? They adapt or die. They are the only ones ahead of the curve.
- Collaboration: Incentive collaboration for land use -public, private, local, regional
- Development: local development is focused on residential development, which squeezes down room for industrial areas – need for stricter zoning control. There are a lack of impact fees on development. Also, for smaller communities trying to spur growth, there are challenges in right of way and building with freight in mind – need to look at the land development code
- Public/Private Divide: driverless vehicles are moving faster in the freight industry than for the public
- Routing Optimization: smaller companies don't have the resources or time for routing
 optimization which is huge for efficiency. It's necessary to invest in this rather than
 infrastructure somehow give the software used by the Fortune 500 companies to the small
 mom and pops to help those businesses, helping everyone. Could the state hire consultants
 to develop optimization software to give to small businesses?
- Site Selection: Site selection is another challenge, as industries choose sites that are cheap and don't have the infrastructure for freight and increase travel times

NEEDS

- Funding; more funding and local/regional/state funding transparency
- Capacity and access: Low clearance at Skyway Bridge; Accommodate future LNG ships and needed height
- Congestion: in this region we need to add 30 mins to an hour trip at peak times a potential solution could be mini urban staging areas – we could help the private sector deploy solutions
- Complete streets guidelines that relate to freight





- Impact fees
- More planning and inter-agency coordination; a more redundant resiliency plan
- Balance between new tech and established methods
- Road maintenance

OPPORTUNITIES

- Labor Force: freight generates a lot of jobs and pays fairly well
- Collaboration: opportunities to engage with the private sector on both ends of project discussions
- Education: opportunity to educated decision-makers and community members on the importance of freight
- Truck Only Lanes: MCORES could provide freight specific lanes
- Funding: a more robust SIS Quick Fix program; use public service announcements to highlight improvements and where the money is being invested
- Capacity: technology can improve driving style, leading to more narrow lanes, which leads to more capacity; Room for sidewalk capacity enhancement for robot deliveries easier to visualize in a suburban setting, although you would need urban staging in suburban area
- Perception: Improve the branding of DFCs currently there is good connection between the DFCs and MPOACs

- Overall, Florida collaboration is working well and the Logistics Study is a good example
- Local agencies could work with school boards and EOCs for pre-disaster preparation
- Always have the DFCs at the table
- Attend state industry/association events
- Larger companies are already having conversations with the right groups, but again, smaller companies with fewer resources can't always get the right people at the table. Education/information is necessary for smaller businesses and public/government officials











CHALLENGES/ISSUES

- Congestion/Reliability: Density of South Florida, combined with amount of construction/lane closures, leads to severe congestion. There is a lack of dedicated lanes for freight – could think about a reversible center lane or off-peak deliveries? The mix of traffic types is unsafe. There is also an issue of curbside congestion from Uber.
- Perception: There is a lack of general understanding about freight, and a negative perception of freight vehicles. Similar in the construction industry. Freight identity is a challenge.
- Truck Parking: Lack of truck parking and staging areas
- At-grade rail: there are so many crossings there is lots of queuing across tracks
- Aging infrastructure, particularly rail lines
- Long-term planning
- Safety and security
- Balancing imports/exports
- Workforce: decreasing number of skilled employees in the industry, and an issue of housing affordability for the freight workforce
- Regulations: Hours of Service
- Balancing security and mobility
- Ex-urban
- Current land use & building designs to accommodate freight use
- Protectionism leads to international trade issues
- Lack of capacity at seaport to accommodate post-Panamax TEUs

NEEDS

- Resilience/adaptability
- Tech/Data: Smart, connected roadways; 5G network; Cargo-intelligence; datasharing/integration; More owner/operator and last-mile data; RFID
- Peak hour priority for freight
- Partnerships with the private sector provide incentives
- Make ports more efficient, per acreage
- TSMO improvement for truck flow
- Truck parking
- Improvements along US27
- Education: for planners on freight needs
- Prioritization: of short vs. long term solutions
- Congestion: Reduction of lane congestion to improve the flow of trucks trucks need to get to and from the port 3x a day to meet their target.

OPPORTUNITIES





 Increase public transportation investments to get people off the road – we need to be having holistic conversations

Freight Mobility and Trade Plan

- First-Mile/Last-Mile: Make the "long-mile" autonomous instead of the "first-mile/last-mile" trips
- Use network/GIS to reduce empty backhaul
- Identify drone corridors/infrastructure
- Shared economy
- Blockchain for customs, or all state operations on blockchain
- Resiliency, especially for emergencies
- Rail: Raised rail infrastructure there needs to be an incentive to use rail beyond the increase in oil prices
- There are opportunities to put more freight on barges and get trucks off the road
- Provide the infrastructure for CAVs
- Embrace smart cities

COLLABORATION

- Work with the Trade & Logistics Committee
- Public sector should engage the private sector, and show that the private sector is leading the way
- Use DFCs
- Show results
- Leverage steering committees
- DOT and local government can help each other share local and state knowledge
- EIAs to showcase why truck parking facilities are beneficial
- Leverage collaboration between agencies for: mobility improvement, container tracking, additional trucking facilities, data integration, and timely and accurate information
- Leverage collaboration between public agencies and private sector to: share data, understand infrastructure needs, remove bottlenecks, improve land use, develop innovative pilot projects, and to provide up to date and accurate information

TECHNOLOGY

- E-Commerce
- CAVs
- ATMS
- Truck sharing (Ryder pilot program)

TRENDS

- Automation at warehouses, including vehicles
- Cost of doing business has increased and smaller trucks in urban core











CHALLENGES/ISSUES

- Reliability: lack of reliability on transportation time, often due to congestion; even public transportation isn't reliable. Automation systems aren't necessarily reliable either.
- Enforcement: Getting a driver's license is too easy, too much distracted driving
- Connectivity: to hubs/access to mobility
- Rail Crossings: FEC has more crossings in FL than any other state crossings (at-grade) inhibit freight movement
- Rail: Funding/political will is not there to lay new rail track; Class I railroads are competing CSX prefers to move freight from Chicago to Orlando rather than from the Florida ports to Orlando
- Workforce: Labor force availability education and automation will be the gamechangers
- Prioritization: Lack of prioritization for freight policy both projects and funding
- Education: Lack of government planner education on freight and general communication with the public. There is a disconnect of freight in the development of complete streets.
- Truck Parking/Perception: Municipal hostility toward trucking/truck drivers regulatory oversight
- Underutilized sitings along the SFRTA corridor
- Delivery to the urban core (i.e. Las Olas, Downtown)
- Land development code/zoning
- Funding: capital improvements

NEEDS

- Truck parking: use of park and ride facilities, convention centers, malls, schools, and stadiums to accommodate
- Multi-modal connectivity
- Flexible regulation (i.e. local ordinances)
- Use of airport land for freight (SoFlo is a pharmacy hub)
- Preparation for truck-platooning
- Inland ports
- WAZE for the freight industry
- A common platform for public-private communication

WHAT'S CHANGED IN THE LAST 10 YEARS?

• District Freight Coordinators have taken effect since the last plan and have helped tremendously





- Passenger Rail has gained popularity and has brought attention to all rail types, which is good and bad – a lot of negative press, negative perceptions, and scrutiny. It has also led to congestion from mixing of rail types
- Legislation has made big advances in automation
- Freight vs people which should be on the road?
- Expanding manage lanes
- Dedicated truck lanes could lead to seamless mobility you could create a third corridor in South Florida for freight only juncture at SR80 and US 27
- Modeling our transportation system scenario planning is happening, but it needs to be more widespread. There is a freight gap in our planning education.
- E-commerce has led to land use challenges. With it come opportunities, especially in parking demand. Infill with residential, retail experience, transit destinations, etc.
- AV could add more congestion (VMT)

OPPORTUNITIES

- Empty Backhaul: Cheap movement out of state
- Converting infrastructure for freight could be a shared fleet system
- Use technology to attract the younger workforce
- Use long-mile automation instead of first mile/last mile automation
- Intermodal facilities and inland ports create jobs
- FL didn't end up benefiting from the Panama Canal expansion as much as we thought, but Texas benefitted a lot. There is opportunity to find land around the lake.
- Ports all have different ownership; opportunity to bridge gaps?
- Just north or south of Orlando would be ideal for an ILC form partnerships with local government
- ITS
- Data: Collect GPS data to track flow of trucks; the state can provide value to the industry via TSMO data; Data for curb space, last-mile
- Improving the driving culture of shared drivers
- Educate the community about freight

Тесн

- Signalization: who gets priority?
- Size of trucks is constrained by street geometry what happens with further densification?
- Urban design opportunity for delivery areas
- Receivers drive a lot of the industry very tight windows to get things on their shelves
- Platooning
- Tandem trucks





• CAVs

- For projects, set aside money for mitigation. Also focus on goals what are the positives of this project?
- MCORES task forces huge opportunity for collaboration at the front end of these projects
- Think about economic development and jobs
- Have more consistent advisory committees
- Industry use conveners like the chamber of commerce who brings industry in but the industry MUST SEE RESULTS for them to want to sit at the table with the public sector
- Push freight mobility in conversation focus on quality of life and services that are provided to you voters need to be informed.
- Outreach: FDOT needs to go to each airport/seaport/government official and private industry representative; collaborate with the Office of Energy and the electric power industry; Work with the Owner Operators Association
- DFCs and MPOs continue to work together





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