



FMTP24
FREIGHT MOBILITY AND TRADE PLAN

FLORIDA'S FREIGHT MOBILITY & TRADE PLAN

Regional Freight Forum Series
District 6 – June 29, 2023



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

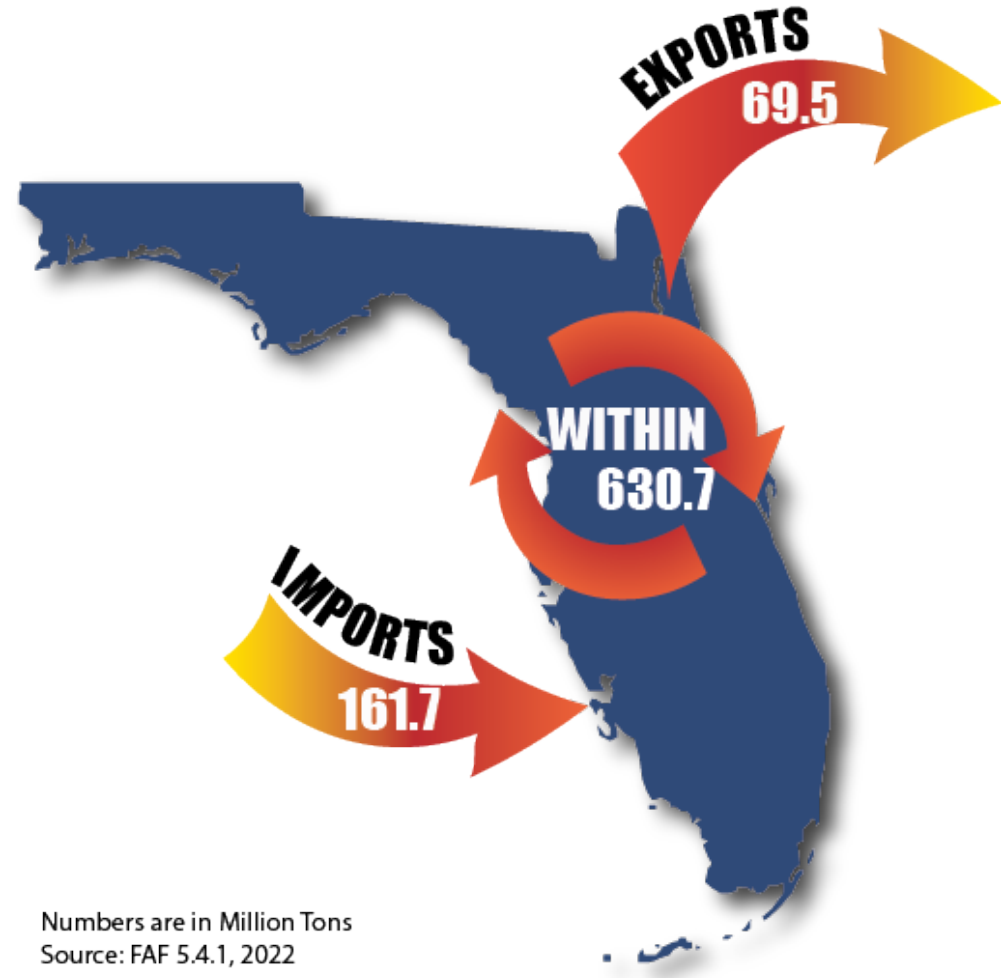
AGENDA

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



Numbers are in Million Tons
Source: FAF 5.4.1, 2022

Why Plan for Freight?

Purpose

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

Characteristics

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

Cohesion

- 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?

- A comprehensive plan that focuses on the movement of goods in, out, and around Florida
- Identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in the state
- Required to receive funding under the National Highway Freight Program



A Brief History

2012

MAP-21 established national freight policy and goals and a formal national freight network. Florida's House Bill 599 directed the State to create a freight plan.

2013/14

Florida published its first Statewide Freight Plan



2015

The FAST Act created a National Multimodal Freight Network and dedicated freight funding through the National Highway Freight Program.

2017

A freight office was established within FDOT.

2020

Florida published its second FMTP.



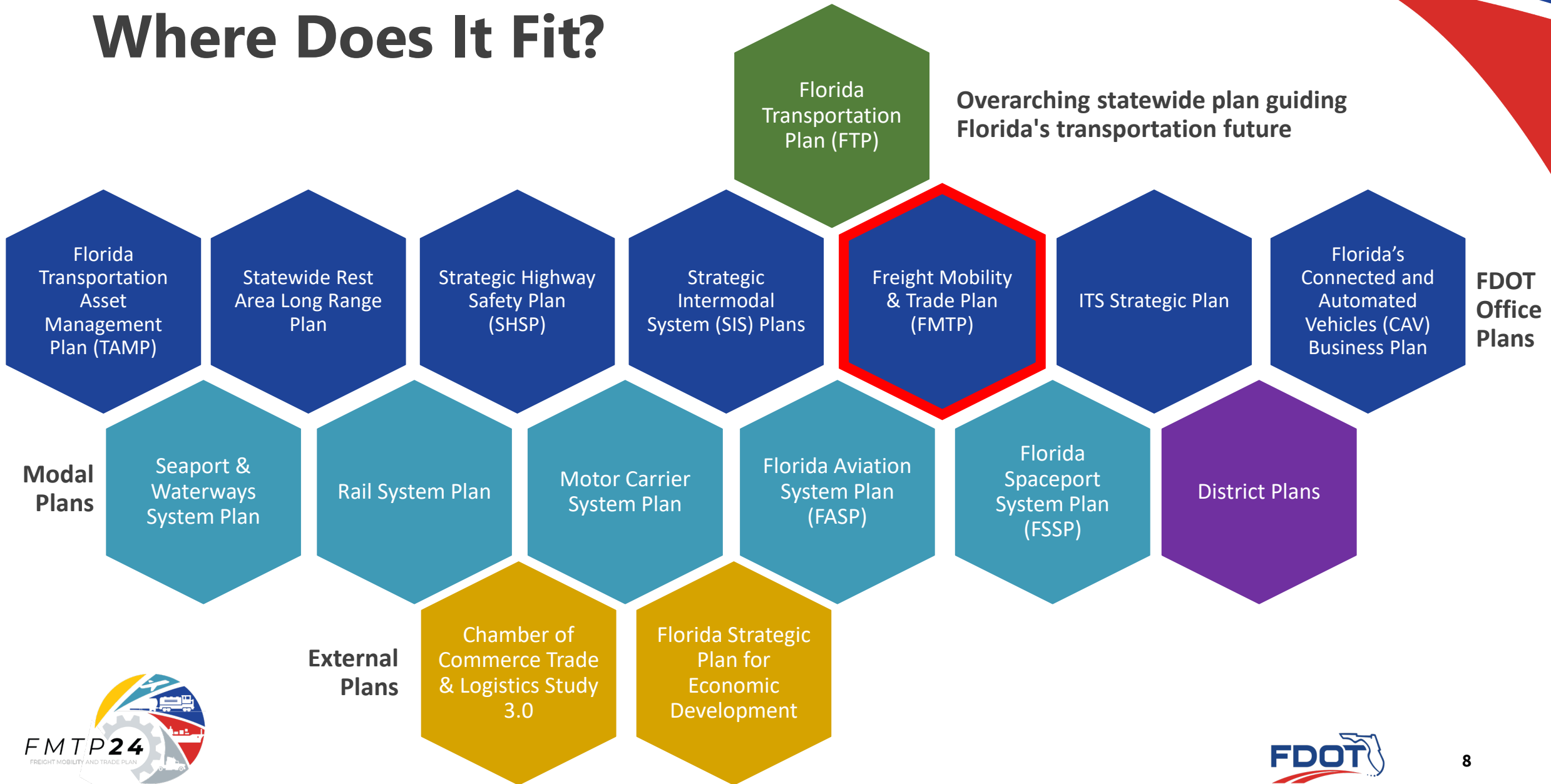
2021

The IIJA was passed, creating the opportunity for substantial investments in freight infrastructure.

2023

FDOT is working on Florida's third Statewide Freight Plan.

Where Does It Fit?



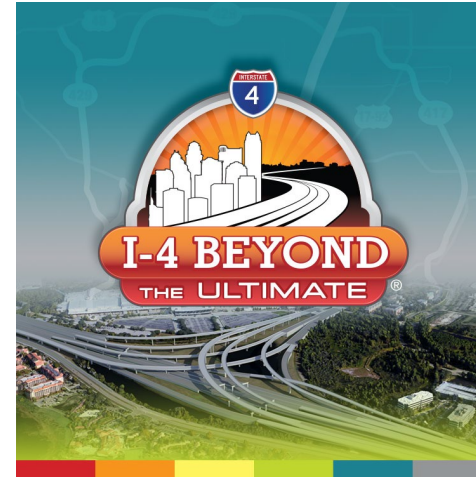
Who Benefits, and How?

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



National Highway Freight Program (NHFP)

- The FMTP helps to determine which projects submitted from around the state will receive funding from the NHFP
- Expected funding amount per FY is ~\$65M
 - Totals finalized in yearly approval process
- This does not increase with the IJA

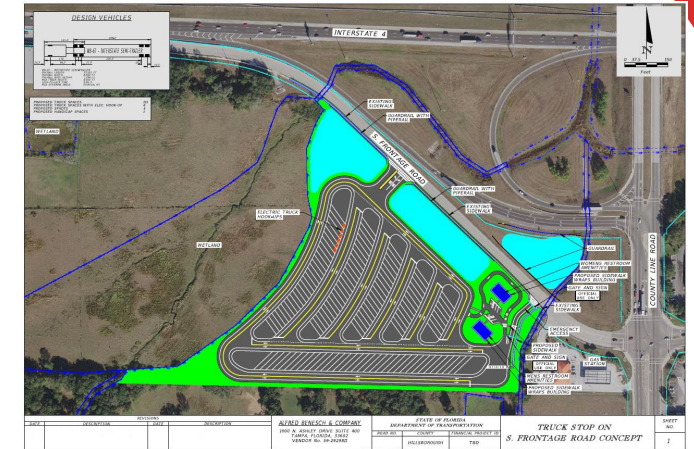


Title:

SR 400 (I-4) 1 Mile of SR 434 to E of SR 15/600 (US17/92) 242592-4 (I-4 Beyond the Ultimate)

NHFP Funds:

\$15,000,000



Title:

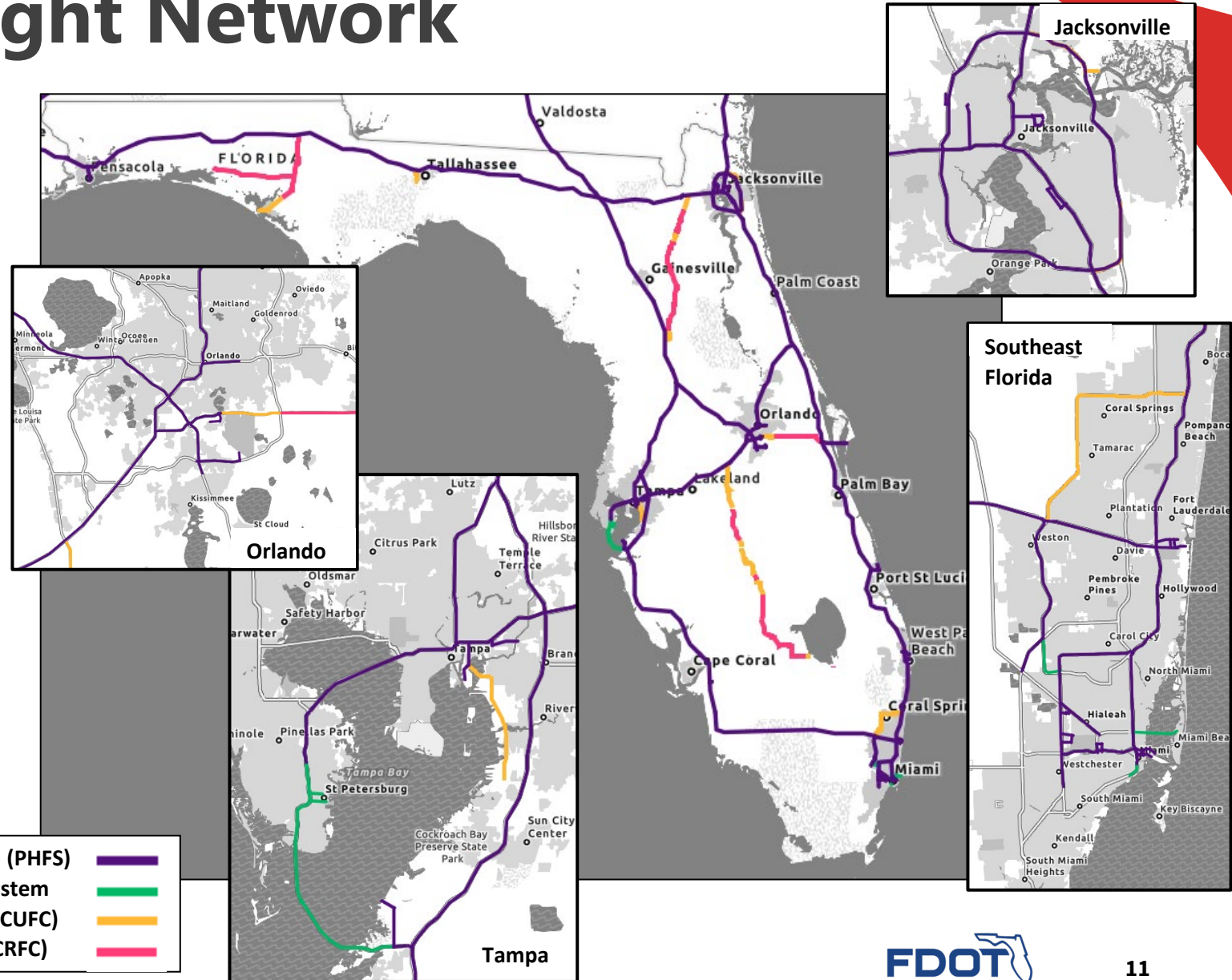
I-4 Truck Parking Facility 448698-1-52-01

NHFP Funds:

\$1,311,404

Relation to the Freight Network

- The National Highway Freight Network (NHFN) helps strategically direct resources toward improved system performance for efficient movement of freight on highways
- Projects submitted for NHFP funding must be on the NHFN or prove that they benefit the NHFN



The 2020 FMTP

8 Technical Memorandums

- TM 1: Policies & Strategies
- TM 2: Systems & Assets
- TM 3: Conditions & Performance
- TM 4: Trends
 - Scenario Planning
- TM 5: Needs & Issues
 - SWOT Analysis
- TM 6: Prioritization & Selection
- **TM 7: Investment & Improvement**
 - Funding
- TM 8: Implementation



10 Chapter Visual Plan

- Chapter 1: Approach
- Chapter 2: Outreach
- Chapter 3: Assets & Conditions
- Chapter 4: Trends
- Chapter 5: Issues & Needs
- Chapter 6: Scenario Planning
- Chapter 7: Prioritization
- Chapter 8: Investment
- Chapter 9: Recommendations
- Chapter 10: Implementation

Updated annually

2020 Objectives



- 1 Leverage multisource data and technology to improve freight system safety and security
- 2 Create a more resilient multimodal freight system
- 3 Ensure the Florida freight system is in a state of good repair
- 4 Drive innovation to reduce congestion, bottlenecks and improve travel time reliability
- 5 Remove institutional, policy and funding bottlenecks to improve operational efficiencies and reduce costs in supply chains
- 6 Improve last mile connectivity for all freight modes
- 7 Continue to forge partnerships between the public and private sectors to improve trade and logistics
- 8 Capitalize on emerging freight trends to promote economic development
- 9 Increase freight-related regional and local transportation planning and land use coordination
- 10 Promote and support the shift to alternatively fueled freight vehicles



Changes Since Last Plan

- Modal Development Office transition
- The COVID-19 pandemic and the challenges with the global supply chain
- New federal requirements & funding through the IJA
- A new group of FLFAC members
- A new Florida Transportation Plan
- New FDOT focus areas



BIL Changes to Freight Planning



Increases investment in multimodal freight infrastructure

- More formula dollars
- New and enhanced competitive programs



Strengthens policy and programming that guide investments

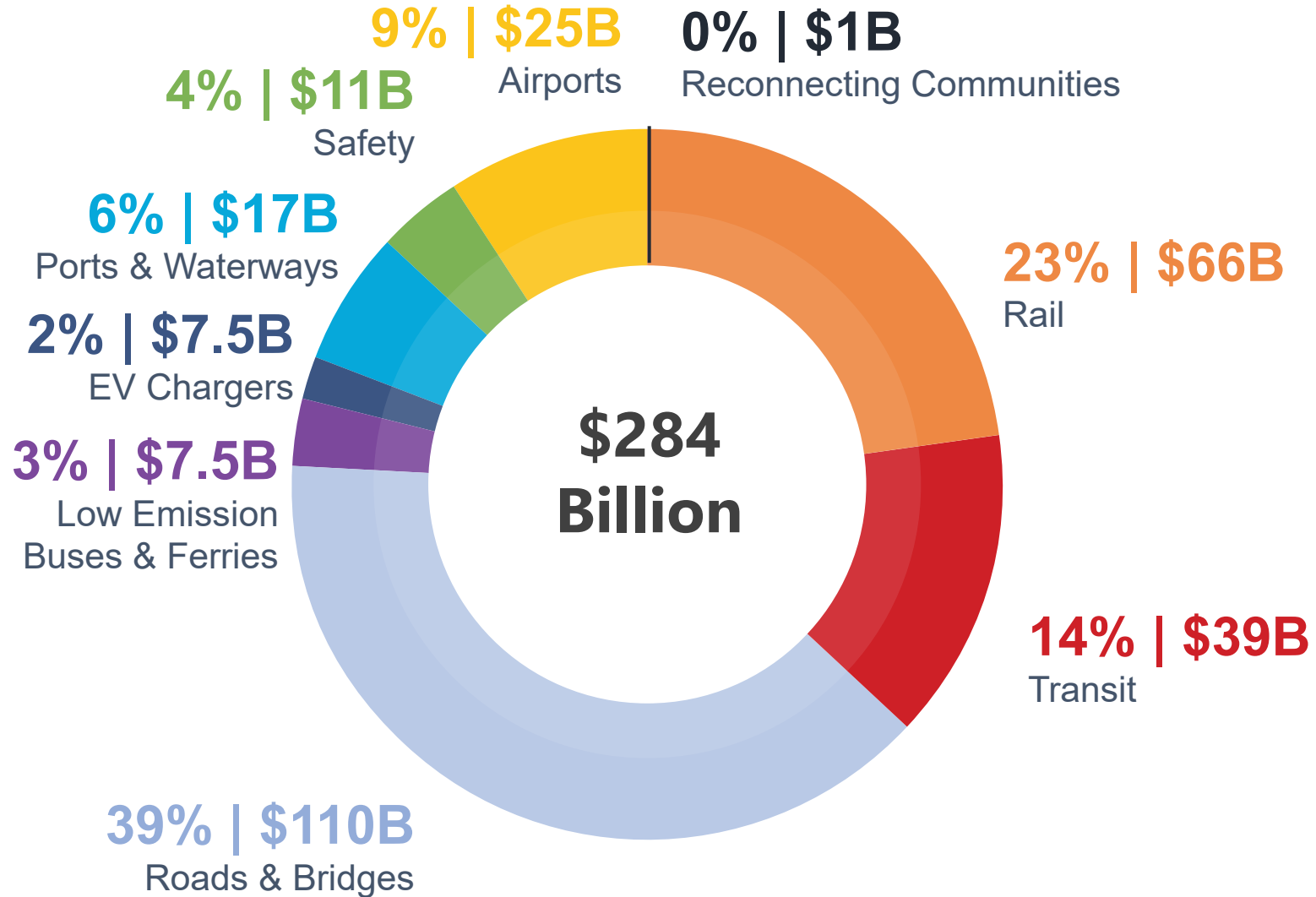
- Expanded eligibility
- Increases critical freight corridors



Establishes Office of Multimodal Freight Infrastructure and Policy within USDOT



New Transportation Investments (Nationally)



Freight Funding Opportunities in IIJA

PROGRAMS	TYPE	FUNDED AMOUNT
National Highway Freight Program	Formula	\$7.2 Billion
National Infrastructure Project Assistance Program ("Mega-projects") (NEW)	Competitive	\$5 Billion
INFRA Program	Competitive	\$8 Billion
RAISE Program	Competitive	\$7.5 Billion
Reduction of Truck Emissions at Port Facilities Program (NEW)	Competitive	\$400 Million

New State Freight Plan Requirements

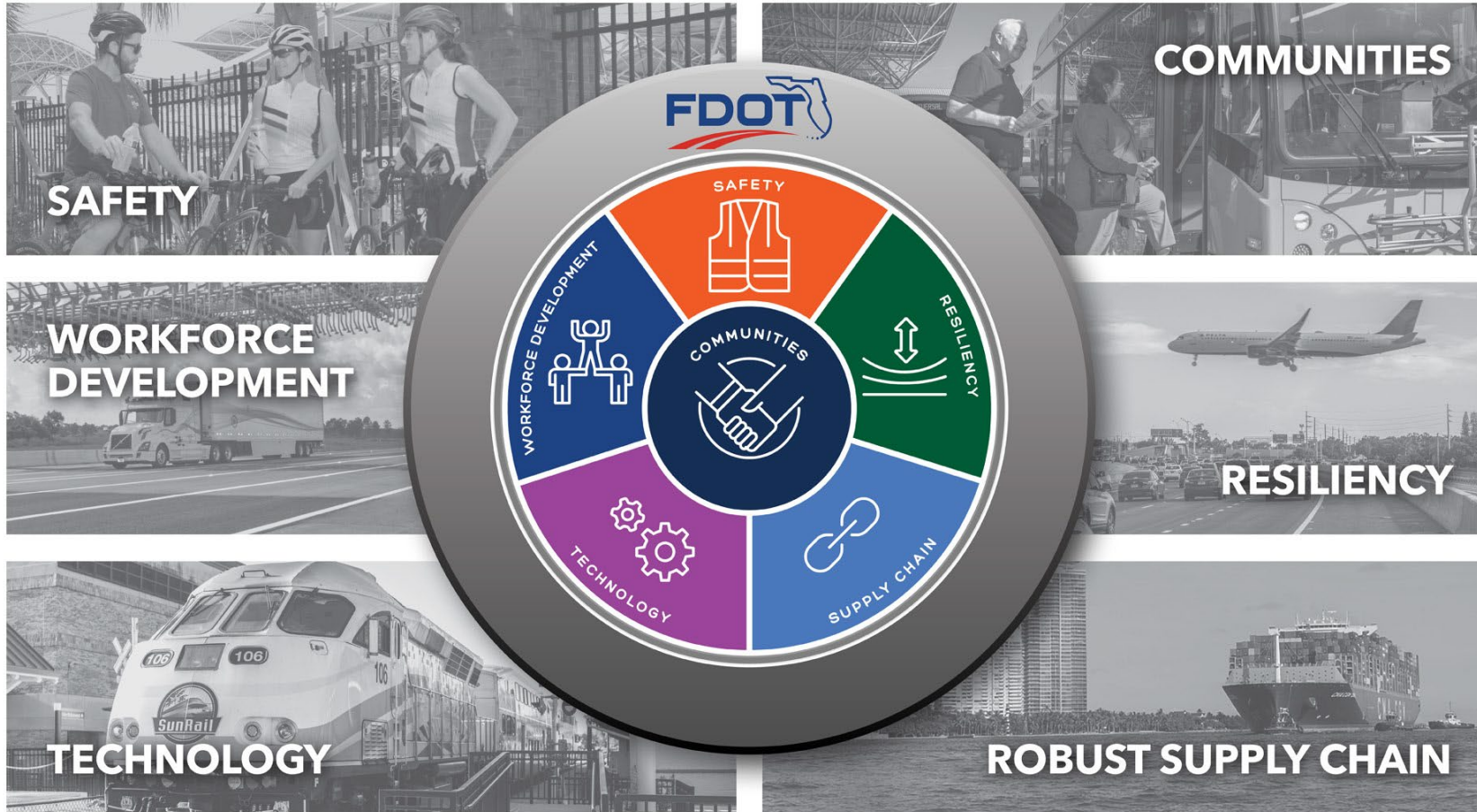
- Must be updated every four years instead of five
- Must include:
 - Supply chain cargo flows
 - Inventory of commercial ports
 - Impacts of e-commerce on freight infrastructure
 - Consideration of military freight
 - Assessment of truck parking facilities in the state
 - Strategies and goals to decrease:
 - The severity of impacts of extreme weather and natural disasters on freight mobility
 - The impacts of freight movement on local air pollution
 - The impacts of freight movement on flooding and stormwater runoff
 - The impacts of freight movement on wildlife habitat loss

FMTP24 Plan Themes

- Innovative**
 - Make data available and interactive
 - Leverage industry best practices & FDOT efforts
- Visual**
 - Incorporate new office branding with a fresh look
 - Build on modular approach to remain concise & digestible
- Strategic**
 - Capture the true freight needs of the state
 - Align projects with funding (both discretionary & grant programs)
- Relevant**
 - Focus areas:
 - Supply chain
 - Resiliency
 - E-commerce
 - Truck parking



FDOT Focus Areas

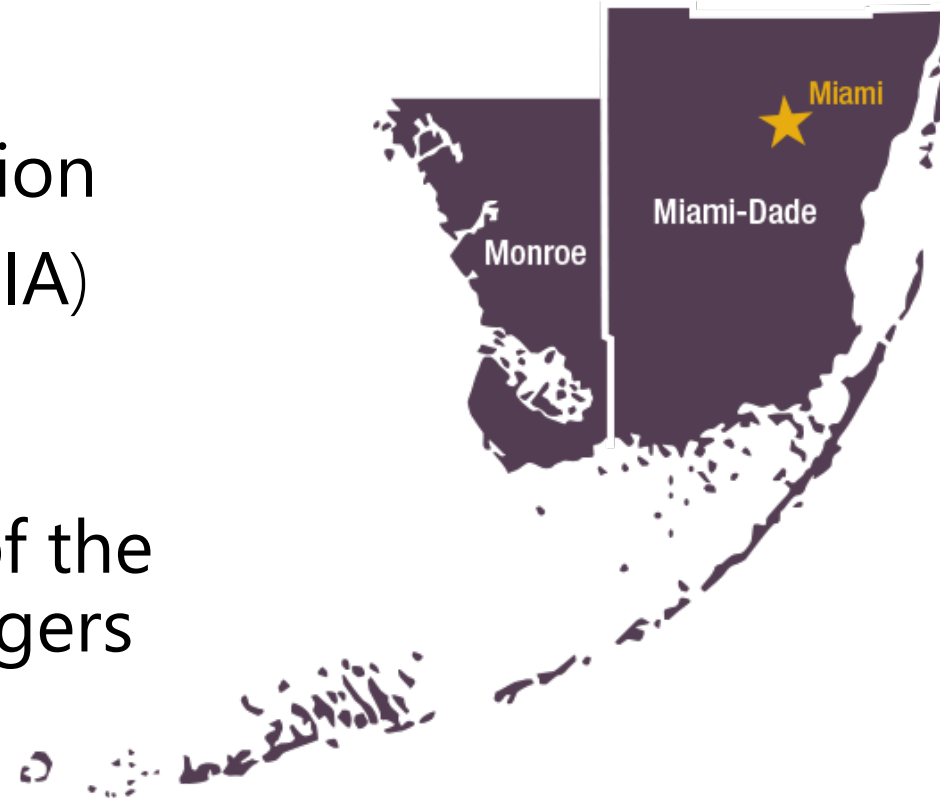


REGIONAL PERSPECTIVE

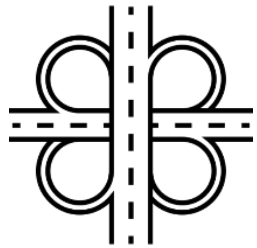


District Six

- Miami-Dade and Monroe Counties are home to 8% of Florida's population
- In 2022, Miami International Airport (MIA) was the **#8 Airport in the world** handling International Freight
- PortMiami is the "Cruise Capital of the World"[™] with more than 4M passengers served in 2018



Our Transportation Infrastructure



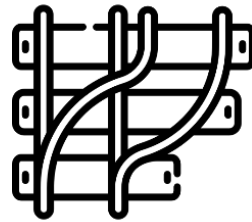
699.9

State Road
Centerline
Miles



469

Fixed and
Movable
Bridges



5

Passenger and
Freight Rail
Lines



7

Public and
Private
Airports



1

Deepwater
Seaport

Main **Truck Corridors**

- Corridors with Highest Truck Volumes
 - I-95
 - I-75
 - I-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 Sub-Areas

- District 6 identified the following freight-intensive sub-areas:
 - 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
 - Monroe County



Freight Sub-Area Studies

- District 6 has completed all Sub-area Freight Improvement Studies and is finalizing a Monroe county Freight Study
- District 6 plans to perform one additional Freight Study that will be countywide and look at various type of improvements we can make to our sub-areas. This will be known as our Freight Village Countywide Analysis of Miami-Dade County
- These studies have resulted in a comprehensive Project Bank of freight-specific and freight-oriented projects



Freight Village Countywide Analysis

Provide

Provide an updated profile of the state of freight and logistics in District Six in terms of transportation assets, demand and usage, and programmed improvements.

Describe

Describe the policy, regulatory, and funding framework for freight planning.

Characterize

Characterize history, emerging, and anticipated trends driving freight and logistics activity.

Examine

Examine various freight modal system components as to their resources, current funding, performance, needs outlook, shortfalls, and options and strategies for addressing future requirements.

Devise

Devise potential solutions to identified needs, not just for infrastructure projects, but more broadly in terms of strategies and innovations to meet expected demand and mitigate current shortfalls.

Develop

Develop a project bank of freight infrastructure projects, prioritized based on how effectively each project meets existing and future freight transportation.

Truck Parking

- FDOT completed a Miami-Dade County Truck Parking supply and demand Master Plan in 2022. The objectives were:
- Evaluate truck parking supply and needs for Miami-Dade County
- Focus on the regional, short-haul truck flows that drive parking demand in South Florida.
- Performed an inventory of existing legal and illegal truck parking supply within the County
- Forecasted truck parking demand for 2045
- Coordinated with stakeholders to get support for parcel development



Truck Parking

- **Challenges**

- Increased use of industrial lands for development of distribution centers –less remaining for truck parking
- Increasing Land values limit truck parking development
- Overflow of truck parking from busy industrial facilities results in unauthorized parking

- **Opportunities**

- County designated lands outside UDB
- Shared use truck parking
- Real-time Truck Parking Availability Systems



Truck Parking

- In addition to the truck parking supply and demand analysis, it was recommended that District Six continues addressing the goal of the Master Plan by conducting Part 2, the Site Feasibility Analysis. The Site Feasibility Analysis will determine and develop a project bank of feasible brownfields, industrial, and vacant parcels that could be developed as truck parking facilities. Study should be completed in Fall 2023, with implementation of a Truck Parking site starting in FY 25



Freight Federal Funding Opportunities



- USDOT has announced FY 2023-2024 MPDG Notice of Funding Opportunity that can be found [here](#).
- The MPDG NOFO is a combined opportunity for three programs- INFRA, Mega, and Rural Surface Transportation grant programs. This NOFO also combines funding for the 2023 and 2024 rounds. Therefore, more than \$5.5 billion is available.

Freight Federal Funding Opportunities

- **\$1.8 billion for the National Infrastructure Project Assistance (Mega) program:** The Mega program supports large, complex projects that are difficult to fund by other means and are likely to generate national or regional economic, mobility, or safety benefits. Eligible projects could include highway, bridge, freight, port, passenger rail, and public transportation projects of national or regional significance. Per the law, 50 percent of funds are available for projects above \$500 million in total cost, and 50 percent are available for projects between \$100 million and \$500 million in total cost.
- **\$3.1 billion for the Infrastructure for Rebuilding America (INFRA) program:** The INFRA program awards competitive grants to multimodal freight and highway projects of national or regional significance to improve the safety, accessibility, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. Eligible projects will improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate supply chain bottlenecks and improve critical freight movements.
- **\$675 million for the Rural Surface Transportation Grant (Rural) program:** The Rural program supports projects that improve and expand our nation's surface transportation infrastructure in rural areas in order to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life. Eligible projects for Rural grants include highway, bridge, and tunnel projects that help improve freight, safety, and provide or increase access to agricultural, commercial, energy, or transportation facilities that support the economy of a rural area. 90% of rural funding must be awarded in \$25 million or greater amounts.

Freight Federal Funding Opportunities

- The application deadline is August 21, 2023, at 11:59pm EDT on grants.gov.
- More information can be found at <https://www.transportation.gov>
- Contact MPDGrants@dot.gov if there are any questions.

Freight Federal Funding Opportunities

- **National Coalition on Truck Parking annual meeting in September:**
 - **US DOT Secretary Buttigieg: *“We owe our truckers a safe place to rest – not just because it’s the right thing to do and not only because it’s going to save drivers’ time and money, but because everyone is better off when truckers can do their jobs to the best of their abilities.”***
- **Truck Parking Safety Improvement Act provides over \$750 million for trucking parking projects, focus on expanding capacity.**
 - **Bipartisan bill introduced in U.S. House (H.R. 2367) and Senate (S.1034)**
 - **H.R. 2367 passed House T&I Committee with broad bipartisan support, awaiting floor consideration**
 - **Coalition members: American Highway Users Alliance, ATA, Institute for Safer Trucking, NASTC, NMA, NTTCC, TIA, TCA**

LOOKING AHEAD

- 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





BREAKOUT SESSION



Go to
www.menti.com

Code
7552 8500



Breakout Instructions

- Break up into smaller groups
- Small group facilitated discussions on:
 - Biggest regional issues
 - Potential solutions
 - Strategies to address issues/achieve objectives
- Group leader from each breakout group will report on the group discussions

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

CONCLUDING REMARKS



FMTP Stakeholders/Outreach

	Florida Freight Advisory Committee (FLFAC)	Project Advisory Committee (PAC)	Regional Freight Forums	Public Comment
WHO	A representative cross-section of public and private sector freight stakeholders	Members from relevant FDOT Offices and District Freight Coordinators (DFCs)	Members of the public and freight stakeholders	Members of the public and freight stakeholders
WHAT	Advise on freight-related priorities, issues, projects, and funding needs; Promote the sharing of information between the private/public sectors	Provide project oversight and guidance; Share best practices and lessons learned	Help identify statewide or District-specific freight trends, challenges, needs, and solutions	Ensure the plan appropriately captures public input

Next Steps

May 2023

FMTTP Kickoff

June 2023

Regional Freight
Forums

**October
2023**

PAC 3 Meeting

**February
2024**

Submit to FHWA
for approval

**May
2023**

PAC 1
Meeting

**July
2023**

PAC 2
Meeting &
FLFAC
Meeting

**December
2023**

PAC 4 Meeting
& FLFAC
Meeting



Other Ways to Provide Input

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



Freight Coordinators

District 1 | Bartow

Amanda Tyner

Amanda.Tyner@dot.state.fl.us

District 2 | Lake City

Hunter Livingston

Hunter.Livingston@dot.state.fl.us

District 3 | Chipley

Ray Corbitt

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District 4 | Ft. Lauderdale

Justin Stroh

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District 5 | DeLand

Sarah Van Gundy

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District 6 | Miami

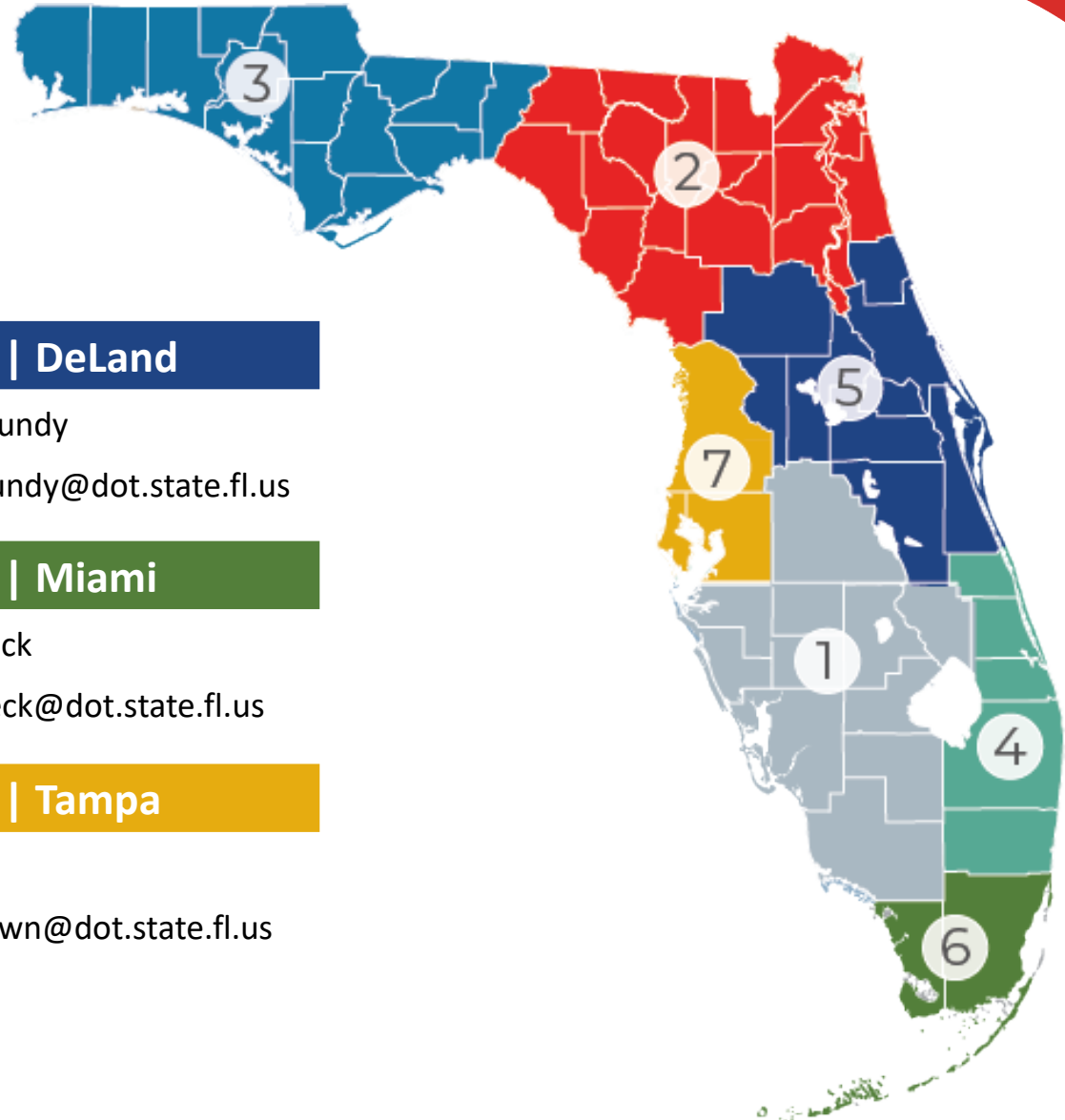
Daniel Lameck

Daniel.Lameck@dot.state.fl.us

District 7 | Tampa

Mike Brown

Michael.Brown@dot.state.fl.us



Regional Outreach Dates

CENTRAL FL– June 12, 2023 | 1PM-4PM

FDOT Deland - Cypress A&B Conference Room

719 South Woodland Blvd., Deland, FL 32720

SOUTHWEST FL– June 13, 2023 | 1PM-4PM

FDOT Southwest Area Office (SWAO) Conference Room

10041 Daniels Parkway, Ft. Myers, FL 33913

NORTHEAST FL– June 15, 2023 | 9AM-12PM

FDOT Jacksonville - Urban Office Training Center

2198 Edison Avenue, Jacksonville, FL 32204

WEST CENTRAL FL– June 19, 2023 | 1PM-4PM

FDOT District 1 HQ Conference Room

801 North Broadway Avenue, Bartow, FL 33830

NORTH FL– June 21, 2023 | 1PM-4PM

FDOT Central Office - Auditorium

605 Suwannee Street, Tallahassee, Florida 32399

SOUTH FL– June 29, 2023 | 1PM-4PM

Miami-Dade Public Library - Aventura Branch

2930 Aventura Blvd., Aventura, FL 33180

SOUTHEAST FL– June 30, 2023 | 1PM-4PM

FDOT Fort Lauderdale - Auditorium

3400 West Commercial Blvd., Ft. Lauderdale, FL 33309

VIRTUAL– July 12, 2023 | 9AM-12PM

GoToWebinar – Register Here:

[FMTP24 GoToWebinar Registration](#)

*FMT***P24**

FREIGHT MOBILITY AND TRADE PLAN

THANK YOU

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