



What's Inside?

- » Plan Overview
- » Planning Process
- » Outreach
- » FMTP Objectives

The Freight Mobility and Trade Plan (FMTP) is a comprehensive plan that identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in the state. To receive funding under the National Highway Freight Program (23) U.S.C. 167), the FAST Act requires the development of a state freight plan which must address the state's freight planning activities and investments, both immediate and long-range.

>>> PLAN OVERVIEW

The past decade has seen an evolution of Florida's strategic planning and legislative initiatives that has reshaped the state's approach to freight transportation. The development of freight policy has helped build a world-class transportation network that supports the dynamic needs of Florida's residents and businesses and positions the state as a national leader in freight innovation.

The FMTP is an important member of the larger FDOT family of plans. It is designed to assist the state in meeting its overarching transportation goals as outlined in the Florida Transportation Plan (FTP).



FTP GOALS



Safety and security for residents, visitors, and businesses



Agile, resilient, and quality transportation infrastructure



Connected, efficient, and reliable mobility for people and freight



Transportation choices that improve accessibility and



Transportation solutions that strengthen Florida's economy



Transportation systems that enhance Florida's communities



Transportation solutions that enhance Florida's environment

MAP-21 established national freight policy and goals and a formal national freight network. 2012 The Florida Legislature passed F.S. 334.044 directing FDOT to create a freight plan 2013-Florida published its first Statewide Freight Plan 2014 The FAST Act created a National Multimodal Freight Network and 2015 dedicated freight funding through the National Highway Freight Program A freight office was established 2016 within FDOT The state developed a Florida 2017 process of designating and Freight Network

Freight Advisory Committee (FLFAC) and went through the prioritizing the Florida Highway

Florida's second Statewide Freight 2020 Plan was published

The federal government recognized the importance of 2021 freight infrastructure and created additional opportunities for substantial investments

Florida's third Statewide Freight 2024 Plan is published

>>> PLANNING PROCESS

The purpose of the FMTP is to deliver results for Florida. The FMTP objectives were established with the Florida Transportation Plan (FTP) goals in mind. Strategies for action were created in alignment with the FMTP objectives, based on technical analysis, captured stakeholder input, and emerging market trends and opportunities.







GOALS

The FMTP uses the seven goals from the overarchina Florida Transportation Plan



OBJECTIVES

The FMTP has ten objectives that were vetted and validated by the outreach process



EMERGING INDUSTRY TRENDS



STRATEGIES

There are several strategies per objective, based on a culmination of everything in the **FMTP**



ACTIONS

Each strategy is broken into action items that create a pathway for implementation

THIS PLAN:



TELLS THE STORY OF FREIGHT IN FLORIDA



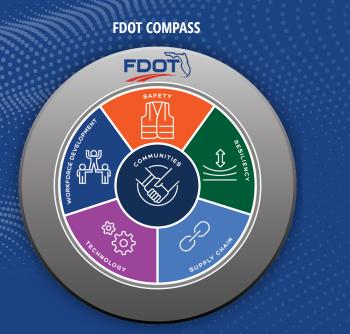
SUPPORTS THE SEVEN FLORIDA TRANSPORTATION PLAN GOALS



PROVIDES STRATEGIES TO ACHIEVE FREIGHT-RELATED GOALS THAT ALIGN WITH FDOT'S VISION, MISSION AND THE FDOT COMPASS



FULFILLS FEDERAL REQUIREMENTS



>> STAKEHOLDER INPUT

To create the FMTP, an inclusive engagement process was utilized involving everyone in the freight community - from private sector stakeholders in the shipping and manufacturing industries, and business executives to the general public.

PROJECT ADVISORY COMMITTEE

The Project Advisory Committee, an internal body consisting of representatives from FDOT offices related to freight, provided guidance in the development of the plan and helped validate the results along the way.





REAL

WOMEN IN TRUCKING



P®RTS



PORT/MA/M

Florida

East Coast

ALWAYS FRESH





















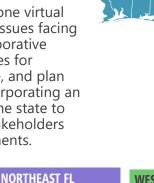
FREIGHT ADVISORY COMMITTEE

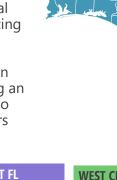
The Florida Freight Advisory Committee (FLFAC), consisting of representatives from a cross-section of public and private sector freight stakeholders, advised on freight-related priorities, issues, projects, and funding needs.

REGIONAL FREIGHT FORUMS

Eight Regional Freight Forums, including one virtual statewide session, collected input on the issues facing Florida and potential solutions. This collaborative process provided venues and opportunities for interaction with those who utilize, provide, and plan for the freight transportation system. Incorporating an industry participation approach allowed the state to better understand the needs of freight stakeholders and proactively streamline freight investments.

FLY SPACE COAST





CENTRAL FL June 12, 2023

Deland

NORTH FL June 21, 2023

Tallahassee

SOUTHWEST FL June 13, 2023

Ft. Myers

SOUTH FL

Aventura

June 29, 2023

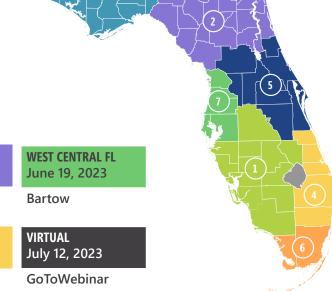
June 15, 2023

SOUTHEAST FL

June 30, 2023

Fort Lauderdale

Jacksonville



>> FMTP GOALS & OBJECTIVES

The 2024 FMTP uses the goals from the broader Florida Transportation Plan (FTP). The FMTP objectives were developed by examining goals and objectives from the FTP, FDOT Modal Plans, partner agency plans, as well as by incorporating feedback provided by the FDOT Project Advisory Committee. This crosswalk ensured that the FMTP objectives reflect Florida's collective freight vision and set the stage for collaborative implementation of the FMTP recommendations.





Safety and security for residents, visitors, and businesses

Leverage data and technology to improve freight system safety and security

Agile, resilient, and quality transportation infrastructure

Create a more resilient multimodal freight system to prepare for, respond to, and recover from disruption

Ensure the Florida freight system is in a state of good repair

Connected, efficient, and reliable mobility for people and freight



Reduce congestion, improve reliability, and prepare for shifts in cargo flows with proactive and innovative planning

Transportation choices that improve accessibility and equity



Remove institutional, policy, and funding bottlenecks to improve operational efficiencies in supply chains

Improve first and last mile connectivity for all freight modes

Transportation solutions that strengthen Florida's economy



Continue to forge/strengthen partnerships with public and private sectors to improve trade, logistics, and workforce development



Capitalize on emerging freight trends to benefit Florida's communities while maintaining a strategic global posture

Transportation systems that enhance Florida's communities



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

Transportation solutions that enhance Florida's environment

10



Reduce freight impacts on Florida's environment by prioritizing natural resources and wildlife habitats

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11

FMTP OVERVIEW | October 2024 **FMTP 2024** | Freight Mobility and Trade Plan



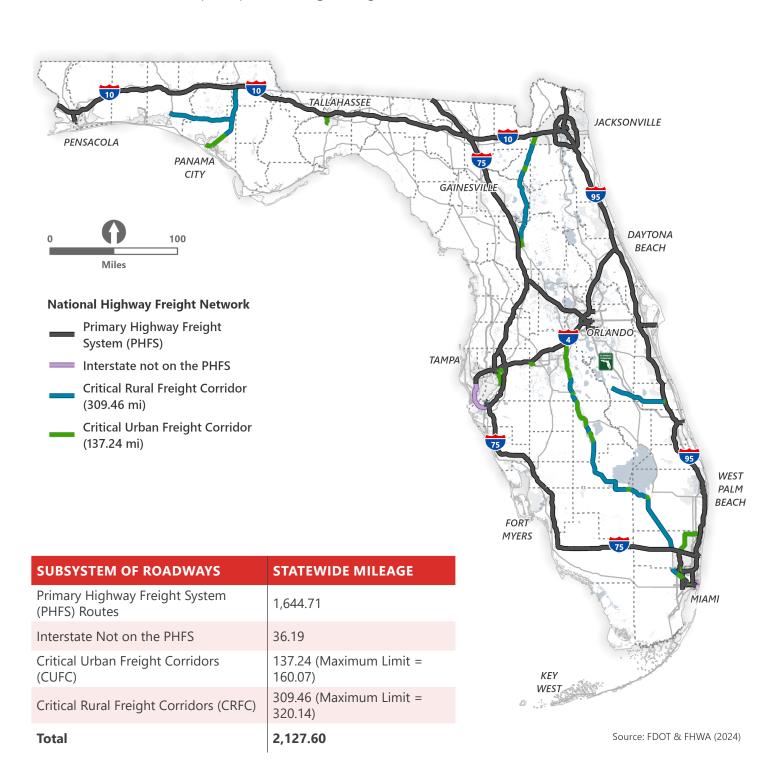
What's Inside?

- » National Highway Freight Network
- » Strategic Intermodal System
- » Multimodal Freight Facilities
- » Freight Intensive Areas
- » System Performance Statistics

Florida's freight systems and assets are essential to the efficient movement of goods and commodities across all modes within the state. Florida's transportation system serves a diverse range of needs when it comes to freight by providing for the movement of goods across local, regional, interstate, and international integrated multimodal networks. Technical Memorandums 1 and 2 include more detailed discussions on Florida's freight transportation assets.

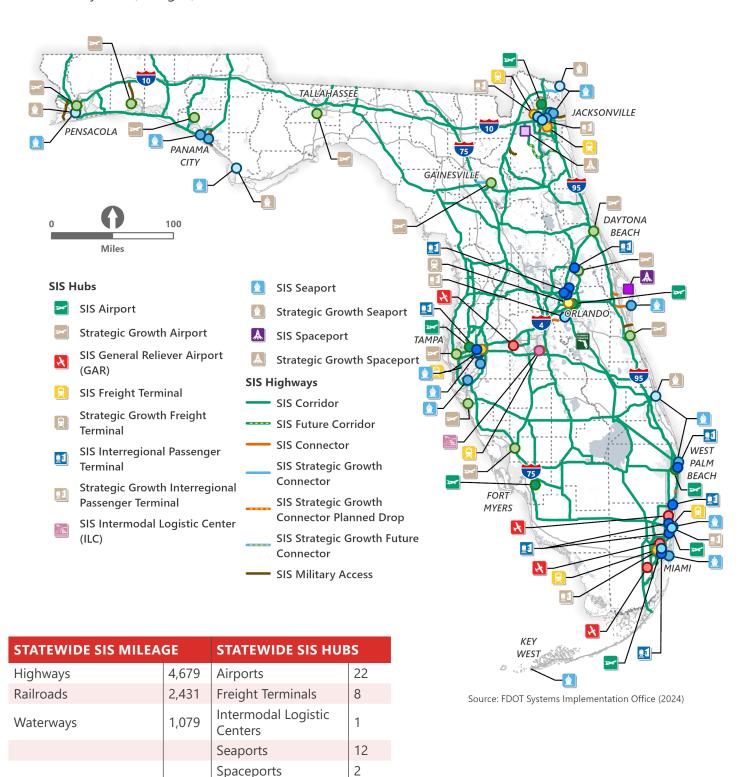
>> NATIONAL HIGHWAY FREIGHT NETWORK

The National Highway Freight Network (NHFN), established by the FAST Act, helps strategically direct resources toward improved system performance for efficient movement of freight on highways. It is comprised of a subsystem of roadways that are listed in the table below. More information on the NHFN can be found online at https://ops.fhwa.dot.gov/freight/infrastructure/nfn/index.htm.



>> STRATEGIC INTERMODAL SYSTEM

The Strategic Intermodal System (SIS) is Florida's high priority network of transportation facilities important to the state's economy and mobility. The Governor and Legislature established the SIS in 2003 to focus the state's limited transportation resources on the facilities most significant for interregional, interstate, and international travel. The SIS is the state's highest priority for transportation capacity investments, and a primary focus for implementing the Florida Transportation Plan (FTP). More information on SIS is available online at Strategic Intermodal System (fdot.gov).



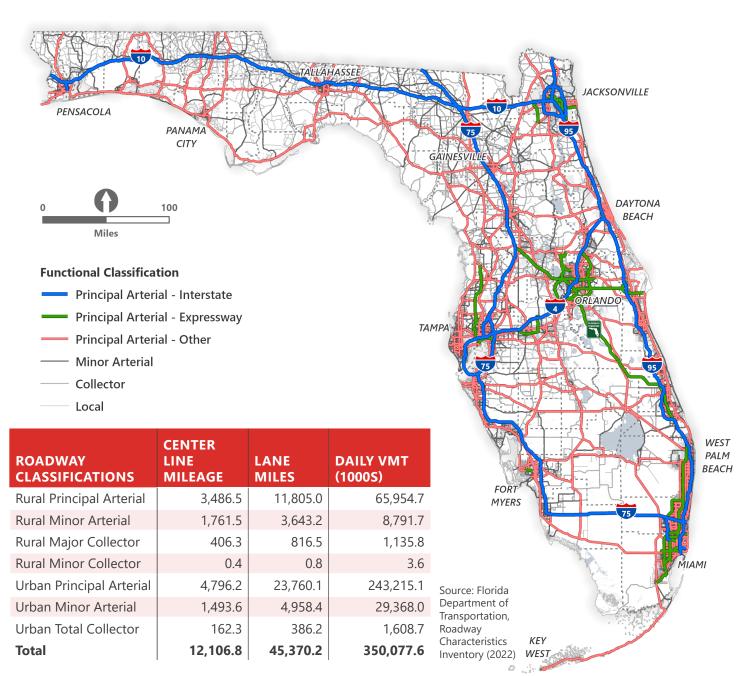
MULTIMODAL FREIGHT FACILITIES

Florida's multimodal freight and logistics infrastructure supports over 22 million residents and 137 million annual visitors while providing connectivity between freight modes and transportation options that support the state's economy. From road to rail, to airports, seaports, and spaceports, Florida moves people, products and ideas to and from the rest of the world – fast. The following maps highlight Florida's major multimodal facilities.



Road Network

Florida's road network supports its trucking industry, which makes up the majority of freight movement in the state by tonnage and value. Functional classification is based on the service the roadways are intended to provide. Florida has over 12,000 miles of functionally classified state roads that support over 350 million daily vehicle miles traveled.





Rail System

Florida's freight rail system is operated by two Class I railroads (CSX and Norfolk Southern), one Class II railroad (FEC), and multiple Class III railroads that are further categorized as switching and terminal railroads or short lines. Florida's railroads carried 39.5M originated rail tons and 57.2M rail terminated tons across 3,858 miles of track in 2021, moving everything from general merchandise and construction aggregates to specialized goods such as compressed fuels and natural gasses, and providing an alternative to highway freight movement.



Aviation System

Florida's aviation system includes over 128 public-use airports, with 21 commercial service airports and 107 general aviation airports spanning the Panhandle to the Florida Keys. The aviation system also includes 11 military aviation facilities, with numerous offairport businesses relying on the aviation system to transport personnel, goods, and services.

DISTRICT 1

Commercial Airports

Punta Gorda (PGD) Southwest Florida Int'l. (RSW)

General Aviation Airports

Airglades (2IS) Arcadia Municipal (X06) Avon Park Executive (AVO) Bartow Executive (BOW) Buchan (X36) Chalet Suzanne Air Strip (X25) Everglades Airpark (X01) Immokalee Regional (IMM) Jack Browns Seaplane Base (F57) La Belle Municipal (X14) Lake Wales Municipal (X07) Lakeland Linder Int'l. (LAL) Manatee (48X) Marco Island Executive (MKY) Naples Municipal (APF) Okeechobee County (OBE) Page Field (FMY) River Ranch Resort (2RR) Sebring Regional (SFF)

DISTRICT 2

Commercial Airports Gainesville Regional (GNV) Jacksonville Int'l. (JAX)

Winter Haven Regional (GIF)

Shell Creek Airpark (F13)

South Lakeland (X49) Venice Municipal (VNC) Wauchula Municipal (CHN)

General Aviation Airports

Cross City (CTY) Fernandina Beach Municipal (FHB) Flying Ten (0J8) George T Lewis (CDK) Herlong Recreational (HEG) Hilliard Airpark (01J) Jacksonville Executive At Craig (CRG) Keystone Heights (42]) Lake City Gateway (LCQ) Northeast Florida Regional (SGJ) Oak Tree Landing (618) Palatka Municipal-Lt Kay Larkin Field (28J) Perry-Foley (FPY) Suwannee County (241) Williston Municipal (X60)

Military Airports

Naval Air Station Jacksonville (NIP) Naval Air Station Mayport (NRB)

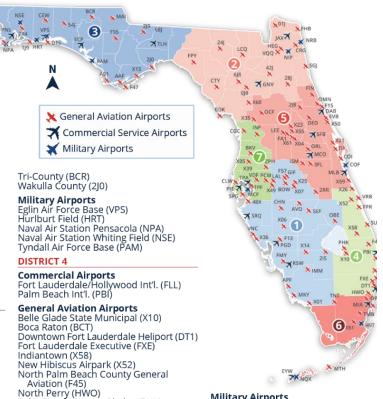
DISTRICT 3

Commercial Airports Destin – Fort Walton Beach (VPS)

Northwest Florida Beaches Int'l. (ECP) Pensacola Int'l. (PNS) Tallahassee Int'l. (TLH)

General Aviation Airports

Apalachicola Regional-C Randolph Field (AAF) Bob Sikes (CEW) Calhoun County (F95) Carrabelle - Thompson (X13) Costin (A51) DeFuniak Springs (54J) Destin Executive (DTS) Fort Walton Beach (1J9) Marianna Municipal (MAI) Peter Prince Field (2R4) Quincy Municipal (2)9) Roscoe Field (82J) St George Island (F47)



Palm Beach County Glades (PHK)

Palm Beach County Park (LNA)

Pompano Beach Airpark (PMP)

Sebastian Municipal (X26)

Treasure Coast Int'l. (FPR

Witham Field (SUA)

Orlando Int'l. (MCO)

DISTRICT 5

(DED)

Executive (ORL)

Vero Beach Regional (VRB)

Commercial Airports Daytona Beach Int'l. (DAB)

Orlando Sanford Int'l. (SFB)

General Aviation Airports

Arthur Dunn Air Park (X21)

Kissimmee Gateway (ISM)

Massey Ranch Airpark (X50)

Pierson Municipal (2J8) Space Coast Regional (TIX)

St Cloud Seaplane Base (3FL)

Tavares Seaplane Base (FA1) Umatilla Municipal (X23)

Leesburg Int'l. (LEE) Marion County (X35)

Merritt Island (COI)

Mid-Florida (X55)

Valkaria (X59)

Melbourne Orlando Int'l. (MLB)

Bob White Field (X61)
Deland Municipal – Sidney H Taylor Field

Flagler Executive (FIN) Halifax River Sea Plane Base (F15)

New Smyrna Beach Municipal (EVB)

Ocala Int'l.-Jim Taylor Field (OCF) Orlando Apopka (X04)

Ormond Beach Municipal (OMN)

Military Airports Patrick Space Force Base (COF)

DISTRICT 6

Commercial Airports Kev West Int'l. (EYW) Miami Int'l. (MIA)

General Aviation Airports

Transition (TNT) Miami Executive (TMB) Miami Seaplane Base (X44) Miami-Opa Locka Executive (OPF The Florida Keys Marathon Int'l. (MTH)

Military Airports Homestead Air Force Base (HST) Naval Air Station Key West (NQX)

DISTRICT 7

Commercial Airports St Pete-Clearwater Int'l. (PIE) Tampa Int'l. (TPA)

General Aviation Airports

Albert Whitted (SPG)
Brooksville – Tampa Bay Regional (BK\ Clearwater Air Park (CLW) Crystal River – Captain Tom Davis Field Inverness (INF) Peter O Knight (TPF) Pilot Country (X05) Plant City (PCM) Tampa Executive (VDF)

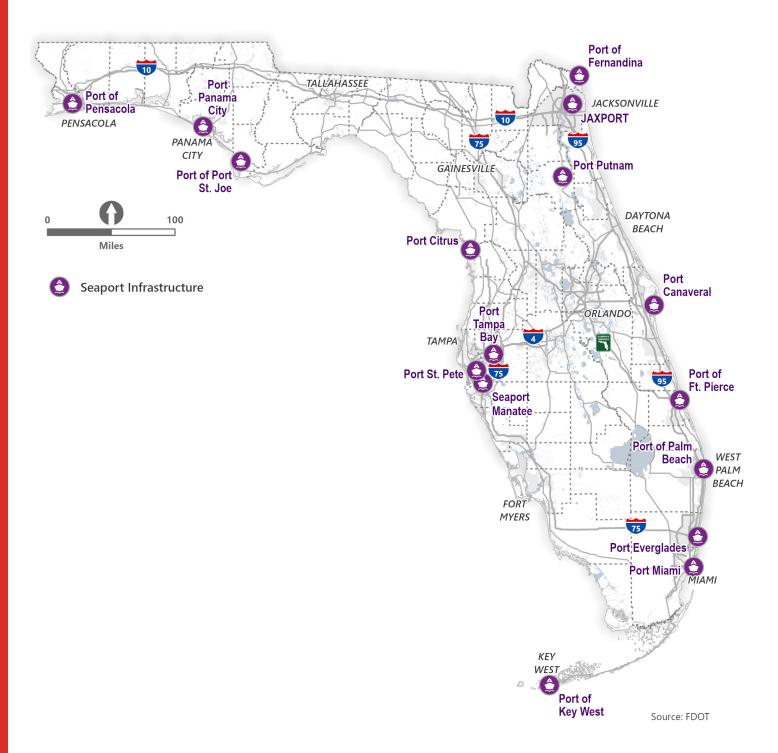
Zephyrhills Municipal (ZPH) **Military Airports** MacDill Air Force Base (MCF)

Source: FDOT's 2022 Florida Statewide **Economic Impact Study**



Seaport System

Florida's proximity to east-west trade lanes that enter and leave the western hemisphere and the north-south shipping corridor supplying the Americas places it squarely in the center of international commerce. Florida's 16 seaports are strategically positioned along the state's coastlines. Port Citrus and Port Putnam (an inland river port that supports barge traffic) are currently inactive.

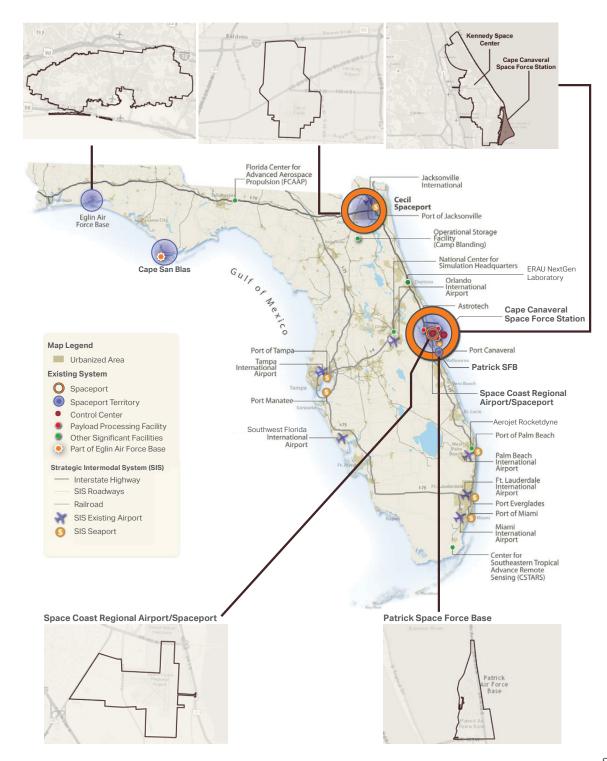


Source: FDOT (2022)



Spaceport System

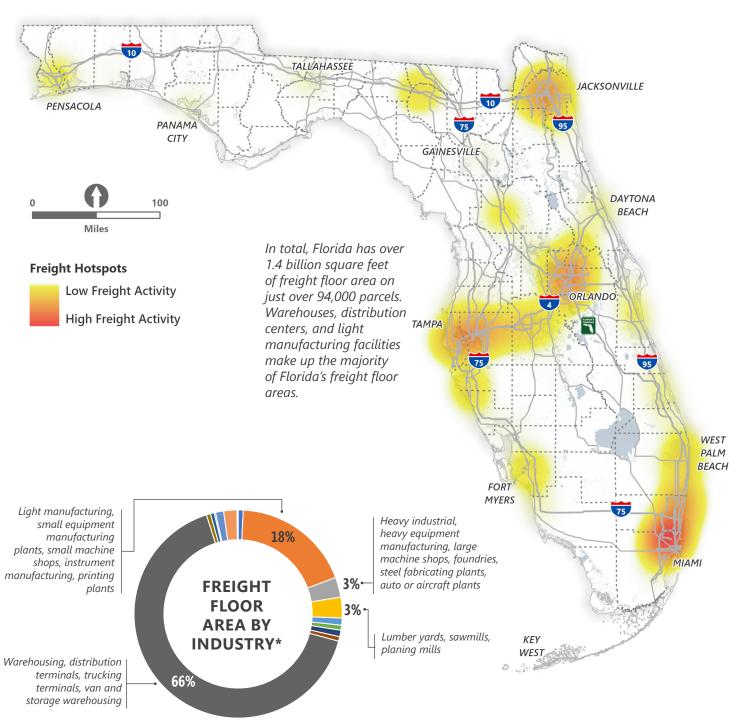
The Space industry in Florida is a growing economic and freight generator, with 72 orbital missions launching from the Space Coast in 2023. Florida's three major Federal Aviation Administration (FAA) licensed spaceports are located at Cape Canaveral Space Force Station, Jacksonville Aviation Authority's Cecil Spaceport, and Titusville-Cocoa Airport Authority's Space Coast Regional Airport and Spaceport.



Source: FDOT Spaceport Improvement Program 2023-2024

>> FREIGHT INTENSIVE AREAS

A freight intensive area is a cluster or group of freight facilities that generates, distributes, or attracts large amounts of freight activities and has a significant impact on Florida's transportation system and economy. This analysis used Florida 2021 Department of Revenue (DOR) parcel data and 2021 Florida Department of Commerce (DOC) employment data to locate freight activity areas. The freight hotspots and floor areas statistics are shown below.



*The industries not called out in the pie chart each make up 2 percent or less of the total freight floor area Source: Florida Department of Transportation, Freight and Rail Office (2021)

Spaceport Launches

>> SYSTEM PERFORMANCE STATISTICS

	MANCE STATISTICS	
Combination Truck Miles Traveled	17.8 million average daily truck miles traveled on the State Highway System	2022
Percent of Empty Trucks	On average, 41.9% of Class 9 trucks left the state empty on I-95, I-10, and I-75	2022
Combination Truck Planning Time Index	1.51 planning time index; for a trip that would take 10 minutes in free-flow conditions, the 95th percentile travel time is 15 minutes	2022
Truck Bottlenecks	The top recurring bottlenecks in the state are along I-4 near the I-275 interchange. The top non-recurring bottleneck in the state is along U.S 27 near Florida Interchange; Miami-Dade County has 49% of the top 150 recurring and 35% of the top 150 non-recurring bottlenecks	2021
Highway Pavement Conditions	NHS Interstate: 73.4% of pavement is in Good condition; 26.4% is in Fair condition; 0.3% is in Poor condition; NHS Non-Interstate: 48.8% of pavement is in Good condition; 50.6% is in Fair condition; 0.6% is in Poor condition	2022
Bridge Conditions	For FDOT owned NHS bridges, 69.41% of the total NHS deck area is in Good condition and less than 1% is in Poor condition; There are 375 structurally deficient bridges in the state	2022
Highway (Commercial Vehicle) Safety	197,513 commercial vehicle collisions on Florida's roadways, leading to 1,465 fatalities over the 5-year period	2018 2022
Truck Parking Utilization	During peak periods, truck parking demand can exceed 150% of authorized parking capacity in some areas of the state	2019
Truck Detention Time	The annual average truck detention time at the Port of Jacksonville, Port of Miami, and Port of Tampa Bay is 129.33 minutes	2022
Truck Tonnage	674.6 million tons moved by truck (originating, terminating, and within)	202
Rail Tonnage	39.5 million originated rail tons; 57.2 million rail terminated tons	202
Rail Safety	117 highway-railroad incidents, with 50 injuries and 21 fatalities	2022
<u> </u>		
Seaport Tonnage and TEU	112.5 million tons and 4.3 million TEUs	2022
Aviation Tonnage	3.3 million tons of air cargo flowed through airports in Florida	2022

72 orbital missions launched from Florida's Space Coast

2023

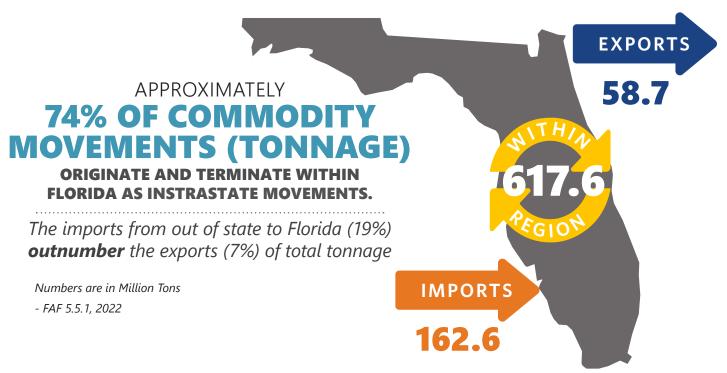


What's Inside?

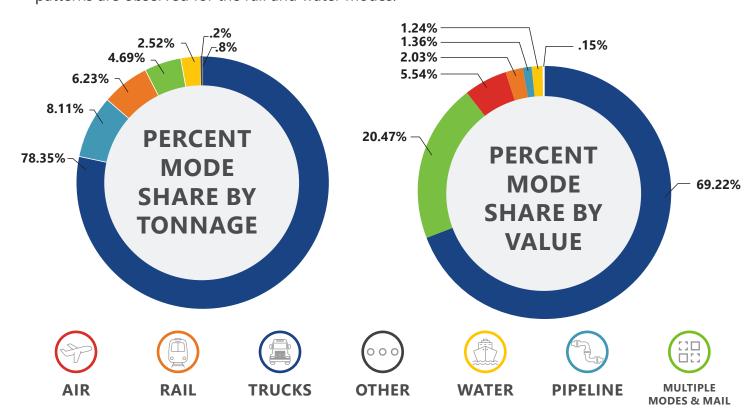
- » Supply Chain Flows
- » Demographic Trends
- » Economic Trends
- » Resilience & Alternative Fuel Trends
- » Technology Trends
- » Modal Trends

The evolution of freight transportation is largely shaped by demographics, consumer behavior, the economy, regulations, and technological advances. The dynamic nature of freight mobility and trends affecting freight movement must be considered when developing policies, programs and projects to address freight needs and issues. A deeper dive into trends can be found in Technical Memorandum 3.

>> SUPPLY CHAIN FLOWS



Trucks overwhelmingly dominate both tonnage and value when it comes to modal share breakdowns. However, the share of air transport and 'multiple modes and mail' are notably low in tonnage but high in value, suggesting a prevalence of high-value commodities transported by these modes. Conversely, pipelines account for a substantial tonnage share, but exhibit a relatively low value share, indicating the transportation of lower-value commodities via pipelines. Similar patterns are observed for the rail and water modes.



TOP DOMESTIC IMPORTS:

BY TONNAGE:

TOP DOMESTIC EXPORTS:

BY TONNAGE:

- Coal
- Gasoline
- Natural gas
- Non-metal mineral products
- Other foodstuffs



- Fertilizers
- Newsprint/paper
- Non-metal mineral products
- Other agricultural products
- Other foodstuffs

BY VALUE:



28

- Electronics
- Machinery
- Motorized vehicles
- Mixed freight Pharmaceuticals

BY VALUE:



- Electronics Motorized
- vehicles
- Pharmaceuticals
- Precision instruments
- Textiles/leather

TOP INTERNATIONAL IMPORT PARTNERS

EAST ASIA | MEXICO | CANADA

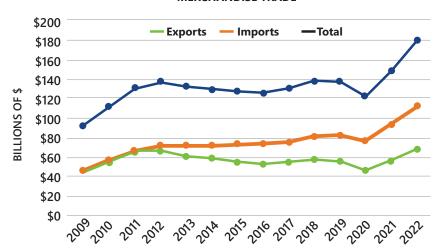


TOP INTERNATIONAL EXPORT PARTNERS

BRAZIL | CANADA | MEXICO



MERCHANDISE TRADE



Florida exports and imports were balanced at **\$46 billion** in 2009 but grew at different rates through 2022.

Exports grew by about 44 percent over the 14-year period, while imports rose at 145 percent over the corresponding timeframe.

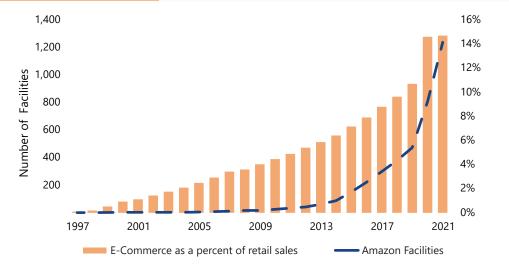
>> ECONOMIC TRENDS

FLORIDA HAS A GROSS STATE PRODUCT OF **AMONG ALL STATES**

IF FLORIDA WERE AN INDEPENDENT COUNTY, IT WOULD **RANK 14TH** IN THE WORLD

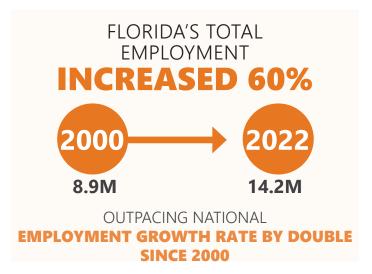
E-COMMERCE

Fueled by economic growth and other factors, demand for goods has surged. Consumers have increasingly turned to e-commerce, and the market share is expected to continue to rise. At this pace, the percentage of e-commerce retail sales may reach 25 percent by 2025.



Florida's average retail gasoline prices have fluctuated and gone up markedly since 2004. Fuel prices are projected to continue to are forecast to reach \$5.3/gallon in 2044. U.S. Diesel retail prices are forecasted to extend to \$6.4/gallon in 2044.

rise through 2044. U.S. gasoline retail prices



FLORIDA IS HOME TO WITH MORE THAN **ACTIVE PERSONNEL**

Over 860,000 jobs are directly linked with the military which accounts for **8.5%** of Florida's economy

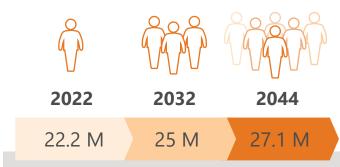
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The value of production generated by the private good producing industries along with trade, transportation and warehousing was over

\$327 BILLION

TRENDS | October 2024 FMTP 2024 | Freight Mobility and Trade Plan

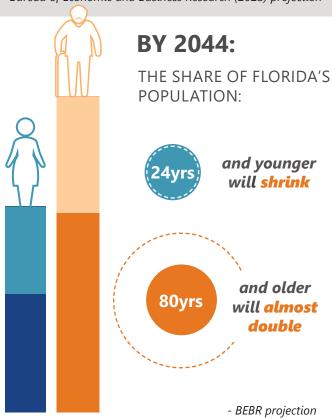
>> DEMOGRAPHIC TRENDS



As of 2024, Florida has a population of **23 million**, ranked 3rd among the states.

Florida's statewide population is expected to add over **4 million** residents by 2044.

-Bureau of Economic and Business Research (2023) projection



Over the past two decades, the **median age** of Florida residents has gone up by four years **from 38.7 years in 2000 to 42.7 years in 2022.**

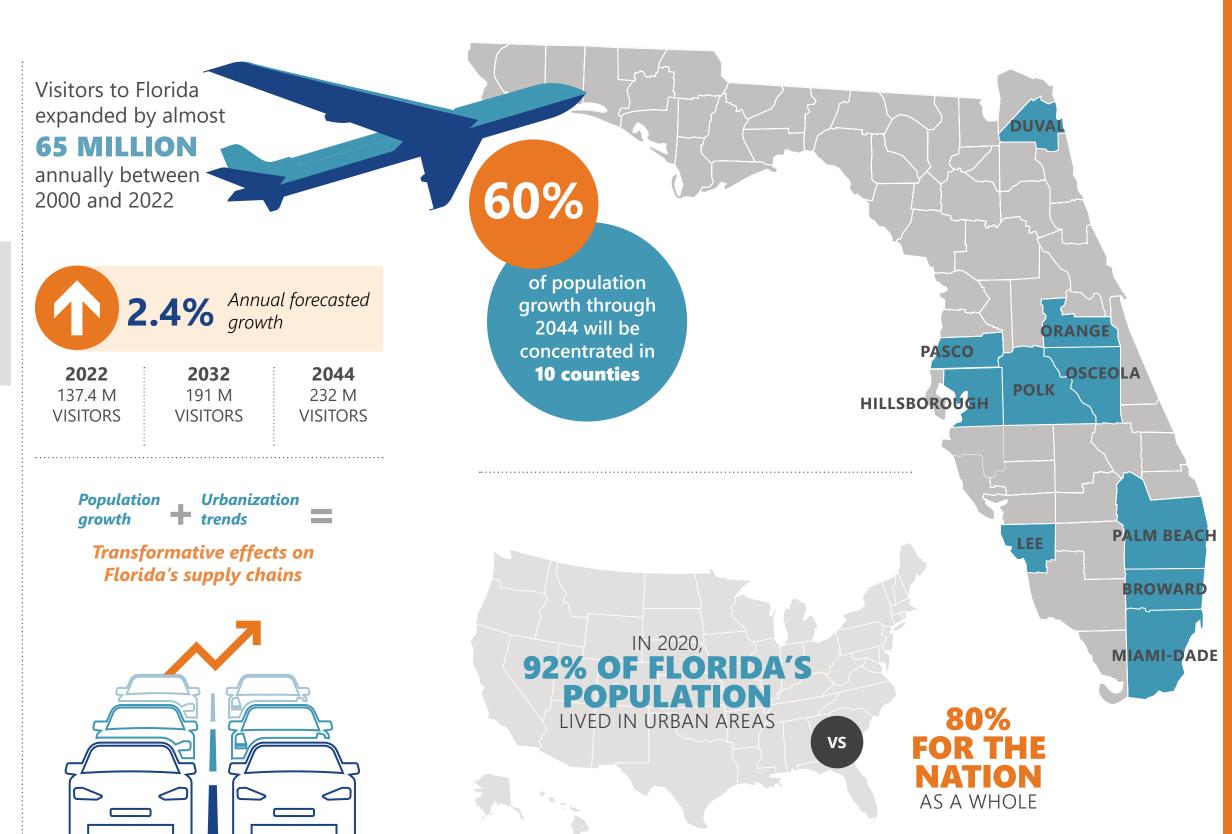
- U.S. Census Data

Increased congestion, higher numbers of urban

deliveries and changing distribution networks

are expected to have a **significant impact on**

the state's economy.



Per Freight Facts and Figures, published by BTS, the average American citizen accounts for approximately **60 tons of freight per year.**

>>> RESILIENCE & ALTERNATIVE FUEL TRENDS



Between 2018 and 2022, the U.S. sustained **90 weather events** where overall damages reached or exceeded **\$1 Billion**

With 1,350 miles of coastline, Florida is particularly vulnerable to **flooding**, **hurricanes**, **and other tropical storms**. More than 15 million people live in coastal counties today.

Weather-related damages in Florida in 2020 were

\$451M

- NOAA





Florida is among the

top 10 states most impacted by

wildfires

Between 2020 - 2021 the

transportation industry

experienced a

186% increase in

weekly ransomeware attacks





The amount of precipitation during heavy rainstorms has

increased by 27%

in the Southeast over the last 60 years.

EDΛ

FDOT incorporates resiliency into statewide planning efforts, manages infrastructure assets like roadway pavements through analysis and implementation, and invests in hazard reduction measures in advance of floods and hurricanes.

Almost 1,100 miles

of major highways in Florida accomodate emergency shoulder use to temporarily increase traffic flow and capacity during major evacuation events



more fuel efficient than trucks on a ton-mile basis



Florida East Coast Railway has been operating on LNG since late 2015 and CSX is testing a new biodiesel fuel blend in its Tampa fleet.



Several Florida airports are partnering with companies to bring Sustainable Aviation Fuel (SAF) to Florida's aviation community.

Additionally, electric-powered aircrafts are being tested in the U.S. for short (500-800 mile) express feeder air cargo routes.

The 2021 national congestion figure of

1.27 billion hours of delay is the equivalent of 460,000 truck drivers sitting idle for one year. -ATRI Cost of Congestion to the Trucking Industry: 2023 Update

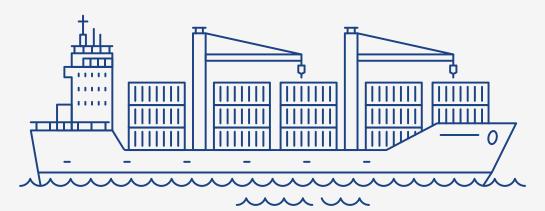


In 2022, FDOT added over 4_000 MILES

(58% increase) to its

Alternative Fuel Corridors

Florida seaports are on the leading edge of alternative fuel utilization nationally. Florida is already **deploying LNG for its cargo and cruise vessels** and is poised to deploy the **world's largest shore power system**.



Port Miami is establishing itself at the forefront of shore power

>> TECHNOLOGY TRENDS

Freight signal priority has been demonstrated to reduce truck travel times by 10%



FDOT has developed several projects with freight signal priority including the I-4 and I-75 FRAME, Smart Bay, Florida Keys COAST, and SR 60 CAV projects.

Advanced Air Mobility is an emerging aviation ecosystem that leverages new aircraft and an array of innovative technologies to provide the opportunity for more efficient and sustainable options for transportation.



Delivery Drones can deliver packages to their final destination once a truck reaches a strategic location and deploys them. The benefits include **significant fuel/time savings** for parcel delivery services and a reduction in costs for maintenance of unpaved roads to rural counties.





Florida has installed the **truck parking availability system (TPAS)** at approximately 68 locations along interstates: I-4, I-10, I-75, and I-95. Results show that the sensor installation exhibited **95% accuracy providing occupancy information and 90 percent accuracy with turnover information.**

FDOT uses weigh-in-motion technology that can measure the weight of a vehicle as it passes over roadway sensors. This electronic clearance allows wireless screening of trucks at heading speeds, saving time by eliminating the need for trucks to pull over at weigh stations.





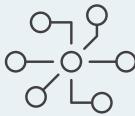
Port Automation for seaports can significantly improve on-facility operations resulting in greater throughput of cargo and passengers.

By 2025, it is estimated that more than

171 zettabytes (171x10²¹)

of data will be generated annually

Data collected from new types of sensors can provide the **timely and valuable data** underpinnings to power analytical insights.

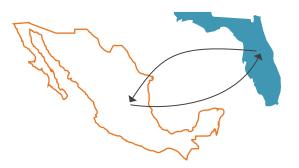


SunTrax is a large-scale, innovative facility developed by Florida's Turnpike Enterprise dedicated to the research, development, and testing of emerging transportation technologies in safe and controlled environments.

Positive Train Control technology is in operation on all **57,536 required freight** and passenger railroad route miles in the US.

>> MODAL TRENDS

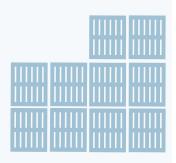
The number of fatalities in crashes involving commercial vehicles has shown an upward trend, with a 14.4% increase in fatalities, rising from 292 fatalities in 2018 to 334 fatalities in 2022.



Florida has increased the number of ports with direct access to Mexico from one to seven, allowing for more competitive freight movement via ship than via truck. Port Tampa Bay has been an immediate beneficiary of this expansion. Additionally, the Port of Panama City established partnerships with automotive manufacturers in Mexico, offering high-efficiency port facilities to ship parts and vehicles.

-T&L2030

In 2022, approximately **3.3** million tons of air cargo flowed through the airports in Florida, a **21%** increase in tonnage since **2018**.



THE NUMBER OF LAUNCHES FROM FLORIDA'S SPACE COAST HAS RISEN



REFLECTING A

279% INCREASE
OVER THAT PERIOD



WERE **1,506**COMMERCIAL SPACE PAYLOADS, AN INCREASE OF OVER

12,000% FROM 2017

Space payload accounts for the weight in pounds of civilian, commercial, and Department of Defense cargo or satellites sent into Earth's orbit through Florida's spaceports.

Commercial payloads began increasing significantly in 2019 with the SpaceX Starlink constellation and SpaceX Transporter multipayload rideshare missions.

-FDOT Source Book



Lakeland Linder International Airport (LAL) in Florida HAS BECOME A TOP 4 CARGO AIRPORT IN TONNAGE, since it established an Amazon Airhub for air cargo.

The rate of highway-railroad incidents in Florida has been increasing over the past decade. Between 2013 and 2023, 959 of the 3,790 rail incidents in Florida occurred at a highway-railroad grade crossing.



TRENDS | October 2024



What's Inside?

- » Needs & Issues Overview
- » Top Challenges:
- » Congestion/Bottlenecks
- » Truck Parking
- » Empty Backhaul
- » SWOT Analysis

The needs and issues discussed in this chapter were derived from a combination of analysis of Florida's freight performance and input from stakeholders. The three issues presented were found to be the top challenges impacting freight mobility in the state, along with ongoing supply chain disruptions. A more robust discussion of freight needs and issues impacting Florida can be found in Technical Memorandum 4.

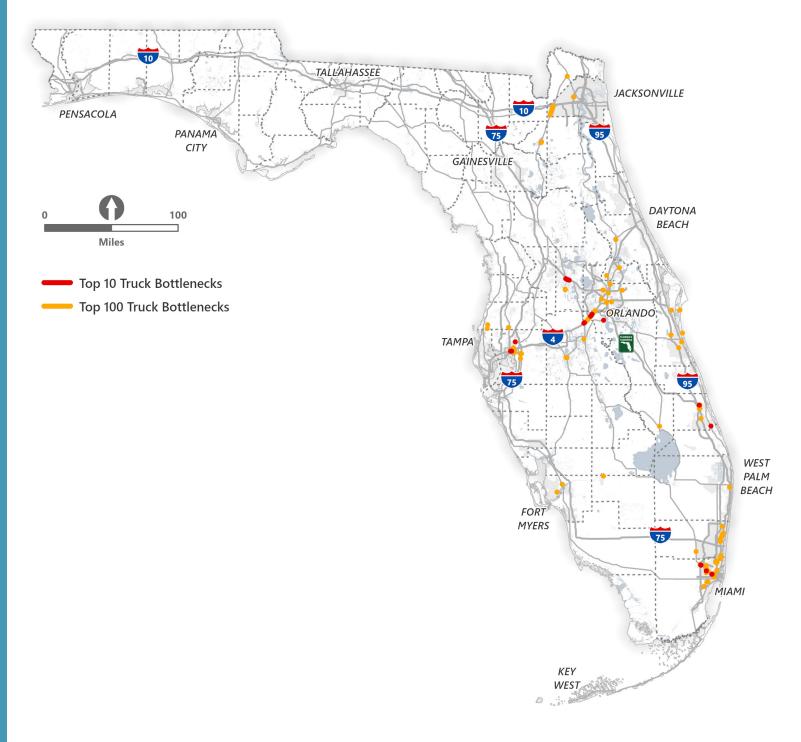
>> ISSUES & NEEDS OVERVIEW

ТҮРЕ	MODE	NEEDS & ISSUES		
Economic/Policy	Multimodal	 Rising Costs Domestic Freight Imbalance Workforce Issues Land Use Conflicts Environmental Stewardship and Community Concerns Community Concerns Communication/Collaboration Funding Freight Education/Messaging/Training Broadband/Cybersecurity Statewide Approach 		
Infrastructure	Highway	 Congestion/Bottlenecks Aging Infrastructure Truck Parking 		
	Maritime	 Port Access/Channel Depth Operational Inefficiencies Inland Ports Panama Canal Water Issues 		
	Rail	Passenger vs Freight ConflictsBlocked Crossings		
	Aviation	Fuel Resilience Drone Delivery Policies/Procedures		
	Space	Oversized Cargo/Congestion		
	Pipeline	• Capacity		



>>> CONGESTION/BOTTLENECKS

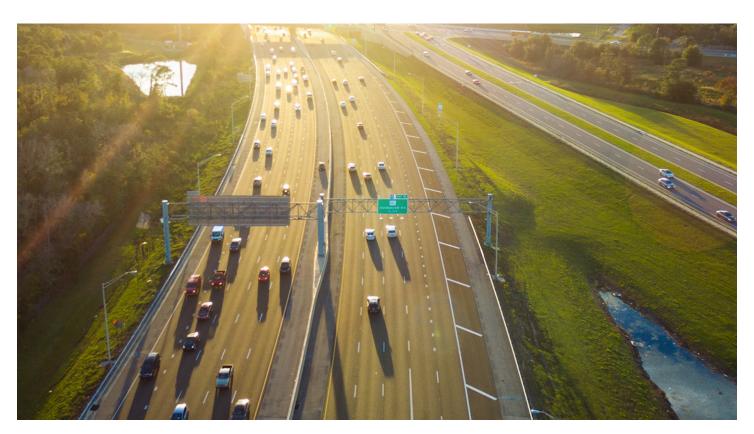
There are a growing number of vehicles on the road creating a mix of truck and passenger traffic leading to increased congestion. In 2021, the annual cost of congestion to the U.S. trucking industry reached an all-time high of \$94.6 billion, up from \$74.5 billion in 2016. Florida ranked 3rd for the annual cost of congestion to the trucking industry at \$7.15 billion in 2021. The locations of the top 100 truck bottlenecks in the state are shown below.



Source: FDOT Freight and Rail Office (2021)

	RECURRING CONGESTION		NON-RECURRING CONGESTION		
RANK	Roadway Section	County	Roadway Section	County	
1	I-4 W near I-275 interchange	Hillsborough	US-27 S – eastbound direction near Florida Turnpike interchange	Lake	
2	I-4 W near SR 429 interchange - southbound	Osceola	I-4 Eastbound near US 27 interchange	Polk	
3	I-4 Eastbound near US 27 interchange	Polk	NW 36th St westbound near Miami International Airport	Miami-Dade	
4	I-4 W near I-275 interchange	Hillsborough	W Okeechobee Rd eastbound at Turnpike interchange	Miami-Dade	
5	W Okeechobee Rd westbound at Turnpike interchange	Miami-Dade	E Fowler Ave near Temple Terrace	Hillsborough	
6	W Okeechobee Rd eastbound at Turnpike interchange	Miami-Dade	US-27 S – eastbound direction near Florida Turnpike interchange	Lake	
7	I-4 W near I-275 interchange	Hillsborough	NW Jensen Beach Blvd eastbound near North River Shores	Martin	
8	Orange Ave eastbound near I-95 interchange	St Lucie	Orange Ave eastbound near I-95 interchange	St Lucie	
9	NW 36th St westbound near Miami International Airport	Miami-Dade	I-4 W near SR 429 interchange - southbound	Osceola	
10	NW 74th St near MetroRail Palmetto Station	Miami-Dade	S John Young Pkwy	Osceola	

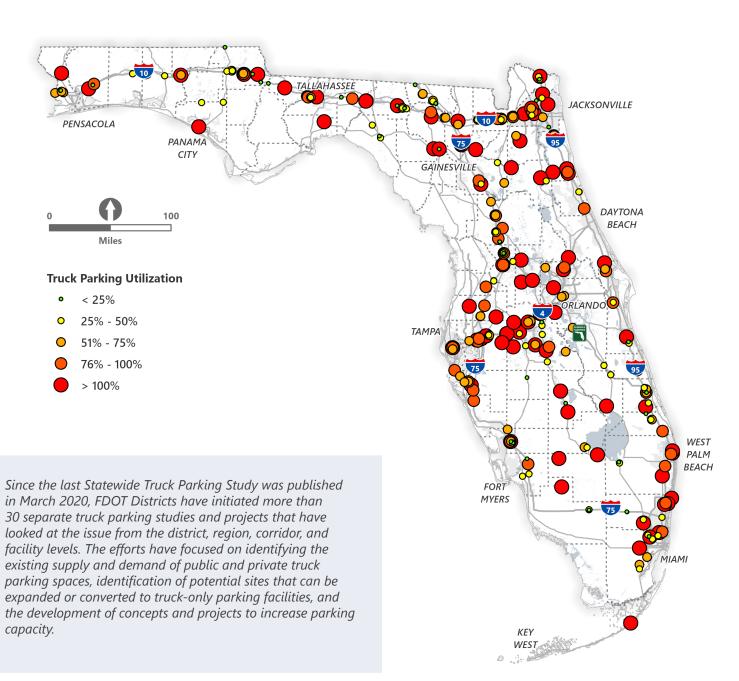
The table shows the top 10 recurring and non-recurring congestion segments during a regular weekday. It is important to distinguish these two measures because research shows that freight users can schedule deliveries to consider recurring congestion, however non-recurring congestion is difficult to predict, which can lead to delays in deliveries.



>> TRUCK PARKING

The need for safe and accessible commercial parking is consistently identified as one of the major issues affecting truck drivers and the freight industry in the United States. In Florida, the limited availability of truck parking spaces has caused overcrowding and overflow at existing truck parking locations, particularly along the I-4, I-10, I-75, and I-95 corridors. At times, truck drivers turn to parking on the interstate mainline, ramp shoulders, or in vacant lots, often causing safety hazards. Analysis found that during peak periods truck parking demand can exceed 150 percent in some areas of the state.

FDOT's Truck Parking Availability System (TPAS) is helping to improve the safety of truck drivers by identifying safe locations to park along the interstate system and maximizing their HOS requirements by lowering the amount of time spent to find parking spaces. The State of Florida currently has 20 weigh stations, 53 rest areas, and 4 welcome centers that support truck parking with a total of 2,539 monitored TPAS spaces.

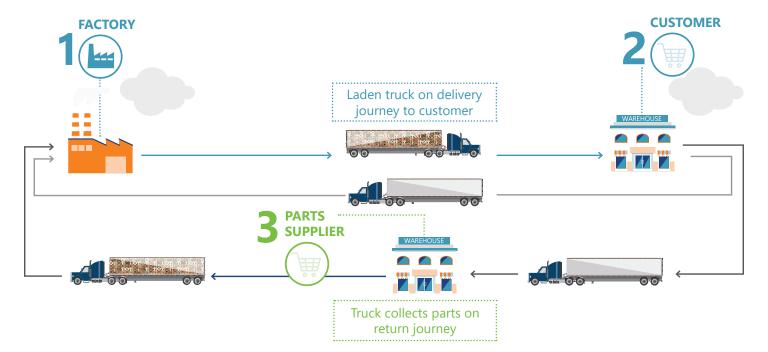


Source: FDOT Transportation Data and Analytics Office (2019)

>> EMPTY BACKHAUL

Truck empty backhaul is the return movement of a truck from its destination to its point of origin when the truck is not hauling cargo. An imbalance of trade flows is the fundamental reason behind empty backhaul; Florida is a consumer state with a relatively small manufacturing sector and a relatively large distance from other major U.S. consumer markets. On average, 41.9% of Class 9 trucks left the state empty on I-95, I-10, and I-75 in 2022.

Empty backhaul tends to increase supply chain costs, as carriers need to pass along the cost of empty backhaul to shippers and customers. It also reduces both productivity and profitability of the motor carrier industry. Addressing empty backhaul reduces costs and environmental impacts for the commercial motor vehicle industry.



Percentage of Empty Class 9 Trucks by Direction of Travel

	I-95		I-10		I-75	
YEAR	Out of State	In-State	Out of State	In-State	Out of State	In-State
2015	40.97%	14.97%	28.07%	17.23%	N/A	N/A
2016	38.20%	13.23%	29.12%	16.93%	N/A	N/A
2017	37.14%	11.53%	29.64%	16.88%	47.93%	11.06%
2018	34.94%	9.35%	28.84%	22.16%	N/A	N/A
2019	32.29%	9.52%	30.50%	18.33%	N/A	N/A
2020	29.50%	8.02%	28.21%	16.18%	16.37%	10.74%
2021	65.00%	53.77%	31.94%	16.81%	19.20%	11.59%
2022	44.75%	N/A	37.26%	15.17%	43.77%	15.49%

>>> SWOT ANALYSIS





STRENGTHS	WEAKNESSES	
Location: Florida is the primary gateway to South America and the Caribbean. Air cargo and maritime shipping utilize Florida's airports and seaports as transfer facilities to supply the U.S.	Trade imbalance: As a high consumption state, inbound goods movement outweighs outbound goods movement	
Diverse & versatile freight assets: Florida is versatile in having multimodal options and being able to accommodate a variety of issues	Congestion: Roadway congestion has a significant impact on cargo movement in the form of hours of wasted time in traffic, lost financial productivity, and wasted fuel	
Strong market demand: Florida is the third most populous state and growing, with diverse economic industries	Lack of available land: As the state grows, land is becoming extremely valuable in urban areas and the competition for development is tight	
Culture of public & private sector collaboration: The state has a proactive approach on goods movement issues that involve all modes - seaports, highway, freight rail, aviation and spaceports	Truck parking availability: Truck parking demand exceeds supply, particularly along the I-4, I-10, I-75, and I-95 corridors	
	Workforce availability: Florida's logistics industry is facing a workforce shortfall throughout the supply chain — pilots, mechanics, railroad workers, and truck drivers	





OPPORTUNITIES	THREATS	
Fuel choice: Growth of biodiesel fuels and continued research in hydrogen cells and electricity provide alternative fuel opportunities	User conflicts: Florida has experienced increasingly frequent conflicts between users (railroad, highway, bike, pedestrian) as well as between passenger and freight movement	
Automation: Connected and automated vehicles and systems have the potential to reduce crashes, emissions and alleviate aspects of the workforce shortage	Cybersecurity: The threat of cyberattacks continues to increase in supply chain processes	
Inland ports: The development of inland ports could provide improved intermodal connectivity and relieve congestion	Geopolitics: World geopolitics continuously impact the freight industry	
Grade separations: Grade-separated crossings could improve safety and provide congestion relief	Weather impacts: Weather events, such as hurricanes, can be disruptive to Florida's operations at ports, highways, railroads, warehouses, and manufacturing facilities	
Aerospace industry: Florida has the infrastructure and the expertise to support and test early-phase developments within aerospace	Increasing logistics costs: Florida consumers may continue to feel the trickledown impacts of increased costs for fuel, labor/wages, insurance, maintenance, and equipment prices	
Public transit: Public transit can reduce congestion and relieve freight movement		
Policy and outreach: Several areas would benefit from the development of policy or increased outreach, like manufacturing, land use, truck parking, and freight education/messaging		



What's Inside?

- » Project Prioritization Process
- » FRO Project Screening
- » Project Evaluation Framework

Understanding the immediate and long-range freight needs of the state has helped the Freight & Rail Office (FRO) establish a prioritization process for decisionmaking—ensuring the right projects are advanced for the right reasons at the right time for the right purpose. More information on project prioritization and selection can be found in Technical Memorandum 6.

>>> PROJECT PRIORITIZATION PROCESS

The process for identifying, prioritizing, and programming freight projects adheres to two guiding principles: it must be objective, consistent, data-driven, and transparent to all involved in the process; and it needs to have flexibility to align with diverse freight system needs. These guiding principles are the core of the three-step process informing the project identification and prioritization methodology. The overall process is designed to be repeatable and living, so that the priorities reflect the changing industry needs, both short- and long-term.



IDENTIFICATION OF PROJECTS

The process begins with a call for freight projects by the FRO. This request is disseminated to the FDOT Districts, MPOs, local jurisdictions, the FLFAC, and other freight stakeholders. A Tier 3 Needs List is compiled based on statewide analysis and input from all parties involved.



PROJECT CLASSIFICATION AND FUNDING ELIGIBILITY SCREENING

The FRO screens the Tier 3 Needs List for NHFP funding eligibility, resulting in a Tier 2 Needs List. Remaining projects are screened for potential as federal discretionary grant contenders as well as for alternate funding sources within the Work Program.



QUALITATIVE AND QUANTITATIVE EVALUATION

The next step focuses on an evaluation of the qualitative and quantitative aspects of the freight projects in the Tier 2 Needs List. A freight project eligible for NHFP funding must support one or more of the state's freight objectives as identified in the FMTP. The prioritization methodology is designed to select projects that solve freight system needs, and uses multiple data sources, freight performance metrics, and input from the freight industry. This process results in a Tier 1 NHFP

Tier 3 Needs List (all submitted freight projects)

Screening for National Highway Freight Program Eligibility



>> FRO PROJECT SCREENING

All project types listed in the Federal Eligibility section of **Technical Memorandum 6** are viable for NHFP funding. However, the project types that align with the Freight & Rail Office priorities are likely to receive higher scores on the qualitative scoring of the updated FMTP prioritization process based on the latest FMTP objectives. With this FMTP24 update, projects that enhance resilience of the freight system and reduce environmental impacts have been added to the Freight & Rail Office priorities.

Freight & Rail Office Priority Project Types

Intelligent transportation Real-time traffic, truck systems (ITS) that would parking, roadway **Enhancement of** increase truck freight Truck parking condition, and multimodal the resiliency of facilities efficiencies inside the transportation information critical highway boundaries of intermodal systems infrastructure, facilities including highway infrastructure ITS or other that supports Development phase activities including Additional technology to national energy planning, feasibility analysis, revenue road capacity improve the flow of security, to to address forecasting, environmental review, freight improve the preliminary engineering and design highway flow of freight work, and other preconstruction freight activities bottlenecks **Truck Only** Lanes Geometric Any other surface transportation improvements to **Environmental** project to improve the flow of freight and community interchanges and into, or out of, one of the following mitigation ramps facilities: Public or Private freight for freight A highway or rail facilities; Public or Private water movement bridge project facilities (including ports); Railway-Highway to improve the Intermodal facilities **Grade separation** flow of freight on the National Efforts to **Highway Freight** reduce the Construction, reconstruction, rehabilitation, acquisition Network of real property (including land relating to the project environmental and improvements to land), construction contingencies, impacts acquisition of equipment, and operational improvements of freight movement directly relating to improving system performance

Beyond the federal eligibility requirements and preferences for specific project types, the Freight & Rail Office has established a set of internal criteria to ensure projects submitted are ready for production:

• Projects must be located on the National Highway Freight Network

50

• Projects must clearly identify the need(s) and develop the business case to justify project selection

>> PROJECT EVALUATION FRAMEWORK

The following project evaluation framework shows how the prioritization process uses the quantitative and qualitative metrics to arrive at a project score. After each project is given a quantitative score and a qualitative score corresponding to each objective, a weighted average score is computed. The weights are determined by the Florida Freight Advisory Committee.

FMTP24 OBJECTIVES	QUANTITATIVE METRICS	QUALITATIVE METRICS	
Leverage data and technology to improve	*Commercial Vehicle Safety ((Truck Injuries/Truck VMT) x 1000	Does this project measurably improve freight safety?	
freight system safety and security	(Truck fatalities/ Truck VMT) x 1000	Is this a technology driven or Transportation Systems Management and Operations project?	
		Does this project enhance the reliability or redundancy of the freight transportation system?	
Create a more resilient multimodal freight system to prepare for, respond to, and recover from disruption	RAP Low - High Tier Vulnerability Area	Does this project improve the durability of freight infrastructure in a vulnerable coastal region? If it is in a RAP Vulnerable Area (low, medium, or high), this metric is required.	
		Does this project support evacuation and recovery efforts?	
Ensure the Florida freight system is in a state of	*Bridge Conditions (Presence of structurally deficient bridges)	Does this project have a bridge repair/ maintenance component?	
good repair	*Highway Pavement (Presence of poor pavement conditions)	Does this project improve pavement conditions?	
Reduce congestion, improve reliability, and	*Truck Miles Traveled	Does this project address a truck parking need/ create staging areas for loading?	
prepare for shifts in cargo flows with proactive	(Annual Average Daily Truck Traffic)	Does this project relieve congestion?	
and innovative planning	*Truck Bottlenecks (Roadways with top bottlenecks)	Is this a grade separation project?	
Remove institutional, policy, and funding bottlenecks to improve operational efficiencies in supply chains	Not Applicable	Is this project the result of a legislative/policy effort to improve supply chain efficiency?	
Improve first and last mile connectivity for all	Vicinity of Hubs	Does this project improve first/last mile	
freight modes	Roadways within freight intensive areas	connectivity?	
Continue to forge/strengthen partnerships with public and private sectors to improve trade, logistics, and workforce development	Not Applicable	Does this project include stakeholder involvement?	
Capitalize on emerging freight trends to benefit	Labor force (ratio of county labor force by county total population relative to average statewide ratio)	Does this project incorporate an innovative freight	
Florida's communities while maintaining a	County GRP Level (compared to state average)	concept?	
strategic global posture	Freight industry (by share of employment)	Does this project address points of friction	
	Population Density (compared to state average)	between local communities and freight?	
Increase freight-related regional and local transportation planning and land use coordination	Not Applicable	Is this project on the MPOAC freight project list or in a local freight planning document?	
Reduce freight impacts on Florida's environment	On designated alternative fuel corridor	Does this project reduce air pollution?	
by prioritizing natural resources and wildlife habitats	Number of alternative fuel stations within 5 miles of corridor	Does this project incorporate protections for wildlife before/during/after project lifecycle?	

51

FMTP 2024 | Freight Mobility and Trade Plan PRIORITIZATION | October 2024



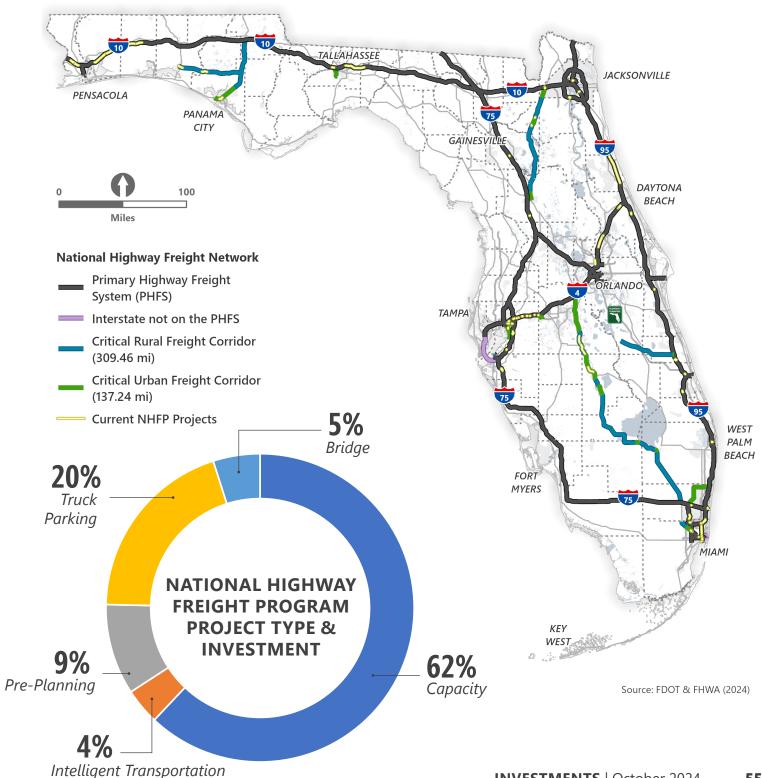
What's Inside?

- » National Highway Freight Program Funded **Projects**
- » Freight Funding in the Adopted Work **Program**
- » SIS Funded Freight Projects

The FMTP establishes a 5-year financially constrained Freight Investment Plan inclusive of all funded freight projects within the state. More information can be found in Technical Memorandum 7.

>> NATIONAL HIGHWAY FREIGHT PROGRAM FUNDED PROJECTS

Florida leverages the National Highway Freight Program to help deliver its freight projects. The projects are selected based on their priority, cost, and ability to improve freight bottlenecks, congestion, level of service, and other factors in freight mobility (highlighted in the previous section). Between 2017 and 2024, there has been \$463.7 million provided for 75 NHFP projects, with a further \$301.2 million expected between 2025 and

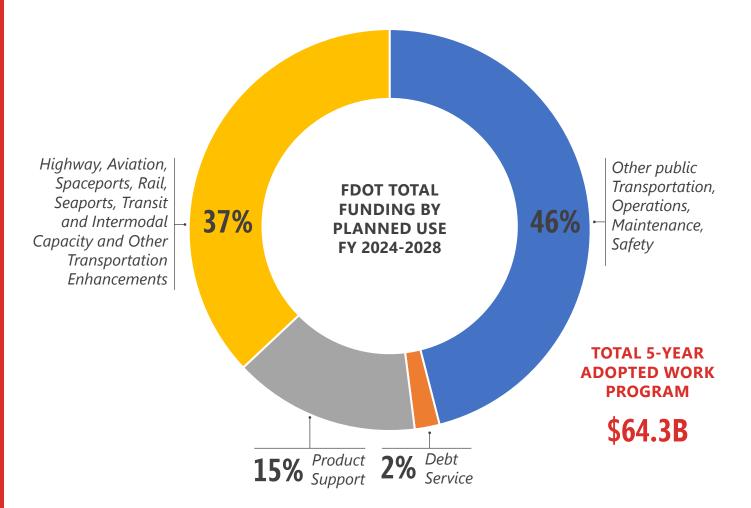


Systems

>> FREIGHT FUNDING IN THE ADOPTED WORK PROGRAM

FDOT develops a Five-Year Work Program in accordance with Section 339.135 Florida Statutes. This reflects a program of over \$64 billion over a 5-year period (2024 – 2028).

Of this, \$23.5 billion, or 37% of the total funds, is utilized specifically for projects such as Highway, Aviation, Rail, Seaports, New Starts Transit and Intermodal Capacity and Other Transportation Enhancements. These projects span the variety of systems supporting all FDOT offices inclusive of freight, safety, and capacity.



PROJECT TYPE	ESTIMATED FUNDING TOTAL
Capacity	\$3,906,941,024
Airport Expansion	\$147,683,987
Bridge Maintenance	\$1,226,262,987
Rail Capacity	\$96,704,978
Intelligent Transportation Systems	\$41,753,529
Intermodal Logistics Center	\$45,520,531
Seaport Expansion	\$522,234,431
Truck Parking	\$45,848,088
Studies	\$100,673,769

56

Between 2020 and 2030, 204 projects are designated with the group identifier FRGT (freight) in the Adopted Work Program. These projects have been designated due to their impact on the Florida freight system, and the projects utilize multiple funding sources from across FDOT. This table highlights these projects by total investment in each work mix type.

>> SIS FUNDED FREIGHT PROJECTS

Certain programs listed within the Adopted Work Program (AWP) support freight more directly than others, with the Strategic Intermodal System (SIS) network affecting highway freight the most. Within the AWP is the SIS 1st Five Year Plan, a major set of encumbered funds totaling \$16.9 billion for supporting freight and transit systems. Beyond this five-year horizon are the SIS 2nd Five-Year Plan which sets funding for years 6-10 and the SIS Cost Feasible Plan (CFP) which sets funding from 2035-2050. The CFP has a much broader vision which includes over \$30 billion in funds over that period.

TOTAL 5-YEAR
ADOPTED WORK
PROGRAM
(SIS FREIGHT PROJECTS)

\$16.9B

SIS First Five Year Plan

The First Five Year Plan illustrates projects on the SIS that are funded by the legislature in the Work Program (Year 1) and projects that are programmed for proposed funding in the next 2 to 5 years. The SIS freight investments through 2028 are broken out in the pie chart below.

SIS Second Five Year Plan

The Second Five Year Plan illustrates projects that are planned to be funded in the five years (Years 6 through 10) beyond the SIS First Five. Projects in this plan can move forward into the First Five Year plan as funds become available.

SIS Cost Feasible Plan (CFP)

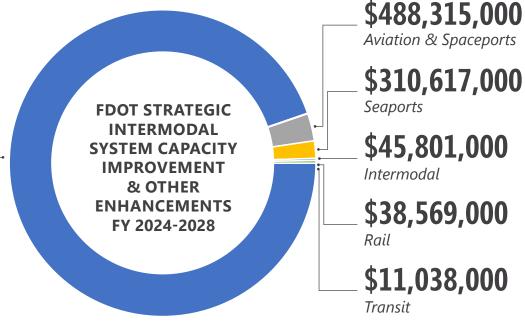
The 2045 SIS CFP evaluates SIS needs in light of available future revenues and represents a phased plan for capacity improvements utilizing forecasted revenues. The main purpose of the 2045 SIS CFP is to efficiently plan for and fund future capacity improvements and comply with the Section 339.64, Florida Statutes requirement for a long-range cost feasible plan.

All of the above SIS plans can be found at the following link: https://www.fdot.gov/planning/systems/sis/plans.shtm

The SIS Connection

SIS plans are an important tool for FDOT in meeting immediate and long-term freight needs. The SIS network overlaps with the National Highway Freight Network and the SIS objectives align with FMTP objectives. It is imperative that the Freight & Rail Office continues to work with the Systems Implementation Office to identify prudent investments and funding strategies.





57

FMTP 2024 | Freight Mobility and Trade Plan INVESTMENTS | October 2024



What's Inside?

- » Strategies
- » Implementation Plan

FMTP strategies are an integrated group of policies, programs, projects and partnerships designed to improve freight mobility, efficiency, reliability and foster economic development. More information can be found in Technical Memorandums 5 and 8.

>> FMTP STRATEGIES



Leverage data and technology to improve freight system safety and security

- 1.1. Continue to analyze truck parking needs, identify appropriate solutions, and provide more safe and secure truck parking facilities where needed
- 1.2. Identify commercial vehicle high crash segments and intersections, analyze causal factors, and implement effective countermeasures
- 1.3. Identify high incident rail-highway grade crossings, analyze causal factors, and implement countermeasures
- 1.4. Identify disruptions and areas for improvement in critical supply chains through data and system security
- 1.5. Utilize emerging technologies to improve safety, mobility, and reliability of freight corridors



Create a more resilient multimodal freight system to prepare for, respond to, and recover from disruption

- 2.1. Leverage the FDOT Resilience Action Plan (RAP) to better incorporate resilience into freight planning
- 2.2. Improve weather resiliency of freight transportation by hardening infrastructure and building redundancies into the system
- 2.3. Ensure freight-related projects evaluate measures to reduce vulnerability to disruptions
- 2.4. Support private sector and military freight mobility continuance of operations and disaster relief logistics operations
- 2.5. Improve supply chain resiliency of critical commodities considering all four phases of emergency management (prepare, respond, recover, and mitigate)



Ensure the Florida Freight system is in a state of good repair

- 3.1. Utilize data-driven asset management approach to guide multimodal freight investments
- 3.2. Optimize the functionality, efficiency, and reliability of existing freight systems
- 3.3. Incorporate resilience into re-builds and infrastructure improvements
- 3.4. Preserve and maintain the existing State Highway System (SHS)
- 3.5. Maximize use of existing and unused facilities and properties for freight development



Reduce congestion, improve reliability, and prepare for shifts in cargo flows with proactive and innovative planning

- 4.1. Support development of intermodal logistics centers/inland ports to increase seaport throughput and improve supply chain efficiencies
- 4.2. Increase infrastructure capacity at modal hubs as well as to and from key freight clusters around the state
- 4.3. Improve the convenience and efficiency of connecting between multiple freight modes



Remove institutional, policy, and funding bottlenecks to improve operational efficiencies in supply chains

- 5.1. Reduce financial, institutional, data, statutory, and regulatory barriers
- 5.2. Streamline FDOT processes to support supply chain projects that are more dynamic and responsive
- 5.3. Enhance intergovernmental partnerships for supply chain projects
- 5.4. Drive strategic investments that support state's multimodal/intermodal freight system vision



Improve first and last mile connectivity for all freight modes

- 6.1. Prepare the freight system for emerging urban freight delivery patterns
- 6.2. Improve freight mobility through operations solutions



Continue to forge/strengthen partnerships with public and private sectors to improve trade, logistics, and workforce development

- Collaborate with public and private sector partners to address workforce development needs, facility conditions, training, and recruitment
- Incorporate freight and logistics planning and engineering into academic curricula of schools, colleges, and 7.2.
- 7.3. Work with partners to support a statewide manufacturing initiative
- Expand Florida supply chain partnerships



Capitalize on emerging freight trends to benefit Florida's communities while maintaining a strategic global posture

- Support manufacturing activities to strengthen domestic supply chain
- Ensure strategic representation of Florida at the national level to help shape federal decisions on trade and logistics
- Develop next-generation freight corridors and intermodal facilities leveraging latest technology and considering multimodal freight demand
- Promote Florida as a freight-friendly state that's open for business



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

- 9.1. Provide transportation and land use planning guidance to local and regional agencies for economic development and freight efficiencies that support community goals
- Create pipeline of freight projects that are ready immediately upon funding availability
- 9.3. Preserve corridors for flexible use
- 9.4. Identify freight impacts on communities and pursue solutions
- Coordinate freight-related plans and programs of the private sector, local agencies, and FDOT Districts for integrated and informed decision-making



Reduce freight impacts on Florida's environment by prioritizing natural resources and wildlife habitats

- Support transportation solutions that enhance Florida's natural resources and wildlife
- Support the development of alternative fuel infrastructure at seaports and intermodal logistics centers, and along major trade corridors
- Ensure freight-related infrastructure projects evaluate measures to reduce the impact on wildlife habitats
- Invest in wildlife protection measures surrounding freight infrastructure

>> IMPLEMENTATION FRAMEWORK

The strategies established in the FMTP24 can help move the needle on Florida's freight objectives. The strategies can be generalized through the lenses of policies, programs, projects, and partnerships to provide a framework for implementation. Action items for each strategy, along with internal/external partners and suggested time frames can be found in **Technical Memorandum 8**.









63

POLICIES	PROGRAMS	PROJECTS	PARTNERSHIPS	
Funding: Dedicated freight funding is the most important tool to support Florida's freight needs	ILC and Aggregate programs: New and revived legislative programs that benefit freight movement need support through policy direction and awareness	Truck parking: Revamp existing rest areas to add truck parking capacity and reconfigure the existing ROW to increase truck parking space	Trade, logistics, and workforce development: Leverage partnerships to advocate for the state's workforce development needs including pay, conditions, training, and recruitment	
Support truck drivers: Hours of Service regulations, driver compensation, and lack of truck parking are hampering an already overburdened industry	Truck Parking Improvement Program: Truck parking needs a dedicated funding mechanism and programmatic initiatives	Bottlenecks: Use technology, Intelligent Transportation Systems, and innovative techniques to enhance fluidity, throughput, and efficiency	Local partnership in grant applications: Work to support local partners in funding their improvements to the transportation network	
Guidance: Develop freight corridor design guidelines to incorporate truck routes within complete streets	Programs that support innovation: Programs that incorporate new technologies, advanced telecommunications, and resilient energy supplies will be an important part of the larger infrastructure investment to modernize freight movements	Freight hubs: Develop inland ports to increase seaport capacity and promote economic development, and increase infrastructure capacity at modal hubs as well as to and from key freight clusters around the state including e-commerce facilities	Multistate freight corridors: Improve coordination with adjacent states to facilitate seamless multistate freight corridors	
Streamline priority investments: Prioritize and fund projects that are responsive to current market realities and future trends	Cybersecurity programs: The threat of cyberattacks is ever increasing, and Florida should ensure it is prepared to secure its supply chains from digital malice	Safety: Improve warning and protection at rail-highway grade crossings, and implement counter measures in high truck crash locations		
Loosen restrictions between private and public investments: Regulations placed on P3s hamper the ability to drive innovation in conjunction with industry partners		Congestion: Improve truck route signage and social media platforms for truck driver information on roadway conditions		

INVESTMENTS | October 2024 FMTP 2024 | Freight Mobility and Trade Plan



