



**FMTP24**  
FREIGHT MOBILITY AND TRADE PLAN

# FREIGHT MOBILITY AND TRADE PLAN

Technical Memorandum 5  
Policies & Strategies





## CONTENTS

Plan Vision .....	1
Evolution of Florida’s Freight Policy.....	3
Existing Plans .....	6
Modal Plans .....	6
Other Relevant Plans.....	8
National Freight Goals .....	10
National Multimodal Freight Policy.....	10
FMTP24 Goals & Objectives.....	12
FMTP24 Strategies.....	13
FMTP24 Performance Measures for Project Prioritization.....	17
Appendix A: National Goals Matrix.....	19

## FIGURES

Figure 1   FTP Goals.....	1
Figure 2   FDOT Compass.....	2

## TABLES

Table 1   National Multimodal Freight Policy Goals.....	10
Table 2   National Highway Freight Program Goals.....	11
Table 3   FMTP24 Goals and Objectives .....	12
Table 4   Highway Improvement Project Performance Measures .....	17

## List of Acronyms

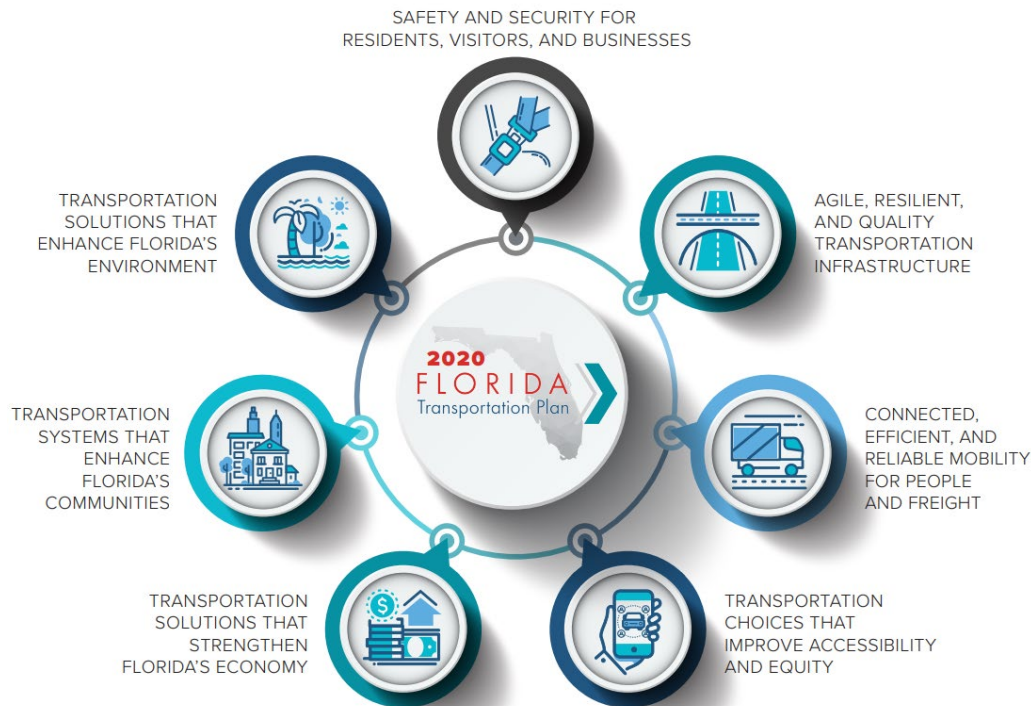
AEIS	Aviation Economic Impact Study
CMV	Commercial Motor Vehicle
CNG	Compressed Natural Gas
EV	Electric Vehicle
EVMP	Electric Vehicle Master Plan
FAST	Fixing America's Surface Transportation
FDOT	Florida Department of Transportation
FLFAC	Florida Freight Advisory Committee
FLP	Freight, Logistics and Passenger Operations
FMO	Freight and Multimodal Operations
FMT <sup>2</sup> P	Freight and Mobility Trade Plan
FRO	Freight & Rail Office
FTP	Florida Transportation Plan
IJA	Infrastructure Investment and Jobs Act
LNG	Liquefied Natural Gas
MAP-21	Moving Ahead for Progress in the 21st Century
NEVI	National Electric Vehicle Infrastructure
NHFP	National Highway Freight Program
NHFN	National Highway Freight Network
NMFM	National Multimodal Freight Network
PAC	Project Advisory Committee
RAP	Resilience Action Plan
SHS	State Highway System

## Plan Vision

Freight transportation is the economy in motion - the efficient movement of goods to, from, and through Florida supports the economic well-being of the state. The Florida Department of Transportation (FDOT) recognizes this in both its mission and vision: FDOT's mission is to provide a safe statewide transportation system that promotes the efficient movement of people and goods, supports the state's economic competitiveness, prioritizes Florida's environment and natural resources, and preserves the quality of life and connectedness of the state's communities; its vision is to serve the people of Florida by providing a transportation network that is well planned, supports economic growth, and has the goal of being congestion and fatality free.

The Florida Transportation Plan (FTP), the state's overarching plan guiding Florida's transportation future, lays out seven interrelated goals that guide Florida's transportation system to meet the changing needs of the state. With continued economic growth, changing demographics, shifting development patterns, evolving trade flows, emerging technologies, and growing risks, the FTP calls upon Florida's transportation partners to embrace forward-looking planning for how transportation supports a more competitive, resilient, and sustainable state. The plan's seven goals are:

Figure 1 | FTP Goals

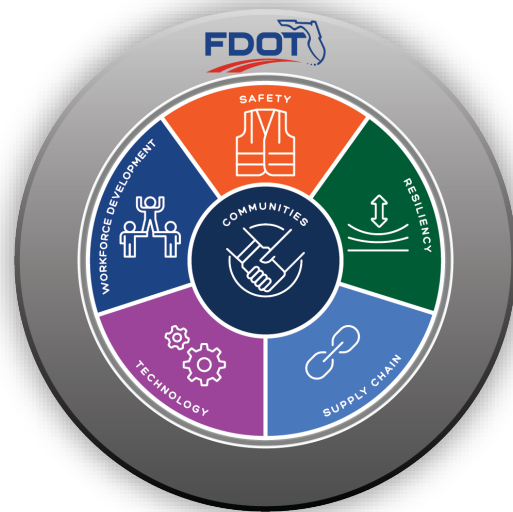




The FDOT Compass helps tell the Department's story in a way that resonates with communities. The Compass highlights the need to deliver a well-rounded, cutting-edge transportation system. Safety remains our true north and is the top priority in all activities, and community is at the center of the five elements. The purpose of the Freight Mobility and Trade Plan is to:

1. Tell the story of freight in Florida
2. Support the seven Florida Transportation Plan goals
3. Implement strategies to achieve freight-related goals that align with FDOT's vision and mission and the FDOT Compass
4. Fulfill the continued requirements of the Fixing America's Surface Transportation (FAST) Act through the Infrastructure Investment and Jobs Act (IIJA)

Figure 2 | FDOT Compass



## Evolution of Florida's Freight Policy

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.

In 2011, FDOT unveiled the Florida Transportation Vision for the 21st Century. The Plan implemented the state's goals to spur private sector job creation and economic growth by having the best transportation and infrastructure system in the nation. The Transportation Vision plan uses creative financing alternatives, offers transportation choices, places strong emphasis on port development, reduces bureaucracy and streamlines decision making, plans and develops future corridors, and provides faster project delivery. To facilitate the greater focus on freight, the FDOT established the Office of Freight, Logistics and Passenger Operations (FLP).

In 2012, the Florida House Bill 599 required the FDOT to develop the Freight Mobility & Trade Plan to assist in making freight mobility investments that contribute to the economic growth of the state, encoded as Florida Statute 334.044.<sup>1</sup> The Policy Element of the 2013 Freight and Mobility Trade Plan (FMTP) addressed all requirements of the HB 599 legislation. The four specific goals are:

- Increasing the flow of domestic and international trade through the state's seaports and airports, including specific policies and investments that will recapture cargo currently shipped through seaports and airports located outside the state.
- Increasing the development of ILCs in the state, including specific strategies, policies, and investments that capitalize on the empty backhaul trucking and rail market in the state.
- Increasing the development of manufacturing industries in the state, including specific policies and investments in transportation facilities that will promote the successful development and expansion of manufacturing facilities.
- Increasing the implementation of compressed natural gas (CNG), liquefied natural gas (LNG), and propane energy policies that reduce transportation costs for businesses and residents located in the state.

The federal reauthorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), directed the creation of state freight plans, acknowledging the importance of freight

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<sup>1</sup> [http://www.leg.state.fl.us/statutes/index.cfm?App\\_mode=Display\\_Statute&URL=0300-0399/0334/0334.html](http://www.leg.state.fl.us/statutes/index.cfm?App_mode=Display_Statute&URL=0300-0399/0334/0334.html)



transportation planning at the national level. With a state freight plan, Florida freight projects could qualify for a higher federal share of funds.

Superseding MAP-21, on December 4, 2015, the FAST Act was signed into law. The FAST Act included several provisions to improve the condition and performance of the national freight network and to support investment in freight-related surface transportation projects. To receive funding under the National Highway Freight Program (23 U.S.C 167), the FAST Act required each state to develop a state freight plan that comprehensively addressed the state's freight planning activities and investments both immediate and long-range. State freight plans had to, among other requirements:

- Cover a five-year forecast period
- Be fiscally constrained
- Include a "freight investment plan" with a list of priority projects
- Describe how the state will invest and match its National Highway Freight Program (NHFP) funds

In 2016, the Freight and Multimodal Operations (FMO) Office, currently called the Freight & Rail Office (FRO), was established within FDOT. The FRO was created to institutionalize freight planning in the Department. It combined the multimodal freight functional area with the rail and motor carrier functional areas to form a team ready to address freight mobility needs statewide along with the other modal office.

In 2017, the state developed a Florida Freight Advisory Committee (FLFAC) in accordance with guidance provided in federal transportation legislation, including both the MAP-21 and FAST Act. The FLFAC was charged with:

- Advising the state on freight-related priorities, issues, projects, and funding needs;
- Serving as a forum for discussion of state decisions affecting freight transportation;
- Communicating and coordinating regional priorities with other organizations;
- Promoting the sharing of information between the private and public sectors on freight issues; and
- Participating in the development of the state's freight plan.

In 2017 the state also went through the process of designating and prioritizing the Florida Highway Freight Network.

The Infrastructure Investment and Jobs Act (IIJA), enacted in November 2021, continued the requirements laid out under the FAST Act. The IIJA provides new opportunities for funding and

outlines seven new requirements for state freight plans which must be updated every four years.

The new requirements include:

- A description of the state's supply chain cargo flows
- Inventory of commercial ports
- Impacts of e-commerce on freight infrastructure
- Consideration of military freight
- Consideration of the findings or recommendations made by any multi-state freight compact
- 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

By updating to IIJA compliance, the version of Florida's statewide freight plan (FMT<sup>24</sup>) will align with the National Strategic Freight Plan and the National Freight Policy goals (see Appendix A), enabling Florida to fund projects through the NHFP.



## Existing Plans

It is important to recognize that the FMT<sup>2</sup>4 is just one component of the larger FDOT family of freight related and transportation plans. It supports the FTP, which is Florida's keystone transportation plan, and complements and supports the other Modal Transportation Plans.

## Modal Plans

FDOT has a series of modal specific freight plans. The FMT<sup>2</sup>4 leverages the lessons learned from each modal plan to ensure that the complete set of plans represent an integrated approach to improve freight mobility and trade in Florida. Since the last FMT<sup>2</sup>4 was published in 2020, the following modal plans have been updated:

### **Florida Aviation System Plan/Economic Impact Study (2022)**

The 2022 Florida Aviation Economic Impact Study (2022 AEIS) is a multi-faceted and interrelated analysis that measured the contribution of Florida's airport system on the state's economy. The 2022 AEIS quantified industry's reliance on Florida's airports through a surveying effort completed among businesses that either base an aircraft at a Florida airport or frequently use airports to access the state. The data collection effort included data gathering related to airport employees, tenant employees, capital expenditures, and out-of-state visitors. The 2022 AEIS determined that Florida's aviation system contributed \$336 billion in total economic impacts to the state's economy. These impacts supported over two million jobs, \$109 billion in payroll and \$170 billion in economic value added.

Florida's airports can accommodate the demands from tourism, business, air cargo, and military activities and contribute multiple impacts to the state's economy. Airports provide transportation services for visitors and residents and employment and economic development opportunities for Florida's businesses.

Specific impacts include:

- Employment and capital spending from airports and on-airport business tenants.
- Visitor spending on goods, services, accommodations, food, and entertainment.
- Air cargo services which connect both long-distance domestic and international markets to companies within Florida. Florida's airports also provide a global gateway for air cargo activity with Latin America and the Caribbean.
- Military Aviation Impacts from Florida's 11 military aviation installations which serve a critical role in supporting the United States national defense system as well as active military troops both at home and abroad.
- Industrial reliance impacts by using Florida's airports as a key resource to businesses by enabling quick transportation of company personnel for Florida-based businesses.

## **Rail System Plan (2023)**

Updated in 2023, the Rail System Plan describes the role of rail in the Statewide Transportation Plan and was developed to guide the state's rail freight and passenger transportation planning activities and project development. The plan details state funding for rail and gives trends and forecasts for the key factors which influence traffic movement on the state's passenger and freight rail system. Florida's rail vision is to provide safe, equitable, and reliable mobility solutions for people and freight. An integrated and resilient rail system will enhance transportation options and modal connections, promote sustainable communities, and strengthen Florida's economy.

## **Florida Seaport/Waterways System Plan (2022)**

The 2022 Seaport and Waterways System Plan provides an updated roadmap for the state's seaport program. FDOT partners with Florida's seaports on infrastructure projects and planning efforts to ensure the state has the necessary cargo and cruise capacity to serve Florida's residents, visitors, and businesses. The plan introduces the seaport and waterways system; discusses cargo and passenger trends and forecasts; summarizes seaport needs, priorities, and advantages; and presents key focus areas, themes, and strategies to ensure the continued success of Florida's seaports.

Strategic investments at Florida's seaports have focused on positioning the state for future growth. The plan has identified the following types of investments necessary to support seaport growth:

- Dredging to allow for larger and deeper draft ships
- Larger container cranes to reach across the wider-spanned ships
- Longer and or/rehabbed berths to accommodate larger ships
- Increased cargo laydown areas to process bulk cargo
- Technology implementation to optimize existing systems
- Workforce development to handle additional cargo processing and goods movement
- Landside access improvements to road and rail to handle increased traffic

FDOT's Seaport Office has engaged in the advancement of projects through a defined list of strategies. The plan identifies these strategies as:

- Use state resources to leverage investments in Florida's seaports.
- Collaborate with seaports and industry stakeholders to identify and fund projects.
- Monitor industry events, issues, and trends to ensure Florida's seaports are positioned for success.

- Monitor seaport system performance to track the effectiveness of investments to guide future investments.
- Partner with seaports to pursue opportunities to enhance seaport efficiencies, capabilities, resilience, and capacities.
- Coordinate with seaports and intermodal industry to promote efficient multimodal connectivity.
- Facilitate public sector responsiveness to seaport needs and opportunities and support competitive grant applications.

## Other Relevant Plans

### Resilience Action Plan (2023)

The Resilience Action Plan examines the vulnerabilities of the State Highway System (SHS) to flooding, storm surge, and other outside forces and identifies areas Florida can prioritize for investments. This plan also identifies strategies for enhancing resilience in all aspects of how the state will plan, develop, design, construct, operate, and maintain the SHS.

FDOT developed the action plan in collaboration with local governments, metropolitan planning organizations, state and federal agencies, and other partners. The planning process included a review of existing policies, procedures, and guidance documents and an assessment of the SHS's vulnerability to certain water-related hazards.

The objectives of the plan aimed to improve the SHS resilience are to:

- Recommend strategies to enhance infrastructure and the operational resilience of the SHS that may be incorporated into the transportation asset management plan;
- Recommend design changes to retrofit existing state highway facilities and to construct new state highway facilities; and
- Enhance partnerships to address multijurisdictional resilience needs.

The plan focused on the SHS using 2021 data, and determined that of the 12,121 centerline miles and 4,850 bridges on the SHS:

- 1,820 (15%) are located in a 100-year floodplain, including 2,156 bridges;
- 1,412 (12%) are located in a Category 3 storm surge zone including 1,334 bridges; and
- 138 (1%) are located in areas that could experience two feet of sea level rise by 2070, including 967 bridges.

While the focus of the plan was on the SHS, it was understood that county and local facilities are critical links in the transportation system as a whole, and that these facilities may also be

affected by hazards. The FMT<sup>2</sup>P uses the Resilience Action Plan's (RAP) vulnerability assessment in its quantitative prioritization metrics.

### **FDOT EV Master Plan (EVMP) (2021)**

The FDOT, under state law, was directed to coordinate, develop, and recommend a Master Plan for the development of electric vehicle (EV) charging station infrastructure along the SHS to support the following goals and objectives pursuant to [F.S. 339.287](#):

- Support both short-range and long-range electric vehicle travel
- Encourage the expansion of electric vehicle use in the state
- Adequately serve evacuation routes in the state

The EVMP delivers a comprehensive course of action to provide for EV charging infrastructure efficiently and effectively. The document serves as a starting point for both public and private entities to become familiar with the challenges and opportunities associated with EV charging infrastructure. It also serves as a guide for future legislative, agency-level and public engagement efforts.

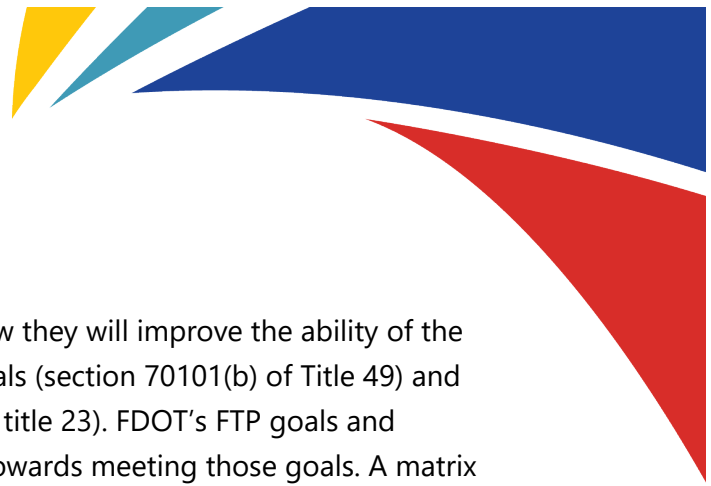
### **Florida Trade and Logistics Study 3.0 (2023)**

The Florida Trade & Logistics Study 2023 is the third trade and logistics research report published by the Florida Chamber Foundation over the past 12 years. The two previously published research studies are the "Florida Trade and Logistics Study" and the "Florida Trade and Logistics Study 2.0: Made for Trade." The task force responsible for recalibrating the opportunities and strategies for Florida included 14 private and public sector organizations which guided the study and collaborated with a larger stakeholder group comprised of over 80 organizations.

The Florida Trade and Logistics Study 3.0 contains a series of target outcomes that support the Florida 2023 Blueprint's mission to grow Florida to a top 10 global economy. The study identifies trade, logistics, and manufacturing as key components of achieving the goal.

The 2023 Florida Trade and Logistics Study 3.0 identified six key strategies that Florida's public and private leaders can use to take the next step in the state's economic transformation:

- Reaffirm the statewide priority for trade, logistics, and manufacturing
- Establish a statewide manufacturing initiative
- Close essential workforce gaps and strengthen the talent pipeline
- Continue to strengthen trade gateways and corridors
- Establish a comprehensive site development program with emphasis on rural areas
- Redesign Florida's economic development toolkit



## National Freight Goals

The FAST Act required state freight plans to describe how they will improve the ability of the state to meet the National Multimodal Freight Policy goals (section 70101(b) of Title 49) and National Highway Freight Program goals (section 167 of title 23). FDOT’s FTP goals and supporting FMTP objectives outline how Florida works towards meeting those goals. A matrix connecting the national goals with the FMTP objectives can be found in Appendix A.

## National Multimodal Freight Policy

It is the policy of the United States to maintain and improve the condition and performance of the National Multimodal Freight Network established under section 70103 to ensure that the Network provides a foundation for the United States to compete in the global economy and achieve the goals described in Table 1.

**Table 1 | National Multimodal Freight Policy Goals**

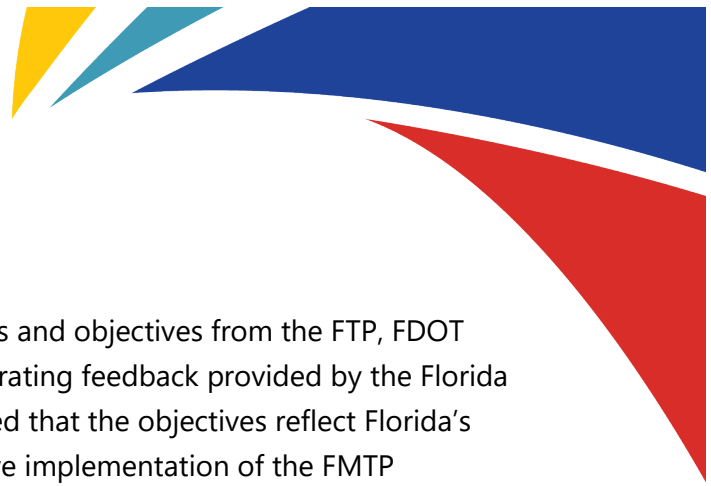
National Multimodal Freight Policy Goals	
1.	Identifying infrastructure improvements, policies, and operational innovations that— <ul style="list-style-type: none"> <li>a. Strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States</li> <li>b. Reduce congestion and eliminate bottlenecks on the National Multimodal Freight Network</li> <li>c. Increase productivity, particularly for domestic industries and businesses that create high-value jobs</li> </ul>
2.	Improving the safety, security, efficiency, and resiliency of multimodal freight transportation
3.	Achieving and maintaining a state of good repair on the National Multimodal Freight Network
4.	Using innovation and advanced technology to improve the safety, efficiency, and reliability of the National Multimodal Freight Network
5.	Improving the economic efficiency and productivity of the National Multimodal Freight Network
6.	Improving the reliability of freight transportation
7.	Improving the short- and long-distance movement of goods that: <ul style="list-style-type: none"> <li>a. Travel across rural areas between population centers</li> <li>b. Travel between rural areas and population centers</li> <li>c. Travel from the nation’s ports, airports, and gateways to the National Multimodal Freight Network</li> </ul>
8.	Improving the flexibility of states to support multistate corridor planning and the creation of multi-state organizations to increase the ability of states to address multimodal freight connectivity
9.	Reducing the adverse environmental impacts of freight movement on the National Multimodal Freight Network
10.	Pursuing the goals described in this subsection in a manner that is not burdensome to state and local governments



It is the policy of the United States to improve the condition and performance of the National Highway Freight Network established under section 167 to ensure that the Network provides the foundation for the United States to compete in the global economy and achieve the goals described in Table 2.

**Table 2 | National Highway Freight Program Goals**

<b>National Highway Freight Program Goals</b>	
1.	To invest in infrastructure improvements and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity
2.	To improve the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas
3.	To improve the state of good repair of the National Highway Freight Network
4.	To use innovation and advanced technology to improve the safety, efficiency, and reliability of the National Highway Freight Network
5.	To improve the efficiency and productivity of the National Highway Freight Network
6.	To improve the flexibility of states to support multi-state corridor planning and the creation of multi-state organizations to increase the ability of states to address highway freight connectivity
7.	To reduce the environmental impacts of freight movement on the National Highway Freight Network



## FMTTP24 Goals & Objectives

The FMTTP 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 Florida Project Advisory Committee (PAC). This crosswalk ensured that the objectives reflect Florida’s collective freight vision and set the stage for collaborative implementation of the FMTTP strategies.

**Table 3 | FMTTP24 Goals and Objectives**

FTP Goal	FMTTP24 Objective
<b>Safety and security for residents, visitors, and businesses</b>	1. Leverage data and technology to improve freight system safety and security
<b>Agile, resilient, and quality transportation infrastructure</b>	2. Create a more resilient multimodal freight system to prepare for, respond to, and recover from disruption
	3. Ensure the Florida Freight system is in a state of good repair
<b>Connected, efficient, and reliable mobility for people and freight</b>	4. Reduce congestion, improve reliability, and prepare for shifts in cargo flows with proactive and innovative planning
<b>Transportation choices that improve accessibility and equity</b>	5. Remove institutional, policy, and funding bottlenecks to improve operational efficiencies in supply chains
	6. Improve first and last mile connectivity for all freight modes
<b>Transportation solutions that strengthen Florida's economy</b>	7. Continue to forge/strengthen partnerships with public and private sectors to improve trade, logistics, and workforce development
	8. Capitalize on emerging freight trends to benefit Florida’s communities while maintaining a strategic global posture
<b>Transportation systems that enhance Florida's communities</b>	9. Increase freight-related regional and local transportation planning and land use coordination
<b>Transportation solutions that enhance Florida's environment</b>	10. Reduce freight impacts on Florida’s environment by prioritizing natural resources and wildlife habitats

## FMTP24 Strategies

The FMTP24 strategies came from the analysis, outreach, and research into emerging trends. Many of the strategies have ties to the plans referenced above. Action items to complement each strategy can be found in Technical Memorandum 8: Implementation.

### 1. Leverage data and technology to improve freight system safety and security

Improvements in transportation technology are increasing opportunities. Smart corridors, infrastructure sensors, automated systems, and analyzing enormous amounts of data for trends/challenges are solution options for optimizing conditions and increasing safety.

- 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

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

Disruptions from shocks (individual events) and stresses (longer-term shifts) threaten Florida's freight infrastructure and operations. Florida should leverage analysis, partnerships, and investments to create redundancies in the system and improve its supply chain resilience.

- 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)

### **3. Ensure the Florida Freight system is in a state of good repair**

A growing population, economy, and demand for freight in Florida takes a toll on freight infrastructure. Florida should ensure that it is preserving the existing system and that new investments are made strategically.

- 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

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

Congestion is one of Florida's top freight mobility issues. Strategic infrastructure investments such as inland ports and increased truck parking can relieve congestion and improve supply chain flows. Along with capacity increases, technology and innovation help improve throughput and decrease congestion utilizing the infrastructure that is already in place.

- 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

### **5. Remove institutional, policy, and funding bottlenecks to improve operational efficiencies in supply chains**

Institutional, policy, and funding bottlenecks create operational inefficiencies. Florida should work to streamline federal, state, and local processes to accelerate priority investments. Freight and logistics projects must be dynamic and responsive to current market realities and future trends.

- 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

## **6. Improve first and last mile connectivity for all freight modes**

The rise in e-commerce has led to an increased strain on the existing freight system, notably on local first/last-mile routes near warehousing and distribution centers in and around residential areas. Investments in optimization through new technologies will reduce gaps between modes and destinations and benefit Florida's freight system.

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

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

Partnerships across the public and private sectors are critical for implementing ideas, expanding access, and building awareness. Florida can benefit from continued public private coordination to support workforce development solutions, pursue manufacturing industries, and strengthen its supply chains within and beyond the state.

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

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

As a high consumption state, Florida can reaffirm its priority for trade, logistics, and manufacturing through marketing and incentives for new industry, and influence innovation by staying on the cutting edge of emerging freight technology.

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



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

Florida is poised to take advantage of available federal funding for transportation, research, workforce, and economic development, which will support the state's strategic freight interests. Local transportation planning and land use coordination is critical to pursuing the best policies, programs, and projects for needs from communities to the national level.

- 9.1. Provide transportation and land use planning guidance to local and regional agencies for economic development and freight efficiencies that support community goals
- 9.2. 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
- 9.5. Coordinate freight-related plans and programs of the private sector, local agencies, and FDOT Districts for integrated and informed decision-making

## **10. Reduce freight impacts on Florida's environment by prioritizing natural resources and wildlife habitats**

Florida's environment is one reason that it has millions of visitors annually. To preserve its natural beauty and the health of its ecosystems, multiple factors should be considered in project planning.

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

## FMT P24 Performance Measures for Project Prioritization

Performance measures can be used as a guide for decision-making in freight-related transportation investments. The performance measures listed below are consistent with the FTP goals and FMT P objectives. It is important to note that there are different freight and freight-related project types. For example, proposed highway rail-grade crossing projects, truck parking projects, and highway improvement projects all have different criteria that should be assessed using the applicable performance measures. Table 4 depicts performance measures and criteria that have been identified to assess highway improvement projects. The quantitative and qualitative metrics are not intended to align directly with one another, but together provide relevant context to help achieve each objective. The quantitative metrics denoted with an asterisk are taken directly from the performance and conditions assessment in TM 2. Several of the objectives do not have readily accessible quantitative metrics with which to assess them, denoted with a "Not Applicable." More information on the project prioritization process can be found in TM 6.

**Table 4 | Highway Improvement Project Performance Measures**

FMT P24 Objectives	Quantitative Metrics	Qualitative Metrics
Leverage data and technology to improve freight system safety and security	*Commercial Vehicle Safety ((Truck Injuries/Truck VMT) x 1000 (Truck fatalities/ Truck VMT) x 1000)	Does this project measurably improve freight safety?
		Is this a technology driven or TSM&O project?
Create a more resilient multimodal freight system to prepare for, respond to, and recover from disruption	<a href="#">RAP Low - High Tier Vulnerability Area</a>	Does this project enhance the reliability or redundancy of the freight transportation system?
		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 good repair	*Bridge Conditions (Presence of structurally deficient bridges)	Does this project relieve congestion?
	*Highway Pavement (Presence of poor pavement conditions)	Does this project incorporate the ability to rapidly restore access and mobility after an emergency?



FMT P24 Objectives	Quantitative Metrics	Qualitative Metrics
Reduce congestion, improve reliability, and prepare for shifts in cargo flows with proactive and innovative planning	*Truck Miles Traveled (Annual Average Daily Truck Traffic)	Does this project address a truck parking need?
	*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 freight modes	Vicinity of Hubs	Does this project improve first/last mile connectivity?
	Roadways within freight intensive areas	
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 Florida's communities while maintaining a strategic global posture	Labor force (ratio of county labor force by county total population relative to average statewide ratio)	Does this project incorporate an innovative freight concept?
	County GRP Level (compared to state average)	
	Freight industry (by share of employment)	Does this project address points of friction between local communities and freight?
	Population Density (compared to state average)	
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 by prioritizing natural resources and wildlife habitats	On designated alternative fuel corridor	Does this project reduce air pollution?
	Number of alternative fuel stations within 5 miles of corridor	Does this project incorporate protections for wildlife before/during/after project lifecycle?

## Appendix A: National Goals Matrix

FMT P24 Objectives	FTP Goals	Safety and Security	Agile, Resilient, Quality		Efficient & Reliable Mobility	Transportation Choices		Economic Competitiveness		Quality Places	Environment & Energy Conservation
	National Multimodal Freight Policy Goals	Leverage data and technology to improve freight system safety and security	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	Reduce congestion, improve reliability, and prepare for shifts in cargo flows with proactive and innovative planning	Remove institutional, policy, and funding bottlenecks to improve operational efficiencies in supply chains	Improve last mile connectivity for all freight modes	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	Increase freight-related regional and local transportation planning and land use coordination	Reduce freight impacts on Florida's environment by prioritizing natural resources and wildlife habitats
To identify infrastructure improvements, policies, and operational innovations that: <ul style="list-style-type: none"> <li>Strengthen the contribution of the National Multimodal Freight Network (NMFN) to the economic competitiveness of the United States</li> <li>Reduce congestion and eliminate bottlenecks on the NMFN</li> <li>Increase productivity, particularly for domestic industries and businesses that create high-value jobs</li> </ul>				✓	✓	✓		✓	✓	✓	
To improve the safety, security, efficiency, and resiliency of multimodal freight transportation	✓	✓			✓	✓	✓				
To achieve and maintain a state of good repair on the NMFN			✓								
To use innovation and advanced technology to improve the safety, efficiency, and reliability of the NMFN	✓	✓						✓			✓
To improve the economic efficiency and productivity of the NMFN					✓	✓	✓	✓			
To improve the reliability of freight transportation			✓		✓	✓	✓				
To improve the short- and long-distance movement of goods that: <ul style="list-style-type: none"> <li>Travel across rural areas between population centers</li> <li>Travel between rural areas and population centers</li> <li>Travel from the Nation's ports, airports, and gateways to the NMFN</li> </ul>	✓	✓	✓		✓	✓	✓	✓	✓	✓	
To improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity						✓	✓	✓	✓	✓	
To reduce the adverse environmental impacts of freight movement on the NMFN			✓		✓						✓
To pursue the goals described in this subsection in a manner that is not burdensome to State and local governments	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



FTP Goals	Safety and Security	Agile, Resilient, Quality		Efficient & Reliable Mobility	Transportation Choices		Economic Competitiveness		Quality Places	Environment & Conserve Energy	
	FMTP24 Objectives	Leverage data and technology to improve freight system safety and security	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	Reduce congestion, improve reliability, and prepare for shifts in cargo flows with proactive and innovative planning	Remove institutional, policy, and funding bottlenecks to improve operational efficiencies in supply chains	Improve last mile connectivity for all freight modes	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	Increase freight-related regional and local transportation planning and land use coordination	Reduce freight impacts on Florida's environment by prioritizing natural resources and wildlife habitats
National Highway Freight Program Goals											
To invest in infrastructure improvements and to implement operational improvements on the highways of the United States that: <ul style="list-style-type: none"> <li>Strengthen the contribution of the National Highway Freight Network (NHFN) to the economic competitiveness of the United States</li> <li>Reduce congestion and bottlenecks on the NHFN;</li> <li>Reduce the cost of freight transportation</li> <li>Improve the year-round reliability of freight transportation</li> <li>Increase productivity, particularly for domestic industries and businesses that create high-value jobs</li> </ul>	✓	✓	✓	✓	✓	✓	✓	✓			
To improve the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas	✓	✓	✓	✓	✓	✓	✓				
To improve the state of good repair of the NHFN			✓								
To use innovation and advanced technology to improve the safety, efficiency, and reliability of the NHFN	✓	✓		✓	✓	✓					
To improve the efficiency and productivity of the NHFN				✓	✓	✓	✓				
To improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address highway freight connectivity						✓	✓	✓		✓	
To reduce the environmental impacts of freight movement on the NHFN		✓		✓							✓



# *FMT* **P24**

FREIGHT MOBILITY AND TRADE PLAN

**Freight & Rail Office**

Florida Department of Transportation

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