

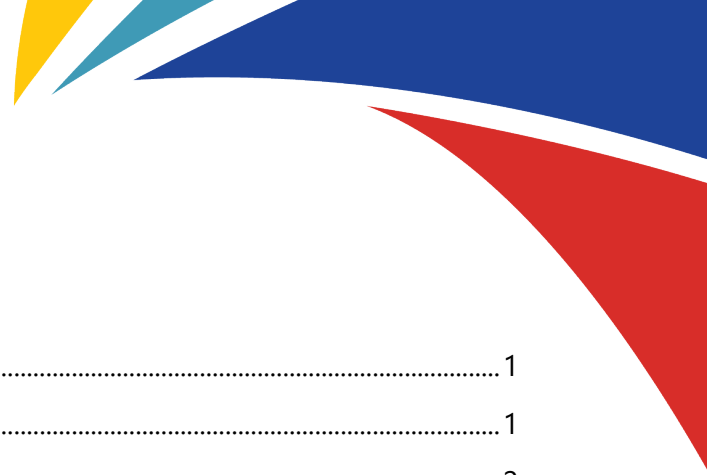


**FMTP 24**  
FREIGHT MOBILITY AND TRADE PLAN

# FREIGHT MOBILITY AND TRADE PLAN

Technical Memorandum 8  
Implementation





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## List of Acronyms

ACES	Automated Connected Electric Shared	MEGA	National Infrastructure Project Assistance
ADAS	Advanced Driver-Assistance Technology System	MPO	Metropolitan Planning Organization
ATTIMD	Advanced Transportation Technologies and Innovative Mobility Deployment	MPP	Metropolitan Planning Program
BIP	Bridge Investment Program	NHFN	National Highway Freight Network
CMAQ	Congestion Mitigation and Air Quality Program	NHFP	National Highway Freight Program
CRISI	Consolidated Rail Infrastructure and Safety Improvements Program	NHS	National Highway System
ETAT	Environmental Technical Advisory Teams	P3s	Public-Private Partnerships
ETDM	Efficient Transportation Decision Making	PAC	Project Advisory Committee
FAST	Fixing America's Surface Transportation Act	PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation
FDOT	Florida Department of Transportation	RAISE	Rebuilding American Infrastructure with Sustainability & Equity
FLFAC	Florida Freight Advisory Committee	RAP	Resilience Action Plan
FLOW	Freight Logistics Optimization Works	RCE	Railroad Crossing Elimination Program
FLTP	Federal Lands Transportation Program	RIF	Rural Infrastructure Fund
FRO	Freight & Rail Office	RIP	Resilience Implementation Plan
FTP	Florida Transportation Plan	RTEPF	Reduction of Truck Emissions at Port Facilities Grant Program
HOS	Hours of Service	RURAL	Rural Surface Transportation Grant Program
HSIP	Highway Safety Improvement Program	SIS	Strategic Intermodal System
IIJA	Infrastructure Investment and Jobs Act	STBG	Surface Transportation Block Grant Program
ILC	Intermodal Logistics Center	STTF	Surface Transportation Trust Fund
INFRA	Nationally Significant Multimodal Freight and Highway Projects	TPAS	Truck Parking Availability System
ITS	Intelligent Transportation System	USDOT	U.S. Department of Transportation
		USMHP	United States Marine Highway Program



## Introduction

The strategies established in Technical Memorandum 5 were created based on the goals, objectives, and needs of Florida's freight transportation system. This technical memorandum provides the implementation tools in the form of funding sources and a framework of policies, programs, projects, and partnerships. Action items for each strategy, along with internal/external partners and suggested time frames, can be found in Appendix A. These action items will help pave the path for the implementation of FMTP24.

Florida's needs are expected to change periodically based on the dynamic nature of the economy, political environment, socio-economic needs, and regulatory framework. FMTP24 is designed to be flexible, facilitate updates and revisions as needed, and support regular updates to project lists.



## Policies

Policies can set conditions for an efficient regulatory environment or create undue constraints. Changing policy often requires legislative action and organizational changes but can be important in improving the state's long-term supply chain resiliency. Examples of policy changes that would improve Florida's freight system include:

- **Funding:** Dedicated freight funding is the most critical tool to support Florida's freight needs. Historically, inflation and revenue fluctuations have prompted periodic disruptions to the state's project delivery plan. Provide additional freight funding and allow for more multimodal freight projects across more programs.
- **Support truck drivers:** Hours of Service (HOS) regulations, driver compensation, and lack of truck parking/amenities hamper an already overburdened industry. Industry demands and consumer expectations exacerbate the issue, requiring a policy shift.
- **Streamline priority investments:** Prioritize and fund projects responsive to current market realities and future trends.

- Loosen restrictions between private and public investments: Regulations placed on Public-Private Partnerships (P3s) due to the fear of public investments being utilized by private stakeholders for profit motives hampers the ability to drive innovation in conjunction with industry partners.

## Programs

The implementation of a program can create the framework to achieve a broader goal. Florida should establish a statewide Intermodal Logistics Center Enterprise or Inland Port Authority to think beyond individual facility interests and promote a One Florida approach. Truck parking also needs a dedicated funding mechanism and programmatic initiatives. Florida should support programmatic innovation and cyber security initiatives.

- Intermodal Logistics Center (ILC) Program: The development of additional inland ports in Florida would provide improved intermodal connectivity and relieve congestion throughout supply chains. Create an Inland Port Authority/ILC Program to provide the policy direction and funding necessary for implementation.
- Truck Parking Improvement Program: Truck parking needs a dedicated funding mechanism and programmatic initiatives.
- Programs that support innovation: Florida's transportation networks and hubs must be modernized to accommodate the forecasted freight (and passenger) movements. Programs incorporating Automated Connected Electric Shared (ACES) technologies, advanced telecommunications, and strong and sustainable energy supplies will be an important part of the larger infrastructure investment to modernize freight movements.
- Cybersecurity programs: The threat of cyberattacks is ever-increasing, and Florida should establish a program to combat threats and secure its supply chains from digital malice.

## Projects

Projects are planned actions and work that result in a tangible solution that solves a freight mobility issue. Projects that provide opportunities to move truck cargo to/from rail/ships safely and efficiently at facilities and ports provide significant value to supply chain fluidity. High-priority projects that target Florida's documented needs should be initiated immediately to facilitate freight mobility improvements. These include:

- Truck Parking: Revamp existing rest areas to add truck parking capacity and reconfigure the existing ROW to increase the number of truck parking spaces.
- Bottlenecks: Use technology, Intelligent Transportation System (ITS), and innovative techniques to enhance fluidity, throughput, and efficiency.

- **Freight Hubs:** Develop inland ports to increase seaport capacity, 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.
- **Safety:** Improve warning devices and protection at rail-highway grade crossings and implement countermeasures in high truck crash locations.
- **Congestion:** Add truck-only lanes, improve truck route signage, and enhance platforms for truck driver information on roadway conditions.

## Partnerships

Partnerships within the Florida Department of Transportation (FDOT), with Florida agencies, and across the public/private sector divide are critical for implementing ideas, expanding access, and building awareness. Florida will benefit from continued coordination to meet its freight needs and in particular, support workforce development solutions, pursue discretionary funding, and strengthen its supply chains within and beyond the state.

- **Trade, logistics, and workforce development:** Florida should leverage partnerships to advocate for the state's workforce development needs, including pay, conditions, training, and recruitment.
- **Local partnership in grant applications:** A significant portion of revenue for transportation projects comes from federal aid. Work to support local partners in funding their improvements to the transportation network. Streamline outreach and systemic submissions to keep the project pipeline open.
- **Multistate Freight Corridors:** Improve coordination with adjacent states to facilitate seamless multistate freight corridors.

## Intra-Agency Collaboration

Intra-agency collaboration and coordination are necessary to implement some policies, programs, and projects, as much of the action lies beyond the purview and authority of the Freight & Rail Office (FRO). The other FDOT offices needed to support the FRO in freight mobility-related issues include those in Table 1.

**Table 1 | Freight-Supporting FDOT Offices**

Modal Development	Emerging Technologies	Motor Carrier Size and Weight
Systems Implementation	GIS	Asset Maintenance/Rest Areas
Policy Planning	Transportation Data & Analytics	Design
Forecasting & Trends	Commercial Vehicle Operations	Safety
Emergency Management	Traffic Operations	Environmental Management
Federal Programs	State Materials	District Freight Coordinators

Members from each of these offices comprised the Project Advisory Committee (PAC) for the creation of this plan.

### **Florida Inter-Agency Collaboration**

While freight projects will be actioned within the FDOT, not all policy and program strategies outlined in the FMT<sup>24</sup> fall under the jurisdiction of FDOT. Implementation of some strategies will be the responsibility of other state and federal agencies, Metropolitan Planning Organizations (MPOs), local governments, private-sector entities, such as railroads, and other organizations. Some may require legislative action. Therefore, a strong partnership and collaboration among all agencies and stakeholders is necessary to effectively and successfully implement the FMT<sup>24</sup>. State agencies possess specific authorities, oversee various issues and processes, and enact requirements and policies that may have unintended consequences. Other agencies and stakeholders possess knowledge and experience on freight issues. Inter-agency collaboration can facilitate coordination on matters that affect freight mobility holistically.

### **FLFAC**

The Florida Freight Advisory Committee (FLFAC) provides a unique opportunity for collaborative freight efforts. The committee comprises industry experts and community leaders who helped identify and validate this plan’s multimodal needs and will be instrumental in the implementation phase. Currently, the members serving on the committee represent the groups shown in Table 2.





**Table 2 | Florida Freight Advisory Committee**

PortMiami	CSX	Southwest Florida Regional Planning Council
Florida East Coast Railway	Southwest Florida International Airport (RSW)	Broward Metropolitan Planning Organization
Genesee Wyoming Railroad	Always Fresh Farms LLC	Space Coast Regional Airport, Titusville
Winter Haven Economic Development Council	University of South Florida	MetroPlan Orlando
SpaceFlorida	Canaveral Port Authority	Enterprise Florida
Walmart	Jacksonville Port Authority (JAXPORT)	Miami-Dade Transportation Planning Organization
Florida TransAtlantic Holdings	Kenan Advantage Group	Florida Ports Council
Florida Harbor Pilots Association	REAL Women in Trucking	Loves Travel Stops

## Funding

Florida has one of the most unique freight systems in the nation due to its geography, environment, population, and commerce networks. Residents, visitors, businesses, and state and federal governments all invest direct and indirect resources into Florida's transportation system. This consistent, ongoing investment is critical to Florida's economic competitiveness and viability by providing superior transportation infrastructure and associated services for all transportation modes. Investment in Florida's freight system requires both the ability to finance the planning, design, and construction of projects, as well as identifying sources of funds for operating and maintenance expenditures.

## State & Federal Funding

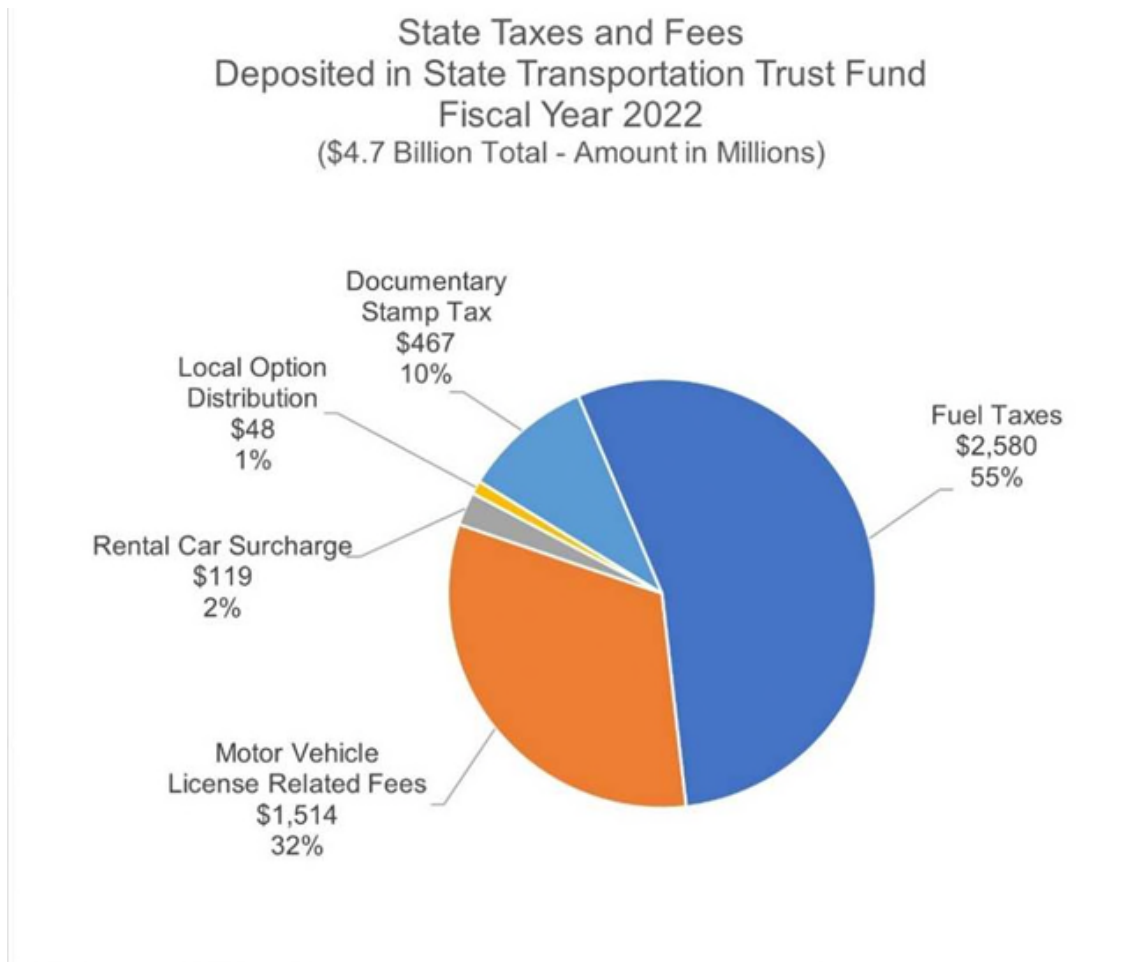
Florida has a multitude of funding options available from the private, local, state, and federal levels. These funding opportunities are connected to the respective level of government, which provides the funding and the respective government agency investment requirements. Federal funding requires that state investments abide by federal investment guidelines and nationwide freight objectives such as the National Highway Freight Network (NHFN) and Fixing America's Surface Transportation (FAST) Act. State investments require similar investment qualifications on the state level, such as the Strategic Intermodal System (SIS) or the Florida Transportation Plan (FTP).

The following subsections will cover freight funding opportunities at both state and federal levels. Investments at a local level (MPO/County/City/Municipality) will be managed by local organizations or the District Freight Coordinators. Most federal funding grants, such as National Highway Freight Program (NHFP) or Infrastructure Investment and Jobs Act (IIJA) funds and opportunities, require that the project be on the NHFN or a similar system.

### Florida's Transportation Trust Funds

The FDOT uses state trust funds and related accounts to manage its financial resources. Significant trust funds include the Surface Transportation Trust Fund (STTF), the Right-of-Way Acquisition and Bridge Construction Trust Fund, and the Transportation Disadvantaged Trust Fund. State funding for transportation projects in Florida originates from the STTF. The STTF is funded through several revenue sources that include, but are not limited to, the statewide fuel sales tax, state motor fuel excise tax, state comprehensive enhanced transportation tax, aviation fuel tax, initial vehicle registration fees, vehicle title fees, documentary stamps, and rental car fees.

**Figure 1 | Surface Transportation Trust Fund Breakdown, 2022**



Source: Transportation Revenue Estimating Conference (August 2022), Documentary Stamp Tax receipts (Fiscal Year 2022).

Another revenue stream comes from toll collections. Florida has a long history of toll finance for specific transportation facilities such as Florida’s Turnpike. The state has a Turnpike Enterprise Finance Plan,<sup>1</sup> with potential for expansion of toll facilities in the future. Generally, these revenues support bridges and improvements within the local area in which the toll monies are collected. Most tolling is in Central and South Florida with a few others scattered throughout the state (Orchard Pond in Leon County). Tolling is calculated by axle (vehicle type), but with the adoption of further technologies to make tolling more streamlined, new pricing models may

<sup>1</sup> [Work Program – Florida's Turnpike \(floridasturnpike.com\)](http://floridasturnpike.com)

become available based on the vehicle registered to the toll pass system. Congestion pricing is a model that is further being explored through the state.

Florida uses these funding sources, and others, to support its freight system. Table 3 highlights funds and programs that are utilized in various capacities to direct funding toward statewide transportation needs.

**Table 3 | Florida Funding Programs**

Program	Agency	Type	Authority	Purpose
<a href="#">Right of Way Acquisition and Bridge Construction Trust Fund/Bonds</a>	ROWTF	Trust Fund	Section 215.605, F.S.	The purpose is to finance or refinance the cost of acquiring real property or the rights to real property for state roads as defined by law, or to finance or refinance the cost of state bridge construction, and purposes incidental to such property acquisition or state bridge construction.
<a href="#">Surface Transportation Trust Fund</a>	FDOT	Trust Fund	Section 206.46, F.S.	The purpose is to provide an adequate, sustainable, and long-term source of revenue to maintain and improve conditions and meet Florida’s mobility needs. The STTF is a consolidated transportation fund that includes all major revenue sources. Revenue sources include state fuel tax revenues, federal aid reimbursements, local funds, toll operation reimbursements, and miscellaneous revenues and fees.
<a href="#">Turnpike Enterprise Trust Fund</a>	FDOT	Trust Fund	Sections 338.165 and 338.22, F.S.	The purpose of the fund is to appropriately account for revenues, operating and maintenance costs, renewal and replacement costs, general reserves, and various bond construction funds. This means the fund manages Florida Turnpike Enterprise expenditures for every toll road and bridge (a total of 483 miles) owned by the state.
<a href="#">Space Transportation Infrastructure Matching Fund</a>	Spaceport Grant Program	Trust Fund	Section 331, F.S.	The purpose is to continue the development of space transportation infrastructure that supports Space Florida’s legislative intent and Florida spaceport territory master plans.

Program	Agency	Type	Authority	Purpose
<a href="#">Florida Aviation Grant Program</a>		<b>Discretionary</b>	Section 332.003 – 332.007, F.S..	The purpose is to provide for a safe, cost-effective, and efficient statewide aviation transportation system. The Aviation Grant Program provides financial assistance to Florida’s airports in the areas of safety, security, preservation, capacity improvement, land acquisition, planning, and economic development. Program funds assist local governments and airport authorities in planning, designing, constructing, and maintaining public-use aviation facilities.
<a href="#">FL Seaport Transp. and Econ. Dev. Funding Program</a>	<b>FDOT</b>	<b>Discretionary</b>	311.07 & 311.09, Florida Statutes	The purpose is to finance port transportation projects on a 50-50 matching basis, with recognition of the importance of Florida’s international trade to the state’s economic progress and job creation and transportation capacity building to satisfy the consumer demands of Florida’s growing population. This program provides \$25 million dollars annually in grants, in addition to the \$35 million allocated by FDOT annually to support bonded state revenues, for a total of \$60 million dollars in combined annual state support for the Seaports. State funding is matched by the local port, usually on a 50/50 basis.
<a href="#">Intermodal Development Program</a>	<b>FDOT</b>	<b>Formula</b>	Section 341.053, Florida Statutes	The purpose is to provide for major capital investments in fixed-guideway transportation systems, access to seaports, airports, and other transportation terminals for the construction of intermodal or multimodal terminals; as well as to facilitate the intermodal or multimodal movement of people and goods. Program funding ended in FY15.



Program	Agency	Type	Authority	Purpose
<a href="#">Public-Private Partnerships</a>	<b>FDOT Financing Corporation</b>	<b>Discretionary</b>	Section 339.0809 and 334.30, Florida Statutes	The purpose is to finance and refinance projects approved in FDOT's Work Program. Private sector entities contributing capital in partnership with the government, in exchange for rights to share or capture future revenue generated from the facilities.
<a href="#">Strategic Intermodal System Program</a>	<b>FDOT</b>	<b>Formula</b>	339.61 – 339.65, Florida Statutes	The purpose is to focus the state's limited transportation resources on the facilities most significant for interregional, interstate, and international travel. Funding for SIS projects originates from a number of different sources.
<a href="#">Strategic Port Investment Initiative Program</a>	<b>FDOT</b>	<b>Discretionary</b>	311.10, Florida Statutes	Projects will meet the state's economic development goal of becoming a hub for trade, logistics, and export-oriented activities by: 1. Providing important access and major on-port capacity improvements; 2. Providing capital improvements to strategically position the state to maximize opportunities in international trade, logistics, or the cruise industry; 3. Achieving state goals of an integrated intermodal transportation system; and 4. Demonstrating the feasibility and availability of matching funds through local or private partners.
<a href="#">Transportation Regional Incent. Program</a>	<b>FDOT</b>	<b>Formula</b>	339.2819, Florida Statutes	The purpose is to improve growth management planning and the provision of transportation infrastructure to help accomplish that objective.
<a href="#">State Infrastructure Bank</a>	<b>FDOT</b>	<b>Discretionary</b>	Section 339.55, F.S. – FL State Infrastructure Bank; also, Section 215.617, F.S. - Bonds for Florida SIB	The purpose is to leverage funds to improve project feasibility by providing loans and other assistance to public or private entities carrying out or proposing to carry out projects eligible for assistance under federal and state law. Further, the SIB cannot provide assistance in the form of a grant.
<a href="#">Florida Job Growth Grant Fund</a>	<b>Florida Dept. of Commerce</b>	<b>Formula</b>	Section 288.101, Florida Statutes	An economic development program designed to promote public infrastructure and workforce training across the state.

Program	Agency	Type	Authority	Purpose
<a href="#">Rural Economic Development Initiative</a>	Florida Dept. of Commerce	Formula	Section 288.0656, Florida Statutes	The purpose is to better serve Florida's rural communities by providing a more focused and coordinated effort among state and regional agencies that provide programs and services for rural areas. Various programs with varying structures and amounts - some are loans, tax credits, or grants that require a match.
<a href="#">Rural Infrastructure Fund (RIF)</a>	Florida Dept. of Commerce	Formula		The fund facilitates planning, preparing, and financing of infrastructure projects in rural communities to encourage job creation, capital investment and the strengthening and diversification of rural economies.

## Overarching Federal Funding for Freight

The federal government offers several opportunities for financing and funding freight transportation projects. Through the passage of the IIJA, the U.S. Department of Transportation (USDOT) has brought a stronger focus to supply chain issues and has provided additional funding and financing options concentrated on enhancing freight movements throughout the nation.

**Table 4 | Federal Grants**

Program	Agency	Amount	Type	Focus
<a href="#">Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD)</a>	FHWA	\$300 million	Discretionary	Deployment of advanced transportation and congestion management technologies.
<a href="#">Bridge Investment Program (BIP)</a>	FHWA	\$12.5 billion	Discretionary	Replacement or rehabilitation of nationally significant bridges.
<a href="#">Congestion Mitigation and Air Quality Program (CMAQ)</a>	FHWA	\$13.2 billion	Formula	Reducing congestion and improving air quality.
<a href="#">Consolidated Rail Infrastructure and Safety Improvements Program (CRISI)</a>	FRA	\$5 billion	Discretionary	Improving railroad safety.
<a href="#">Federal Lands Access Program</a>	FHWA	\$1.5 billion	Discretionary	Improving federal land access facilities.
<a href="#">Federal Lands Transportation Program (FLTP)</a>	FHWA	\$2.2 billion	Discretionary	Improving federal land transportation facilities.

Program	Agency	Amount	Type	Focus
<a href="#">Highway Safety Improvement Program (HSIP)</a>	FHWA	\$16 billion	Formula	Improving highway safety.
<a href="#">United States Marine Highway Program (USMHP)</a>	MARAD	\$25 million	Discretionary	Projects that provide a coordinated and capable alternative to landside transportation or that promote marine highway transportation.
<a href="#">Metropolitan Planning Program (MPP)</a>	FTA, FHWA	\$799.0 million	Formula	Provide funding for state and metropolitan planning related to transportation.
<a href="#">National Highway Freight Program (NHFP)</a>	FHWA	\$7.2 billion	Formula	Improving highway freight corridors.
<a href="#">National Highway Performance Program</a>	FHWA	\$148.0 billion	Formula	Funding for construction and maintenance on the National Highway System (NHS).
<a href="#">Nationally Significant Multimodal Freight and Highway Projects (INFRA)</a>	OMFIP	\$8.0 billion	Discretionary	Nationally Significant Infrastructure.
<a href="#">National Infrastructure Project Assistance (MEGA)</a>	OMFIP	\$5.0 billion	Discretionary	Nationally Significant Infrastructure.
<a href="#">Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)</a>	FHWA	\$7.3 billion	Formula	Increase the resiliency of surface transportation to natural hazards.
	FHWA	\$1.4 billion	Discretionary	Fund projects that improve the resilience of the surface transportation system, including highways, public transportation, ports, and intercity passenger rail.
<a href="#">Port Infrastructure Development Program</a>	MARAD	\$2.25 billion	Discretionary	Improve safety, efficiency, or reliability of the movement of goods through, as well as intermodal connections to ports.
<a href="#">Railroad Crossing Elimination Program (RCE)</a>	FRA	\$3.0 billion	Discretionary	Improving railroad safety through grade-crossing elimination.
<a href="#">Rebuilding American Infrastructure with Sustainability &amp; Equity (RAISE)</a>	OMFIP	\$15.0 billion	Discretionary	Local or regional impact of infrastructure.
<a href="#">Reduction of Truck Emissions at Port Facilities Grant Program (RTEPF)</a>	FHWA	\$250 million	Discretionary	Reduce truck idling and emissions at ports, including through the advancement of port electrification.
<a href="#">Rural Surface Transportation Grant Program (RURAL)</a>	OMFIP	\$2.0 billion	Discretionary	Highway and freight infrastructure that impacts rural communities.

Program	Agency	Amount	Type	Focus
<a href="#">Surface Transportation Block Grant Program (STBG)</a>	FHWA	\$72.0 billion	Formula	Improvement in road and rail infrastructure.

## Public Private Partnerships

Florida has long been a key advocate in the utilization of P3s. Due to the funding match requirements attached to a significant number of grant and funding programs, the state has created specific statutes to ensure that these opportunities are pursued and utilized where feasible. Under statutes 334.30 and 339.2825, F.S., FDOT is allowed to enter into P3 agreements for the building, operation, ownership, or financing of transportation facilities. Also, pursuant to Sections 334.30(1), F.S., P3 projects must be: "... programmed into the adopted 5-year work program or projects increasing transportation capacity and greater than \$500 million in the 10-year Strategic Intermodal Plan." A final agreement is based on a bid to ensure private parties have had an opportunity to provide input and a chance at the contract plan. Furthermore, FDOT is authorized under Chapter 337 of the Florida Statutes to issue long-term leases on department property or rights-of-way for leases up to 99 years in length for joint public-private transportation purposes to further economic development in this state and generate revenue for transportation.

Partnerships can be with any enterprise regardless of modality and are mainly utilized to meet the needs of the funding match requirements stated above. Other benefits are an increased partnership with stakeholders, which allows for deep outreach and public-facing opportunities to improve Florida's freight facilities. Specifics of the resultant work plan can vary in its use of funds and final utilization of earned revenue or utilization of the facility depending on the agreed-upon contract.

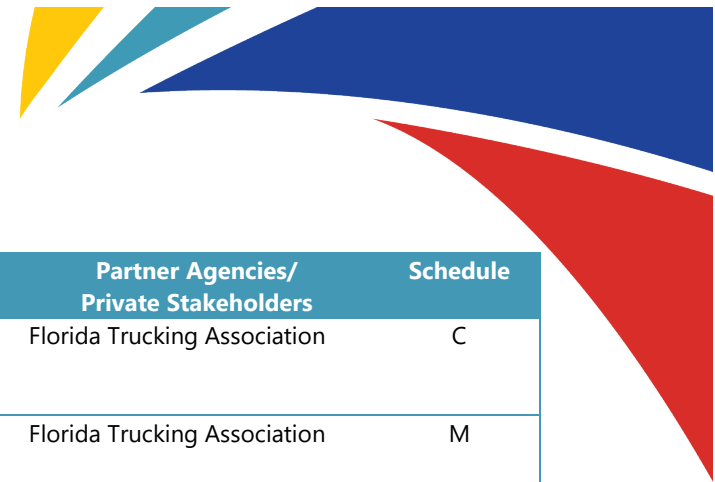
## Cross-Organizational Funding Opportunities

There may be opportunities to supplement transportation funding with funding from other state agencies. As freight mobility supports economic development, it is considered good for society. There are opportunities to work with other state agencies or federal departments to create plans and encumber funds for freight projects. Departments such as HUD and Commerce, that focus on improving quality of life and job opportunities, may opt to support transportation investments that support community and public good.

## **Appendix A: Action Plan**

The last piece of the FMTP24 should lead into the first steps for action. This appendix breaks down each strategy from the plan into specific action items for implementation. They are based on the following timeframe: 1-2 years (short, S), 3-5 years (mid-range, M), 5+ years (long, L), and ongoing (continuous, C), and have suggested offices and agencies for collaboration. Ensuring success requires constant monitoring and continuous planning. FDOT is poised to initiate the implementation action items to continue enhancing Florida's economy and communities.





Strategies	Action Items	Partner Offices	Partner Agencies/ Private Stakeholders	Schedule
<b>1.1 Continue to analyze truck parking needs, identify appropriate solutions, and provide more safe and secure truck parking facilities where needed</b>	1.1.1 Continue to invest in truck parking availability system (TPAS) to increase coverage and enhance parking information management	Commercial Vehicle Operations	Florida Trucking Association	C
	1.1.2 Utilize existing parking facilities and new sites (rest areas, publicly owned land, underutilized/vacant industrial/commercial properties, etc.) to provide additional truck parking	Commercial Vehicle Operations, Districts	Florida Trucking Association	M
	1.1.3 Increase lighting, camera coverage, and other security technology at truck parking sites	Commercial Vehicle Operations, Asset Maintenance/Rest Areas	Florida Trucking Association	S
	1.1.4 Continue to periodically assess truck parking needs utilizing truck GPS data and track progress	Transportation Data & Analytics	Florida Trucking Association	S
<b>1.2 Identify commercial vehicle high crash segments and intersections, analyze causal factors, and implement effective countermeasures</b>	1.2.1 Analyze CMV crash hot spots to identify safety issues and prioritize highest needs	Transportation Data & Analytics	Florida Trucking Association	S
	1.2.2 Implement targeted education and enforcement countermeasures to reduce driver error incidents	Safety	DHSMV, FDLE	M
	1.2.3 Implement targeted technology/engineering countermeasures (i.e. camera systems, dynamic warning signs, rumble strips) to combat incidents caused by driver distraction/vision disruption	Traffic Operations, Emerging Technologies, Safety	DHSMV, FDLE, FTA	M
<b>1.3 Identify high incident rail-highway grade crossings, analyze causal factors, and implement countermeasures</b>	1.3.1 Analyze highway-rail grade crossing incident hot spots to identify safety issues and prioritize highest needs	Districts, Safety	Federal Railroad Administration	S
	1.3.2 Use <a href="#">GIS tool</a> to prioritize grade separation projects for funding from a statewide perspective	Districts	Federal Railroad Administration	S
	1.3.3 Implement proven countermeasures to enhance safety	Safety, Emerging Technologies, Traffic Operations	Federal Railroad Administration	M



Strategies	Action Items	Partner Offices	Partner Agencies/ Private Stakeholders	Schedule
	1.3.4 Invest in deployment of train detection (preemption) technology to alert motorists for increased awareness	Safety, Emerging Technologies, Traffic Operations	Railroad Partners	M
<b>1.4 Identify disruptions and areas for improvement in critical supply chains through data and system security</b>	1.4.1 Work with data vendors to develop systems and dashboards that provide real-time visibility into supply chain flows and bottlenecks	Transportation Data & Analytics, Districts, Emerging Technologies	Private Vendors, Industry Stakeholders	M
	1.4.2 Support Florida industries in leveraging a blockchain for supply chain to minimize delays from Bill of Lading	Transportation Data & Analytics, Districts, Modal Development	Private Vendors, Industry Stakeholders, Department of Commerce	M
	1.4.3 Leverage data sharing through Freight Logistics Optimization Works (FLOW) to speed up delivery times and reduce consumer costs	Commercial Vehicle Operations, Motor Carrier Size and Weight, Traffic Operations	Private Vendors, Industry Stakeholders	M
	1.4.4 Establish a Truck Green Light/Pre-Clearance program (e.g., Oregon DOT)	Commercial Vehicle Operations, Motor Carrier Size and Weight, Traffic Operations	Private Vendors, Industry Stakeholders	L
	1.4.5 Incorporate cybersecurity measures throughout operations to ensure data system integrity and safety	Transportation Data & Analytics, OIT, Emerging Technologies	Federal Railroad Administration, Florida Trucking Association, Florida Department of Law Enforcement, Private Vendors, Industry Stakeholders	C
<b>1.5 Utilize emerging technologies to improve safety, mobility, and reliability of freight corridors</b>	1.5.1 Invest in automated freight-only corridors to connect major freight hubs (like ports) and surrounding freight facilities	Emerging Technologies, Modal Development	Department of Management Services Telecommunications Division	L
	1.5.2 Invest in upgrading signal systems, integrating connected vehicle technologies, and developing advance performance monitoring systems	Emerging Technologies, Traffic Operations, Transportation Data & Analytics	Private Vendors, Industry Stakeholders, Department of Commerce	C
	1.5.3 Leverage the SunTrax facility to test and advance emerging technology solutions and attract private investments	Emerging Technologies, Florida Turnpike	Department of Commerce	M



Strategies	Action Items	Partner Offices	Partner Agencies/ Private Stakeholders	Schedule
<b>2.1 Leverage the FDOT Resilience Action Plan (RAP) to better incorporate resilience into freight planning</b>	2.1.1 Continue cross-agency coalition meetings and build upon momentum	Policy Planning, Modal Offices	Florida Department of Emergency Management, Florida Department of Commerce, Florida Department of Environmental Protection	C
	2.1.2 Conduct technical analyses of future conditions, such as potential exposure to sea level rise, flooding, precipitation, storm surge, and other hazards as input to the PD&E process for freight projects	Modal Offices, Policy Planning, Districts, Environmental Management	Florida Department of Environmental Protection	S
	2.1.3 Coordinate with the Environmental Technical Advisory Teams (ETAT) to include resilience impacts as part of their review of projects in the Efficient Transportation Decision Making (ETDM) process of freight projects	Modal Offices, Policy Planning, Districts, Environmental Management	Florida Department of Environmental Protection	S
	2.1.4 Develop a risk management and decision-making framework to incorporate shocks, stresses, and other risks into decisions during all project phases of freight planning	Modal Offices, Policy Planning, Districts, Environmental Management	Florida Department of Emergency Management, Florida Department of Environmental Protection	S
	2.1.5 Expand the scope of freight planning studies and needs assessments to include retrofit or adaptation of existing infrastructure, development of new infrastructure to provide redundancy to at-risk facilities, and relocation of at-risk infrastructure	Modal Offices, Policy Planning, Districts, Environmental Management	Florida Department of Environmental Protection	M
<b>2.2 Improve weather resiliency of freight transportation by hardening infrastructure and building redundancies into the system</b>	2.2.1 Invest in projects that flood-proof and fire-proof vulnerable facilities to minimize weather-related disruptions to supply flows	Design, Safety, Emerging Technologies, Modal Offices	Florida Department of Environmental Protection	M
	2.2.2 Consider hazards and potential resilience strategies in developing right of way requirements for easements, acquisition, and permitting, including needs for surface water, stormwater, and higher road elevation	Design, Safety, Emerging Technologies, Modal Offices	Florida Department of Environmental Protection	S



Strategies	Action Items	Partner Offices	Partner Agencies/ Private Stakeholders	Schedule
	2.2.3 Harden infrastructure during the construction process, such as raising road bases to address rising groundwater levels or advancing saltwater intrusion, and strengthening bridge supports	Construction, Design, Safety, Emerging Technologies, Modal Offices, Environmental Management	Florida Department of Environmental Protection	L
	2.2.4 Use high-quality materials and well-constructed pavements, including concrete, reclaimed asphalt pavement, and warm and cold asphalts mixes that extend resurfacing cycles, increase fuel efficiency, and minimize motorist delays	Structures, Safety, Environmental Management, State Materials Office, MCSAW	Florida Department of Environmental Protection	C
<b>2.3 Ensure freight-related projects evaluate measures to reduce vulnerability to disruptions</b>	2.3.1 Adjust project designs to reflect potential hazards by decreasing vulnerabilities, mitigating risks, and reducing the overall life cycle cost of constructing, operating, and maintaining infrastructure	Modal Offices, Design, Safety, Environmental Management, State Materials Office	Department of Emergency Management	S
	2.3.2 Advance adaptive designs that allow for more flexible use of infrastructure and right of way; value engineering solutions that increase resilience and functionality while reducing cost; and nature-based solutions such as living shorelines, ecosystem restoration, landscaping, and combined natural and hardscaped design elements	Policy Planning, Design, Structures, Environmental Management	Department of Emergency Management, Department of Environmental Protection	M
	2.3.3 Expand use of sensors and warning devices for early detection, agency coordination, and communication of hazards and potential impacts	Emerging Technologies, Traffic Operations, Design, Safety, Environmental, Management, State Materials Office	Department of Emergency Management, Department of Environmental Protection	M
<b>2.4 Support private sector and military freight mobility continuance of</b>	2.4.1 Expand scope of 'push button' contracts to quickly enact measures toward disaster relief	Emergency Management, Environmental Management, Design, Traffic Operations, Districts	Department of Emergency Management, Department of Commerce	S



Strategies	Action Items	Partner Offices	Partner Agencies/ Private Stakeholders	Schedule
<b>operations and disaster relief logistics operations</b>	2.4.2 Establish emergency staging areas at strategic locations around the state so that emergency vehicles can deliver and respond in a timely manner with relief supplies	Modal Offices, Emergency Management	Department of Emergency Management	S
	2.4.3 In advance of a hurricane, move fuel to a safer part of the state using rail tanker cars with trucks staged nearby for fuel delivery	Modal Offices, Emergency Management	Department of Emergency Management	S
	2.4.4 Establish system of alternative routes to use during an emergency disruption	Systems Implementation, Policy Planning, Transportation Data & Analytics	Florida Highway Administration, Department of Commerce	S
<b>2.5 Improve supply chain resiliency of critical commodities considering all four phases of emergency management (prepare, respond, recover, and mitigate)</b>	2.5.1 Enhance planning for staging areas, fuel distribution sites, and similar locations and infrastructure during emergency events	Modal Offices, Systems Implementation, Policy Planning, Emergency Management, Districts	Industry Stakeholders	S
	2.5.2 Assist modal partners during emergencies to secure assets, suspend normal operations, and enhance emergency operations	Modal Offices, Policy Planning, Emergency Management, Districts	Department of Emergency Management	S
	2.5.3 Establish process to quickly provide food trucks and porta-potties at rest areas for truckers in preparation for another pandemic-type event	Emergency Management, Districts	Department of Emergency Management, Industry Stakeholders	S
<b>3.1 Utilize data-driven asset management approach to guide multimodal freight investments</b>	3.1.1 Coordinate with risk-based transportation asset management process to identify freight related maintenance issues	Policy Planning, Maintenance	Department of Highway Safety and Motor Vehicles	S
	3.1.2 Work with respective offices to improve freight asset condition data collection methods	Maintenance, Forecasting and Trends		S
<b>3.2 Optimize the functionality, efficiency, and reliability of existing freight systems</b>	3.2.1 Conduct assessment of local restricted and dedicated freight routes statewide	Districts, Transportation Data & Analytics	MPOACs	S
	3.2.2 Continue to monitor congestion bottlenecks and travel time reliability	Districts, Transportation Data & Analytics, Commercial Vehicle Operations	Florida Department of Law Enforcement	C

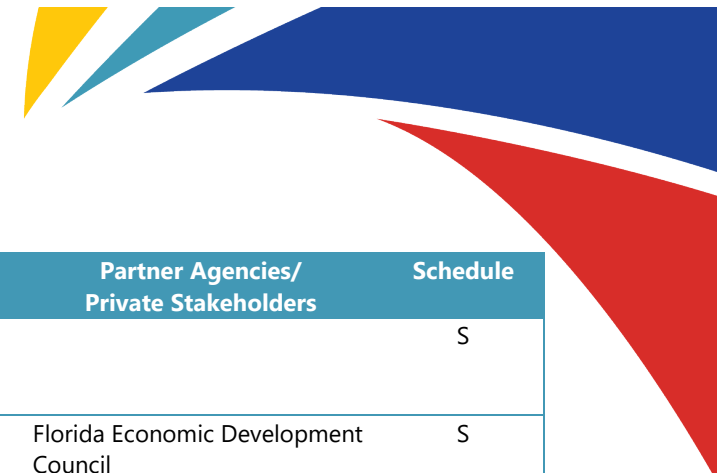




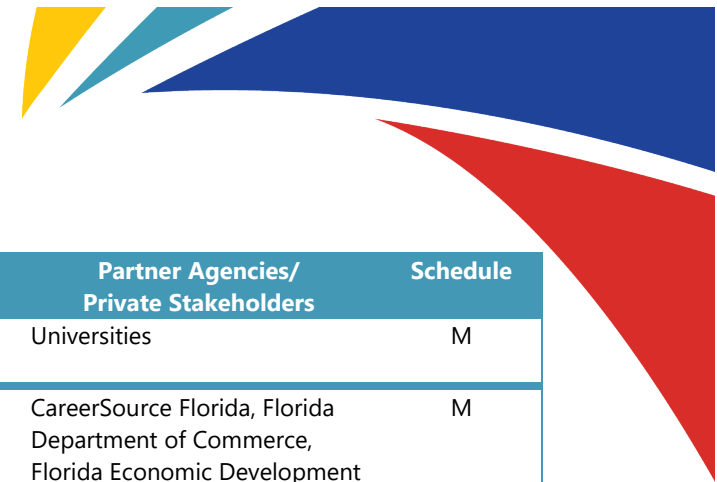
Strategies	Action Items	Partner Offices	Partner Agencies/ Private Stakeholders	Schedule
	3.2.3 Provide real-time information (like information provided by 511) to stakeholders for improved performance	Transportation Data & Analytics, Forecasting & Trends, Traffic Operations, Emerging Technologies	Industry Stakeholders	S
	3.2.4 Utilize technology (sensors, automated inspections, etc.) to optimize efficiency and reliability of systems	Transportation Data & Analytics, Traffic Operations, Emerging Technologies, Safety, Districts, Modal Offices	Industry Stakeholders	M
<b>3.3 Incorporate resilience into re-builds and infrastructure improvements</b>	3.3.1 When investments are made to rebuild, build back better (e.g., materials, contingencies, consideration of changing environmental conditions, etc.) to account for future disruptions	Systems Implementation, Emerging Technologies, Traffic Operations, Structures, Safety, Environmental Management, State Materials Office	Department of Environmental Protection	C
	3.3.2 Coordinate maintenance and preservation efforts with capacity projects during program planning and Work Program development	Work Program		
<b>3.4 Preserve and maintain the existing State Highway System (SHS)</b>	3.4.1 Continue to assess needs and policies for including resurfacing, bridge, and maintenance funding in programs	Commercial Vehicle Operations, Transportation Data & Analytics	Florida Trucking Association	C
	3.4.2 Continue to monitor structurally deficient bridges and pavement conditions	Maintenance	MPOs, TPOs, Local Government Partners	C
	3.4.3 Coordinate with respective offices to address maintenance needs	Modal Offices, Maintenance		S
<b>3.5 Maximize use of existing and unused facilities and properties for freight development</b>	3.5.1 Continue to retrofit/redesign existing rest areas to add more capacity and improve third-party vendor operations for truck parking	Commercial Vehicle Operations, Transportation Data & Analytics, Traffic Operations	Florida Trucking Association, Industry Stakeholders	C
<b>4.1 Support development of intermodal logistics centers/inland ports to</b>	4.1.1 Partner with industry and modes to identify appropriate locations and fund inland facilities to improve cargo flows	Districts, GIS, Modal Offices, Legislative Programs	Railroad Partners, Department of Commerce	M



Strategies	Action Items	Partner Offices	Partner Agencies/ Private Stakeholders	Schedule
<b>increase seaport throughput and improve supply chain efficiencies</b>	4.1.2 Clearly define all facility types in statute and identify funding sources for intermodal infrastructure investments	Legislative Programs	Department of Commerce	M
	4.1.3 Partner with industry and modes to implement additional policy recommendations as identified	Modal Offices, Districts, Legislative Programs	Department of Commerce, FLFAC	M
<b>4.2 Increase infrastructure capacity at modal hubs as well as to and from key freight clusters around the state</b>	4.2.1 Analyze freight operations on facilities that provide last/first-mile access to major freight clusters and identify needed improvements	Right of Way	Industry Stakeholders, Department of Commerce	M
	4.2.2 Analyze the need to increase cold storage facilities to support Florida strategic supply chains	Modal Offices	Industry Stakeholders, Department of Commerce	S
	4.2.3 Revisit the Operational Quick Fix program to make sure freight goals are aligned	Systems Implementation, Policy Planning		S
	4.2.4 Continue to work with modal partners to understand the need for and implement infrastructure capacity projects	Modal Offices, Districts		C
<b>4.3 Improve the convenience and efficiency of connecting between multiple freight modes</b>	4.3.1 Identify off-system freight connectors for designation review based on funding need	Systems Implementation, Policy Planning		S
	4.3.2 Review land suitable to develop/preserve for freight uses statewide	Right of Way, Policy Planning		M
	4.3.3 Consider use of FDOT Right of Way for emerging freight uses, including potential lease by industry	Right of Way, Policy Planning, Emerging Technologies	Department of Environmental Protection	S
	4.3.4 Identify the need for additional transloading and other intermodal facilities across the state	Modal Offices, Districts		M
<b>5.1 Reduce financial, institutional, data, statutory and regulatory barriers</b>	5.1.1 Research and understand regulations that may impede efficiency and economic competitiveness	Modal Offices	Florida Economic Development Council	S



Strategies	Action Items	Partner Offices	Partner Agencies/ Private Stakeholders	Schedule
	5.1.2 Research innovative regulatory frameworks that have been successful outside of Florida	Modal Offices, Research Center, Legislative Programs		S
<b>5.2 Streamline FDOT processes to support supply chain projects that are more dynamic and responsive</b>	5.2.1 Continue to research P3s in the context of truck parking projects and coordinate with industry partners	Finance and Administration, Commercial Vehicle Operations	Florida Economic Development Council	S
	5.2.2 Pursue exemptions for the Sunshine Law to alleviate business concerns about proprietary information	Legislative Programs		M
<b>5.3 Enhance intergovernmental partnerships for supply chain projects</b>	5.3.1 Build trust with industry through awareness of state support/benefits FDOT can provide	Legislative Programs, Communications	Florida Economic Development Council, Florida Department of Commerce	C
	5.3.2 Continue to leverage and build on the Florida Freight Advisory Committee	Modal Offices, Legislative Programs		C
<b>5.4 Drive strategic investments that support state's multimodal/intermodal freight system vision</b>	5.4.1 Prioritize projects that consistently yield greater return on investment	Modal Offices	Florida Economic Development Council	C
	5.4.2 Identify partner champions to support identified freight needs suitable for discretionary or new funding sources	Legislative Programs	Florida Economic Development Council	S
<b>6.1 Prepare the freight system for emerging urban freight delivery patterns</b>	6.1.1 Prepare for Advanced Air Mobility options (including UAM and eVTOL) for moving cargo between places underserved by traditional aviation	Modal Offices, Policy Planning, Forecasting & Trends	Florida Airports Council	M
	6.1.2 Continue to monitor and prepare for shifts in e-commerce and new last-mile delivery options, including flexible use of truck parking facilities	Modal Offices, Forecasting & Trends	Industry Stakeholders	C
<b>6.2 Improve freight mobility through operations solutions</b>	6.2.1 Utilize technology that detects, monitors, controls, and communicates traffic data and signal control to enable more efficient corridor and system management (e.g. V2X, SPaT, Freight Signal Priority, FRAME, etc.)	Traffic Operations, Emerging Technologies, Transportation Data & Analytics, Modal Offices	Industry Stakeholders	S

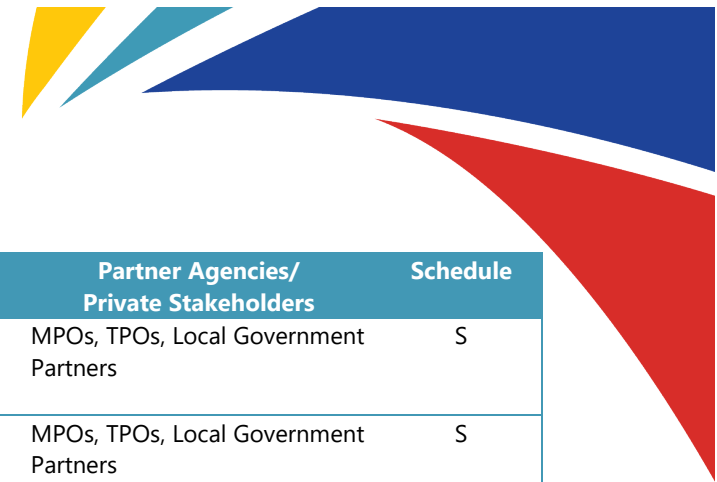


Strategies	Action Items	Partner Offices	Partner Agencies/ Private Stakeholders	Schedule
	6.2.2 Invest in freight research and deploy pilot projects	Research Center	Universities	M
<b>7.1 Collaborate with public and private sector partners to address workforce development needs, including facility conditions, training, and recruitment</b>	7.1.1 Improve conditions and amenities for drivers	Commercial Vehicle Operations	CareerSource Florida, Florida Department of Commerce, Florida Economic Development Council	M
	7.1.2 Enhance truck driver educational and training opportunities	Modal Offices, Commercial Vehicle Operations	CareerSource Florida, Florida Department of Education, Florida Economic Development Council	S
	7.1.3 Encourage/promote truck driving careers	Legislative Programs, Communications	CareerSource Florida, Florida Department of Commerce, Florida Economic Development Council	S
	7.1.4 Incentivize advanced driver-assistance technology system (ADAS) for Class 8 truck (improve safety, attract more people to drive due to technology)	Modal Offices	CareerSource Florida, Florida Department of Commerce, Florida Economic Development Council	M
<b>7.2 Incorporate freight and logistics planning and engineering into academic curricula of schools, colleges, and universities</b>	7.2.1 Work with CareerSource to address workforce development challenges and opportunities in all freight sectors	Modal Offices	CareerSource Florida	M
	7.2.2 Encourage/promote logistics jobs - help tell the story of logistics and the importance of freight to daily lives	Communications, Modal Offices	CareerSource Florida, Florida Department of Commerce, Florida Economic Development Council	C
	7.2.3 Prepare materials that can be used to support education on supply chains at schools, technical colleges, and universities	Communications, Modal Offices	Florida Department of Education, Universities	S
<b>7.3 Work with partners to support a statewide manufacturing initiative</b>	7.3.1 Support regional economic development organizations, workforce development boards, and manufacturing associations in identifying regional priorities	Modal Offices, Legislative Programs	Florida Department of Commerce, Florida Economic Development Council	M
	7.3.2 Provide targeted support to rural and economically distressed areas of Florida	Policy Planning, Legislative Programs	Florida Economic Development Council	S

Strategies	Action Items	Partner Offices	Partner Agencies/ Private Stakeholders	Schedule
<b>7.4 Expand Florida supply chain partnerships</b>	7.4.1 Expand opportunities for locally based suppliers of goods and services to work with Florida-based manufacturers		Florida Airports Council, Florida Economic Development Council, FloridaMakes, Florida Ports Council, Florida Railroad Association, and Florida Trucking Association	M
	7.4.2 Streamline interstate policies/regulations and support multi-state investments	Legislative Programs	Florida Economic Development Council	M
	7.4.3 Evaluate synergies between FDOT and partner agency funding sources to achieve mutual supply chain goals and maximize return on investments		Florida Department of Commerce, Florida Economic Development Council	M
<b>8.1 Support manufacturing activities to strengthen domestic supply chain</b>	8.1.1 Encourage shifts of suppliers closer to consumers and diversity in operations to minimize risk of disruption		FloridaMakes, Enterprise Florida, CareerSource Florida, Florida Department of Commerce, Space Florida, Florida SBDC Network, GrowFL, Florida Economic Development Council, Florida Rural Economic Development Association, Florida Chamber of Commerce	L
	8.1.2 Incentivize high-tech manufacturing investments, in combination with R&D clusters	Emerging Technologies, Research Center, Modal Offices		M
<b>8.2 Ensure strategic representation of Florida at the national level to help shape Federal decisions on trade and logistics</b>	8.2.1 Continue to maintain strategic partnerships between Florida seaports and facilities in Mexico, the Caribbean, Latin America, and Africa	Legislative Programs	Executive Office of the Governor, Florida Legislature, Enterprise Florida, CareerSource Florida, Florida Department of Commerce, Florida Department of Education, Florida Chamber of Commerce, Florida Economic Development Council, FloridaMakes	C

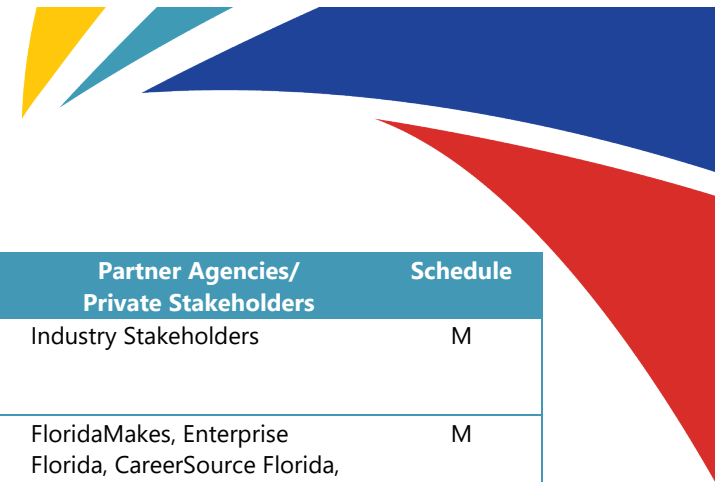


Strategies	Action Items	Partner Offices	Partner Agencies/ Private Stakeholders	Schedule
	8.2.2 Maintain Florida's premier status as the world's most capable spaceport state for commercial, civil, and military launch facilities	Modal Offices		C
	8.2.3 Promote air cargo growth at airports and e-commerce hubs across the state	Modal Offices		M
	8.2.4 Position Florida for available federal discretionary grant funding, while advocating for formula funding where appropriate	Modal Offices, Policy Planning		C
<b>8.3 Develop next-generation freight corridors and intermodal facilities leveraging latest technology and considering multimodal freight demand</b>	8.3.1 Develop concepts for transforming corridors to incorporate multiple modes; multiple uses, such as co-location of energy and broadband infrastructure; and emerging technologies, including infrastructure to support connected, electric, and alternative fueled vehicles	Emerging Technologies, Research Center	Industry Stakeholders, Florida Department of Commerce, Florida Economic Development Council, Universities	L
<b>8.4 Promote Florida as a freight-friendly state that's open for business</b>	8.4.1 Continue to research and implement freight & logistics policies that enhance Florida's business climate and economic competitiveness	Modal Offices	Executive Office of the Governor, Florida Legislature, Enterprise Florida, Florida Department of Commerce, Florida Department of Education, Florida Chamber of Commerce, Florida Economic Development Council	M
	8.4.2 Advocate for businesses to move cargo through Florida ports			M
<b>9.1 Provide transportation and land use planning guidance to local and regional agencies for economic development and</b>	9.1.1 Identify land use conflicts around seaports, airports, spaceports, intermodal logistics centers, and other freight hubs	Modal Offices, Districts	Modal and Industry Stakeholders	S
<b>economic development and</b>	9.1.2 Encourage adoption of ordinances compatible with freight needs and community vision	Districts	MPOs, TPOs, Local Government Partners	M



Strategies	Action Items	Partner Offices	Partner Agencies/ Private Stakeholders	Schedule
<b>freight efficiencies that support community goals</b>	9.1.3 Support Districts in identifying and addressing local freight needs (e.g., last-mile, truck parking, etc.)	Modal Offices, Commercial Vehicle Operations, Districts	MPOs, TPOs, Local Government Partners	S
	9.1.4 Streamline and create a one-stop shop for grants, regulatory processes, and other technical assistance for Districts to utilize	Policy Planning, Modal Offices	MPOs, TPOs, Local Government Partners	S
<b>9.2 Create pipeline of freight projects that are ready immediately upon funding availability</b>	9.2.1 Create statewide list of unfunded freight needs	Modal Offices, Districts	MPOs, TPOs, Local Government Partners	S
	9.2.2 Create database of all funding sources that could be used for freight projects and assign to unfunded freight needs	Policy Planning, Modal Offices		S
	9.2.3 Create database of similar funding sources across agencies and where criteria/needs may overlap to allow for greater consistency in funding freight priorities	Policy Planning, Modal Offices	Florida Department of Emergency Management, Florida Department of Commerce, Florida Department of Environmental Protection	S
	9.2.4 Establish clearer guidelines for partners to submit requests to work together on discretionary grant applications for freight projects	Policy Planning, Modal Offices		M
<b>9.3 Preserve corridors for flexible use</b>	9.3.1 Preserve industrial land uses and promote compatible land uses around logistics and manufacturing facilities	Policy Planning, Modal Offices, Districts	MPOs, TPOs, Local Government Partners	M
	9.3.2 Anticipate future changes in the transportation network (e.g., passenger rail development) and link these to land use planning to create greater connectivity	Forecasting & Trends, Emerging Technologies, Modal Offices, Systems Implementation		M
<b>9.4 Identify freight impacts on communities and pursue solutions</b>	9.4.1 Utilize freight and economic data to identify areas of highest community/freight conflicts	Transportation Data & Analytics, Policy Planning, Modal Offices	Florida Department of Commerce	S
	9.4.2 Advocate for restrictions on incompatible development near freight/rail corridors	Right of Way, Policy Planning, Modal Offices		M





Strategies	Action Items	Partner Offices	Partner Agencies/ Private Stakeholders	Schedule
	9.4.3 Develop freight corridor design guidelines to incorporate truck routes within complete streets	Policy Planning, Modal Offices	Industry Stakeholders	M
	9.4.4 Advocate for investment in workforce housing, transportation options, and high-quality childcare for trade, logistics, and manufacturing workers		FloridaMakes, Enterprise Florida, CareerSource Florida, Florida Department of Commerce, GrowFL, Florida Economic Development Council, Florida Rural Economic Development Association, Florida Chamber of Commerce	M
<b>9.5 Coordinate freight-related plans and programs of the private sector, local agencies, and FDOT Districts for integrated and informed decision-making</b>	9.5.1 Improve accurate and timely data collection/information sharing among local freight stakeholders	Modal Offices, Districts	MPOs, TPOs, Local Government Partners	S
	9.5.2 Prioritize and support the implementation of projects recommended and identified in local plans and studies	Modal Offices, Districts	MPOs, TPOs, Local Government Partners	S
<b>10.1 Support the adoption of alternative fuels in the trucking industry to reduce air pollution</b>	10.1.1 Continue to incentivize the submission of alternative fuel freight projects through the National Highway Freight Program	Modal Offices, Districts	Florida Trucking Association, Department of Environmental Protection	C
	10.1.2 Pursue federal, state, and local government funding and resources, as well as private entities, to progress mutual alternative fuel goals	Modal Offices, Districts, Policy Planning	MPOs, TPOs, Local Government Partners, Department of Environmental Protection	C
<b>10.2 Support the development of alternative fuel infrastructure at seaports and intermodal logistics centers, and along major trade corridors</b>	10.2.1 Invest in shore power and alternative energy capacity at port facilities	Modal Offices, Environmental Management	Florida Ports Council	S
	10.2.2 Invest in roadside technology to support connected and automated trucks and alternative fuel sources	Emerging Technologies, Policy Planning	Florida Trucking Association, Industry Stakeholders	S
<b>10.3 Leverage NEVI formula program funding to strategically advance EV</b>	10.3.1 Invest in charging for heavy-duty trucks along approved Alternative Fuels Corridors	Emerging Technologies, Commercial Vehicle Operations, Policy Planning	Florida Trucking Association	S

Strategies	Action Items	Partner Offices	Partner Agencies/ Private Stakeholders	Schedule
<b>charging infrastructure for freight</b>	10.3.2 Continuously monitor funding options available through additional federal programs	Emerging Technologies, Policy Planning	MPOs, TPOs, Local Government Partners, Department of Environmental Protection	C
<b>10.4 Ensure freight-related infrastructure projects evaluate measures to reduce the impact on wildlife habitats</b>	10.4.1 Develop additional methodologies and tools for analyzing the impact of freight movement on wildlife habitats	Research Center, Environmental Management, Policy Planning, Transportation Data & Analytics	Department of Environmental Protection	M
	10.4.2 Research innovative solutions to combat freight's adverse impacts on wildlife	Research Center, Environmental Management	Universities, Department of Environmental Protection	S
<b>10.5 Invest in wildlife protection measures surrounding freight infrastructure</b>	10.5.1 Invest in wildlife crossings where appropriate to function as a safe conduit for wildlife over or beneath roads, waters, and other barriers to wildlife movement	Environmental Management, Design, Policy Planning, Districts, Modal Offices	Department of Environmental Protection	M
	10.5.2 Invest in design elements such as reduced nighttime speed limits, species crossing signs, and roadside animal detection at wildlife crossing locations	Environmental Management, Design, Policy Planning, Districts, Modal Offices	Department of Environmental Protection	M
	10.5.3 Invest in shipping safety measures like informed mapping routes, vibration/noise reduction, and oil spill protocols to reduce impacts	Environmental Management, Policy Planning, Districts, Modal Offices	Department of Environmental Protection	M

Timeframe: 1-2 years (short, S), 3-5 years (mid-range, M), 5+ years (long, L), and ongoing (continuous, C)

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FREIGHT MOBILITY AND TRADE PLAN

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