Agenda

- Introductions and Administrative Remarks
- Freight Coordinator Update
- US 27 Corridor (Polk County) Study Update
- Inland Ports Discussion and Exercise
- Closing Remarks

**Freight Mobility thru the Heartland of Florida**
Introductions and Administrative Remarks

- Restrooms
- Emergency Procedures
- Ground Rules for What is Presented
- Introductions
  - Who you are and what you do for your company/organization
  - What your company or organization does
**Purpose:** To provide an opportunity to share and exchange information relating to the US 27 Highway Corridor with stakeholders from the public and private sector, and allow for discussion among those stakeholders that could result in the genesis of future efforts to improve and/or preserve the efficient mobility of freight among all other users of the corridor.

**Intent:** What We Hope to Accomplish

- Raise awareness and support for freight mobility issues through updates on related projects, concepts, and studies
- Re-invigorate the Future Corridors Initiative to focus effort on the Heartland Corridor for potential transformation of US 27
- Cultivate interaction among stakeholders to collaborate on potential ideas for protecting and preserving the corridor for freight movement
- Use previous studies/reports for reference and guidance when and where applicable to capitalize on work already done
Keith Robbins
District Freight & Seaport Coordinator
District One, FDOT
Telling The Freight Story – US 27 Corridor

Key Agenda items from the December 2018 meeting:
• Review of activities since the June 2018 meeting
• US 27 Mobility Study (Polk County)
• Update from America’s Gateway
• Inland Ports Presentation

Activities since the December meeting:
• Completed Districtwide Freight Activity Center Connector Identification/Definition and Evaluation
• Completed Port Manatee Site Utilization & Network Analysis Study
• Completed SR 29 Bridge project in LaBelle
• Completed Phase II Districtwide Highway-Rail Grade Separation Suitability Model and Evaluation
• Agriculture Stakeholder Forum in Immokalee
• Began work on 2019 Update to the State FMTP
• Work in various areas to aid in truck parking issue at the local, state and national level – new rest area computation form
• Scoping a new TWO for study on logistics development near airports and related traffic impacts in the region
  • New Rest Area Computation Form in staffing for adoption

Agricultural commodities account for 55.9% of total FL exports

Area of focus is from I-4 to D1 boundary in south
Adaptive Signals System Deployments

- **US 27 from Eagle Ridge Mall to Dean Still Rd / Ronald Reagan Pkwy**
  - 23 signals
  - Online in Fall of 2018
  - Optimal signal timing synchronization

- **US 27 from Highlands Ave to Sebring Pkwy**
  - 14 signals
  - Planned deployment 2022
Adaptive Signals Benefits

- Better progression
- Increased throughput
- Decreased delay
# State FMTP Update

## The Objectives

1. Leverage continued collaboration to capitalize on Florida’s transportation advantages
2. Increase operational efficiency of goods movement
3. Minimize costs in the supply chain
4. Align public and private efforts for trade, logistics and improved goods flow
5. Raise awareness and support for freight movements investments
6. Develop a balanced multi-modal transportation planning and investments model
7. Continued integration of supply chain and freight movement considerations into FDOT culture

<table>
<thead>
<tr>
<th>District 3</th>
<th>District 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 20, 2019</td>
<td>May 22, 2019</td>
</tr>
<tr>
<td><strong>Northwest Florida State College</strong>&lt;br&gt;Building 400&lt;br&gt;100 East College Boulevard,&lt;br&gt;Niceville, FL 32578</td>
<td><strong>South Florida State College</strong>&lt;br&gt;Highlands Campus, Classroom B-112&lt;br&gt;600 West College Drive&lt;br&gt;Avon Park, FL 33825</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>District 2</th>
<th>District 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 23, 2019</td>
<td>May 28, 2019</td>
</tr>
<tr>
<td><strong>FDOT Jacksonville</strong>&lt;br&gt;Urban Office Training Center&lt;br&gt;2198 Edison Avenue,&lt;br&gt;Jacksonville, FL 32204</td>
<td><strong>FDOT Deland</strong>&lt;br&gt;Cypress A&amp;B Conference Room&lt;br&gt;719 South Woodland Boulevard,&lt;br&gt;DeLand, FL 32720</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>District 7</th>
<th>District 6</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 29, 2019</td>
<td>June 11, 2019</td>
</tr>
<tr>
<td><strong>FDOT Tampa</strong>&lt;br&gt;Auditorium&lt;br&gt;11201 McKinley Drive,&lt;br&gt;Tampa, FL 33612</td>
<td><strong>FDOT Miami</strong>&lt;br&gt;Auditorium&lt;br&gt;1000 NW 111th Avenue,&lt;br&gt;Miami, FL 33172</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>District 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 12, 2019</td>
</tr>
<tr>
<td><strong>FDOT Fort Lauderdale</strong>&lt;br&gt;Manatee Conference Room&lt;br&gt;3400 West Commercial Boulevard,&lt;br&gt;Ft. Lauderdale, FL 33309</td>
</tr>
</tbody>
</table>

---

**Source:** FHWA, 2011 Freight Analysis Framework 3.4
NE Polk County US 27 Mobility Study
from SR 60 to Lake County Line
FPID 440320-1-22-01

US 27 Mobility Stakeholder
Working Group Briefing
May 8, 2019
Study Purpose

» Evaluate the study area along US 27 and the surrounding roadway network.

» Define a multimodal program of projects and strategies to improve the mobility, safety, and livability within and served by the US 27 corridor.

- Address safety, congestion, and mobility issues
- Accommodate all transportation users
- Define short & long term projects & strategies for implementation
## Stakeholder Input

<table>
<thead>
<tr>
<th>Stakeholder Theme</th>
<th>BOCC</th>
<th>Municipalities</th>
<th>Freight</th>
<th>EDC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Balance the needs of multiple users</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Develop alternative routes</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Safety</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Improve access</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Support economic activities (including freight movement)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Communication</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Accommodate growth</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Provide connectivity</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Expand transit/multimodal network</td>
<td>X</td>
<td>X</td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>
Data Collection Effort

- Traffic Counts along US 27
  - 49 study intersections (signalized and unsignalized)
- Streetlight Data
- Road Safety Audits
  - Performed on April 23, 2019
- FDOT Central Office Existing Conditions Report
  - Completed February 2019
- D1 Regional Planning Model
  - Validated
Study
Intersections
Streetlight Data

Northbound US 27 Trips
AM Peak Hour

- 13.2% of Trips

Westbound I-4 Trips
PM Peak Hour

- 0.3% of Trips

- 51.3% of Trips

- 3.2% of Trips

- 68.7% of Trips

- 18.8% of Trips

NE Polk US 27 Mobility Study
Road Safety Audit Locations

**Ten intersections**

1. Polo Park Blvd
2. Legacy Park Blvd/Florence Villa Grove Rd
3. Sand Mine Rd
4. California Blvd/McFee Dr
5. Dean Still Rd/Ronald Reagan Pkwy
6. US 17/92 Interchange
7. Sunshine Dr/Paradise Pl
8. SR 570/Waverly Rd
9. Thompson Nursery Rd
10. Tower Point Cir

**Two road segments**

1. California Blvd to Legacy Park Blvd
2. Dean Still Rd to California Blvd
FDOT D1 Regional Planning Model (D1RPM)

» Validated

» Will be used to test multiple strategies to relieve traffic
Potential Long Term Strategies

- Planned Corridors
  - Southport Connector (CFX)
  - Poinciana Parkway Extension (CFX)
- Widen/Improve Existing Roads
  - US 17/92
  - SR 544
  - CR 557
  - CR 547
  - CR 580
  - Dean Still Rd / Old Grade Rd
- New Corridors
  - Eastern CPP alignment
  - Other potential new corridors
Next Steps

» Model off-system alternatives
» Identify short-term improvements along US 27
» Metroquest survey to gather public input
» Project Advisory Group (PAG) meeting (June 2019)
QUESTIONS?

Sarah Catala
FDOT District One
Project Manager
Office: (239) 225-1981
Cell: (239) 671-6247
Email: sarah.catala@dot.state.fl.us

Study Website:
http://swflroads.com/us27/mobilitystudy/
Monique Whitehead
Inland Ports Overview
TranSystems
Inland Port Characteristics

- **Characteristics:**
  - **Inland Port** – typically an extension of marine terminal facilities or activities
  - **Distance** – generally located within a range of 150 to 300 miles away
  - **Connectivity** – direct access to rail and highway systems
  - **Ownership** – a port authority, a railroad, a county, or a 3rd party; however, existing inland ports are owned by Ports Authorities
  - **Operated by** – a port authority, a railroad, or an experienced company contracted with the owner for all or a portion of facility operations
  - **Provides added value** – through Ro-Ro processing facilities, transloading operations, removal of containers from congested marine facilities (reducing dwell and increasing the containers per acre), etc.
  - **Applicability** – when marine terminal congestion and surrounding highway congestion have become an issue for the port
**Inland Port Benefits**

**Benefits:**

- **Removal of trucks from the highway system** – reducing wear and congestion
- **Supports economic growth** – for both existing and projected industries
- **Job creation** – both for the facility and increase in industrial development in the surrounding area
- **Reduced environmental impacts** – moving freight by rail is 3x more efficient than moving by road and can reduce CO₂ emissions by approximately 70-85%
- **Increased safety** – fewer road miles decreases potential accidents
- **Cost savings** – financial analysis is required to determine if operational costs may exceed shipping costs – generally regional delivery costs in areas with inland ports are lower than their counterparts due to their centralized locations, chassis per diem, fewer detention charges, and costs associated with land and labor
- **Reduced trucking distance** – truck drivers are able to haul more loads over a shorter distance
- **Supply chain resiliency** – compared to trucks, rail provides less daily variability and increased assurance on capacity availability
Highway-to-rail conversations are historically cyclical in occurrence – industry experts believe this switch may be more long term

- **BNSF** – reported a 6% rise in domestic and international intermodal volumes attributed to economic growth and tight truck capacity
- **Kansas City Southern** – reported 8% increase in carloads in Q1 2018 YOY

Railroads have focused on improving efficiency and service performance – primarily focusing as little as 500 miles

- **CSX** – implemented Precision Railroading initiative, CSX is building 13% longer trains to move in point-to-point service for fewer delays and is adding 600,000 units of capacity in intermodal terminals
- **UP** – preparing to implement their “Unified Plan 2020” beginning Oct. 1st with a focus on Precision Railroading
- **NS** – preparing for the surge by stepping up train crew hiring and locomotive leasing
Electronic Logging Devices (ELDs) have permanently evaporated some value of trucking capacity – Schneider (6th largest US for-hire carrier) reported a drop in productivity in 2010 when they implemented ELDs in 2010

Shippers have begun transitioning towards intermodal shipment opportunities to move their freight – Intermodal traffic grew 7.2% YOY in Q1 2018

IANA reported: domestic freight increased 6.2%, international increased 7.0%, and international grew 14.5%

According to the American Trucking Association there is an existing shortage of approximately 51,000 drivers – the driver shortage is leading to delayed deliveries and higher prices for goods that Americans buy. The ATA predicts that the shortage is likely to get worse in upcoming years
Inland Port Challenges

**Challenges:**

- **Determination of ownership and funding**
  - Funding can come from one or multiple sources
  - There may be opportunities for federal and state funding

- **Property acquisition**
  - Real estate research would be required to locate one or multiple sellers of property
  - Dedication of property from a municipality

- **Cooperation between major stakeholder**
  - Train scheduling/guaranteed service
  - Terminal design, specifically rail access

- **Determination of operating company**
  - Determined by the owner(s)
  - There could be multiple entities operating on the facility

- **Reconciling Cargo Flows**
  - Repositioning empty containers efficiently for imbalances in container flows

- **Increased operating costs**
  - Additional operating costs associated to extra “ touches” between origin and destination that are typically passed to the consumer

- **Cargo security**
  - Avoid pilferage and vandalism
  - Adapt to Federal security requirements for imports and exports

- **Technology Implementation**
  - Compatibility with the originating port and the railroads

  ![Image of inland port challenges](image-url)
Inland Port Locations in Georgia, South Carolina, and Virginia

South Carolina Ports Authority
- Inland Port Greer
- Inland Port Dillon

Georgia Ports Authority
- Cordele Inland Port
- Appalachian Regional Port – Opening 2018

Virginia Port Authority
- Virginia Inland Port
Application of an Inland Port in Florida

**Importance:**
- Larger vessel sizes calling East coast ports – Post-Panamax vessels (14,000 TEU)
- Significant increase in truck drays – caused by the larger vessels which will congest the highway system further
- Increased monitoring of truck drivers – causing increased delivery time to the consumer

**Opportunity:**
- Limited ability for port growth within the state – an inland port would increase flexibility with storage off port property in congested areas, like PortMiami
- Potential to consolidate freight – if the inland port supports multiple seaports, it may require determination of land use (ex. storage capacity allocated to each port) dependent on negotiated agreements between the inland port owner and each user
Challenges of an Inland Port in Florida

- **Challenges:**
  - Determining ownership – the owner would incur high upfront costs with a low margin for profit
  - Land division amongst ports – If the inland port is used by multiple ports, a determination of land use may be required (ex. determination of storage capacity allocated to each port), this will be dependent on the owner and negotiated agreements with each port
  - Florida is a consumer state – majority of traffic stays within the state, resulting in a confined driving distance for the first and last miles reducing the driving radius because of the peninsular shaped state
  - Viable connections to multiple railroads – only JaxPort and Fernandina currently have viable connections to CSX, NS, and FEC
  - Limited Consumer Radius – Consumer accessibility is regionally based for discretionary cargo
Characteristics of Good Inland Port Locations in Florida

- **Centrally located** – with potential to serve more than one port
- **Dense consumer location** – to reduce drayage requirements
- **Workforce proximity** – within commuting distance of qualified employees
- **Connectivity** – immediate access to highway and rail, potentially dual served
- **Cargo security** – to reduce pilferage and vandalism
- **Opportunity for economic development** – including stakeholder support and potential to facilitate future growth for warehousing or manufacturing facilities in the immediate area
Potential Inland Port Funding

- **Port Terminal Revenues** – generated from charges for handling containerized cargo, handling and storage charges for non-containerized cargo, and fees associated with chassis and empty container management.

- **State and Regional Funds** – may be available for specific transportation related projects.

- **Federal Funds** – are authorized to fund up 80% of approved projects.
What’s Next?

- Topics you would like to learn about or discuss?
- State FMTP Regional Forums
- District FMTP Review
- Florida Chamber of Commerce Trade & Logistics Institute Event
- District Freight Trucking Forum
- District FMTP Update 2020

Next Meeting TBD
Questions?

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