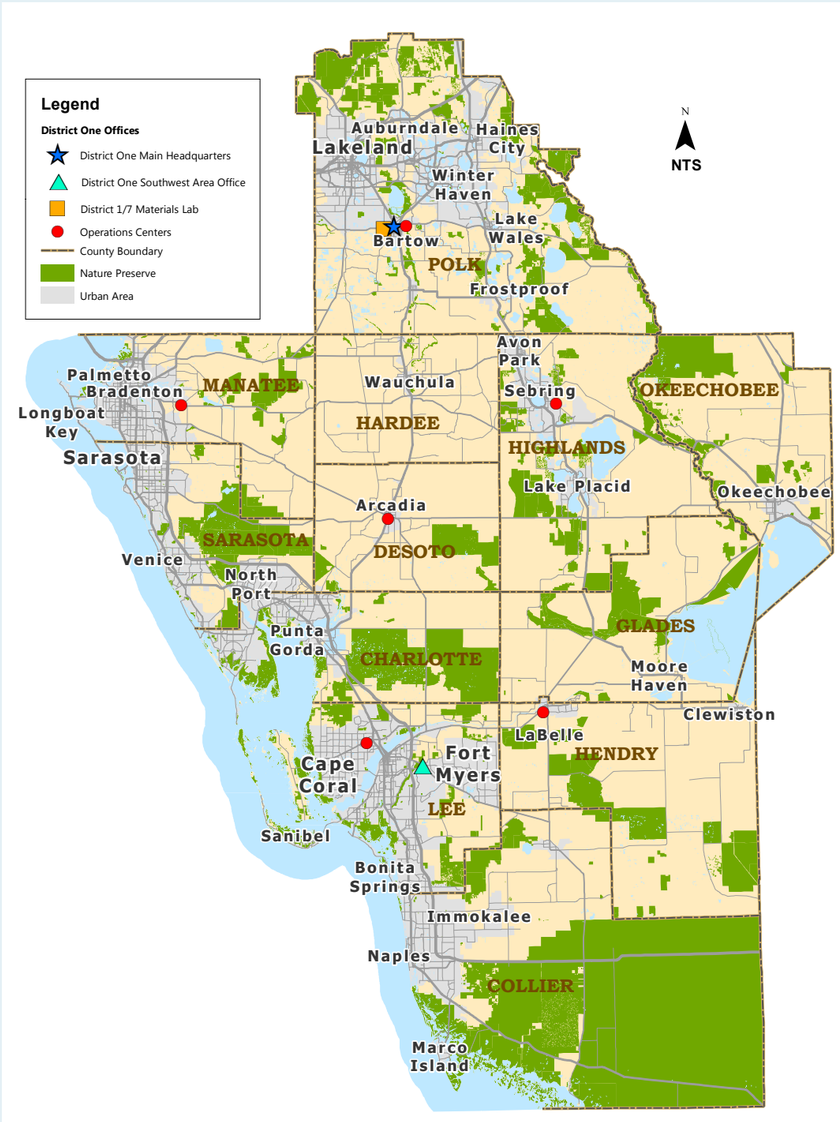
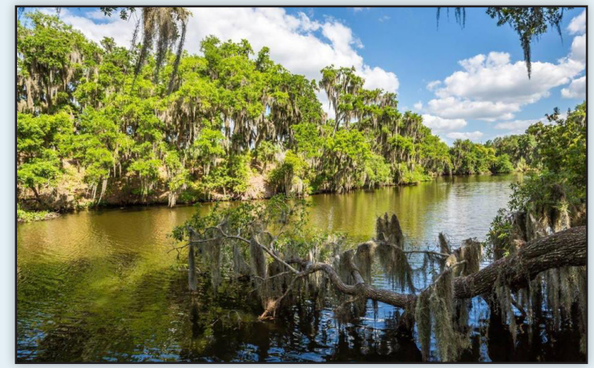
FDOT District One
Freight Mobility & Trade Plan 2016

FDOT DISTRICT 1

FLP
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
Office of Freight, Logistics and Passenger Operations

FDOT District One
Freight Mobility & Trade Plan





General Information

- 12 Counties (Charlotte, Collier, DeSoto, Glades, Hardee, Hendry, Highlands, Lee, Manatee, Okeechobee, Polk, and Sarasota)
- District One Population - Approximately 2.2 Million
- Largest Populated City - Ft. Myers
- State Roadways Centerline Miles = 1,870
- State Roadways Lane Miles = 6,293
- Fixed Bridges = 918 / Movable Bridges = 15
- Three Foreign Trade Zones (Ft. Myers, Sebring, and Manatee County)

District One Offices

- **District One Headquarters (Bartow, FL)**
- **Southwest Area Office (Ft. Myers, FL)**
- **District 1/7 Materials Lab (Bartow, FL)**
- **Operations Centers**
  - Bartow Operations Center
  - Manatee Operations Center
  - Ft. Myers Operations Center
  - Heartland Operations Center (Sebring)
  - Arcadia Operations
  - LaBelle Operations

COUNTY NAME	POPULATION
Charlotte	165, 736
Collier	339,642
DeSoto	34,517
Glades	13,345
Hardee	27,887
Hendry	39,089
Highlands	98,630
Lee	661,115
Manatee	342,106
Okeechobee	40,140
Polk	623,009
Sarasota	390,429

Source: US Census Bureau, 2014/15

Acknowledgments:

FDOT District One would like to thank the following offices and organizations for their cooperation, participation, and assistance in developing the 2016 Freight Mobility & Trade Plan:

- Central Florida Regional Planning Council (CFRPC)
- Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO)
- Collier County Metropolitan Planning Organization (MPO)
- Heartland Regional Transportation Planning Organization (TPO)
- Polk County Transportation Planning Organization (TPO)
- Lee County Metropolitan Planning Organization (MPO)
- Sarasota-Manatee Metropolitan Planning Organization (MPO)
- Southwest Florida Regional Planning Council (SWFRPC)
- All Port Authorities located within District One
- Florida Department of Agriculture and Consumer Services
- Florida Citrus Mutual
- Florida Cattlemen's Association
- Florida Fruit and Vegetable Association
- Florida Trucking Association
- Florida Highway Patrol
- The collective Boards of County Commissioners and Staffs from the Counties of District One
- All District One Counties: Charlotte, Collier, DeSoto, Glades, Hardee, Hendry, Highlands, Lee, Manatee, Okeechobee, Polk, and Sarasota

- All statistical data acquired through public and private sector websites, statewide industry associations, National Agriculture Statistics Service, Port Authority news releases, MPO/TPO and Port Authority Master Plans, and collective industry research on trends and observations.
- All photos herein acquired via the Internet and/or through public entities.
- FDOT does not endorse any particular company, agency, or organization, but simply highlights the major industry sectors with a role in freight mobility throughout District One.

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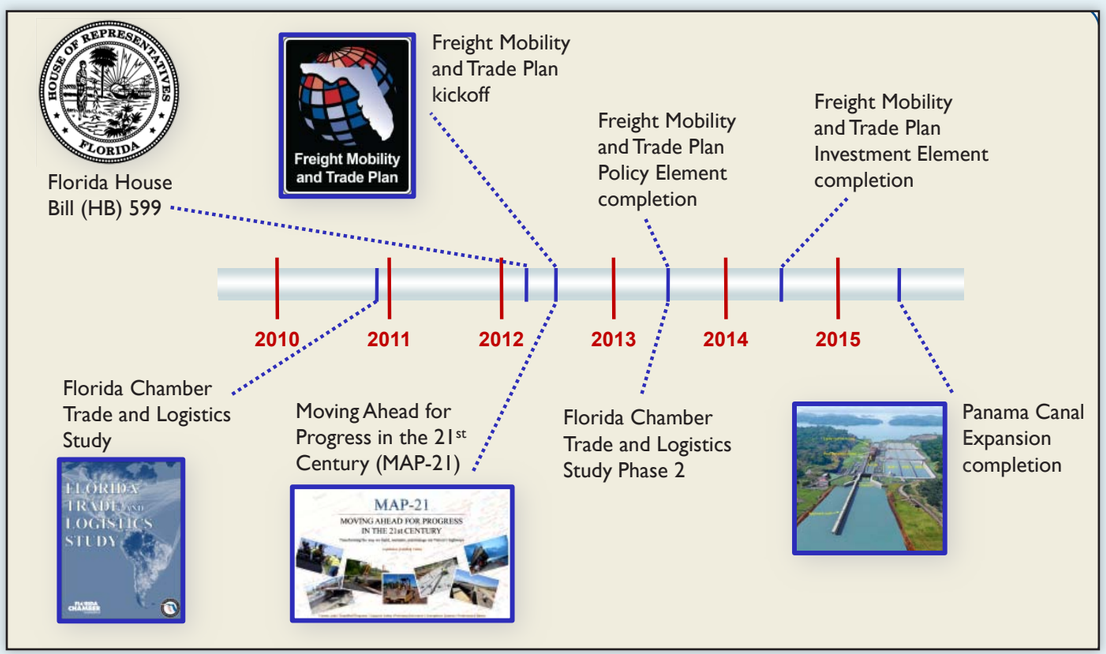
Introduction

Florida is a freight mobility and international trade state. Freight, or the movement of goods and commodities, affects the state's economy and quality of life for all Floridians. From the movement of citrus products to the home delivery of internet-ordered items, the safe and efficient movement of goods and commodities moves Florida. ***Freight movement is the economy in motion.***

Executive Summary Introduction of the Florida Freight Mobility and Trade Plan (FMTP), 2013



The State of Florida Freight Mobility and Trade Plan (FMTP) Policy Element was adopted by the Florida Transportation Commission in June 2013. The Investment Element was adopted in September 2014.

Carrying on with the purpose and intent of the Florida FMTP, District One initiated a districtwide Freight Mobility and Trade Study (FMTS) in early 2014. This study, completed in late 2015, defines an integrated and connected regional freight transportation network, identifies regional freight investment priorities needed to sustain economic growth in the region, provides input to the Florida FMTP Investment Element, and may be used to support requests for federal and state funding for enhancements or improvements to the existing regional freight network. The findings of the study are covered in five separate technical memos. Each memo has a significant amount of data and other information gathered via numerous surveys, interviews, and field reviews around the district. The data compiled and the resulting findings in the technical memos are based upon the most recent, available information at the time. In addition, the identified project needs and prioritization were determined using specific criteria from the data. The memos are intended for reference by planners in FDOT, MPOs/TPOs, and other local or regional organizations as they conduct future planning and consider freight and logistics as part of the decision making process. The work done at the statewide and district level to date pieced together the components of the freight story of Florida and District One. ***Telling the Freight Story*** is a key objective of the freight program in FDOT; however, simply telling the story is not enough.

FDOT District One
Freight Mobility & Trade Plan

A recurring question that came up during stakeholder interviews and outreach conducted as part of the District Freight Mobility and Trade Study referred to what we were going to do with all the information collected and findings/recommendations. The answer is we will use that information as the starting point to ***Develop a Plan*** - the District One Freight Mobility and Trade Plan. The District One FMTP contains four key components. The first is an Executive Summary of the plan's entirety. The second is a Freight and Logistics Overview Guide summarizing the freight and logistics infrastructure and operational footprint in the district. The third component is the Implementation Guide containing strategies, objectives, action items and example projects to guide us along the path to improving freight mobility in the district. The fourth and final component is a User's Resource Guide containing personnel contact information, links to freight-related documents, policies, and organizations, reference list to various offices and policies, and a glossary of terms for freight transportation and logistics.

The District One FMTP is flexible and dynamic, and can be modified as required for the changing landscape in the region. It is a partner product to the District FMTS in many respects, but does not contain specific construction or maintenance projects intended for the FDOT Work Program like the State FMTP Investment Element. The District FMTP, like the study before it, is to be used as a guide for planners and engineers in the consideration of freight and logistics matters for future transportation plans and operational improvements. As such, the primary intent of the District Freight Mobility and Trade Plan is to help ***Tell the Freight Story, Develop a Plan, and Sell the Story and Plan*** of freight and logistics in District One.

TELL THE FREIGHT STORY → **DEVELOP A PLAN** → **SELL THE STORY & PLAN**

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Chapter 1
Executive Summary

The Florida Department of Transportation (FDOT) District One Office, in support of, and in conjunction with, the State of Florida Freight Mobility and Trade Plan (FMTP), initiated a districtwide Freight Mobility and Trade Study (FMTS) in early 2014. This study, completed in late 2015, defines an integrated and connected regional freight transportation network, identifies regional freight investment priorities needed to sustain economic growth in the region, provides input to the Florida FMTP Investment Element, and may be used to support requests for federal and state funding for enhancements or improvements to the existing regional freight network. The findings of the study, covered in five separate technical memos, provided the foundation of District One's own FMTP. Using this information, the District FMTP (i.e. The Plan) has been developed and is provided in this booklet. To provide clarity, the Plan is divided into three (3) primary components by chapter, including a Freight and Logistics Overview Guide, an Implementation Guide, and a User's Resource Guide. This Executive Summary provides a synopsis highlighting the specific information for each component.

Freight and Logistics Overview Guide

This Guide, under Chapter 2, is an overview of unique characteristics within District One that are affected by or create freight movement. They include the following items:

- **Land uses, including agriculture and related uses;**
- **Strategic Intermodal Systems;**
- **Freight Mobility Corridors;**
- **Intermodal Logistic Centers and Freight Activity Centers;**
- **Airports and Seaport;**
- **Railways; and**
- **Public Involvement and Outreach.**

The information regarding land uses are further divided into different commodities of agriculture, such as citrus, cattle, vegetables, fruits, and sugar. Additional land uses are identified, including mining, manufacturing, distribution, warehousing, and third party logistics.

Implementation Guide

This Guide, provided under Chapter 3, identifies the specific Objectives, Strategies, Action Items, and Example Projects for reference in steering freight planning and policy development to enhance the efficiency of freight mobility throughout District One. The Objectives and Strategies selected are consistent with those identified in the statewide FMTP. However, the Actions Items and Example Projects were specially tailored to District One needs and concerns. For example, Objective 1 identifies capitalizing on the transportation advantages through collaboration. The associated Action Items and Example Projects for this Objective focus on the collaboration with key freight assets of the District, such as Port Manatee and the major airports, to develop and organize a freight forum with stakeholders from both the public and private sectors.

Chapter 1
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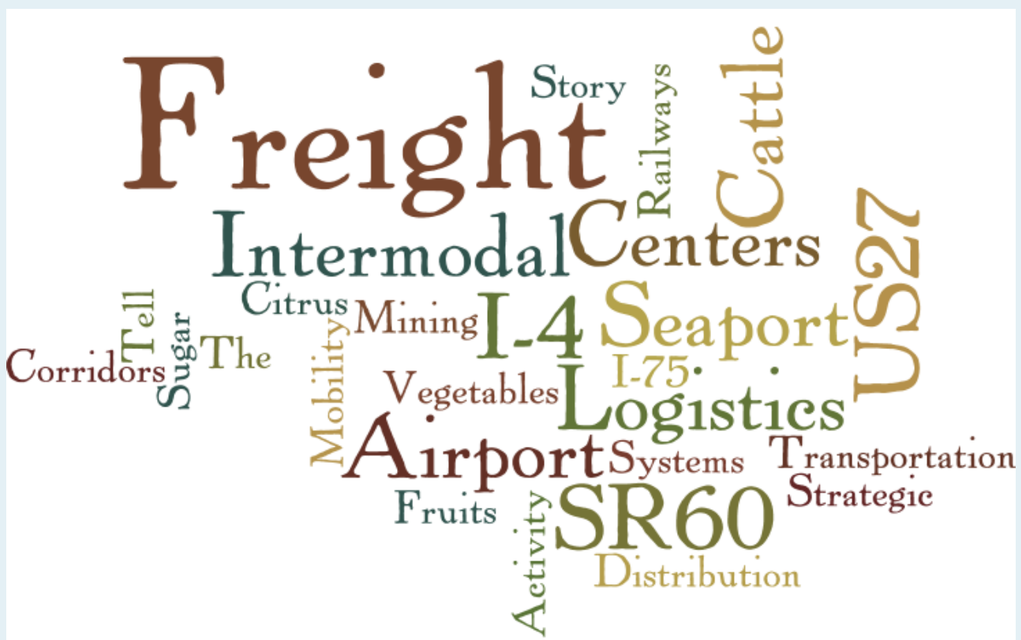
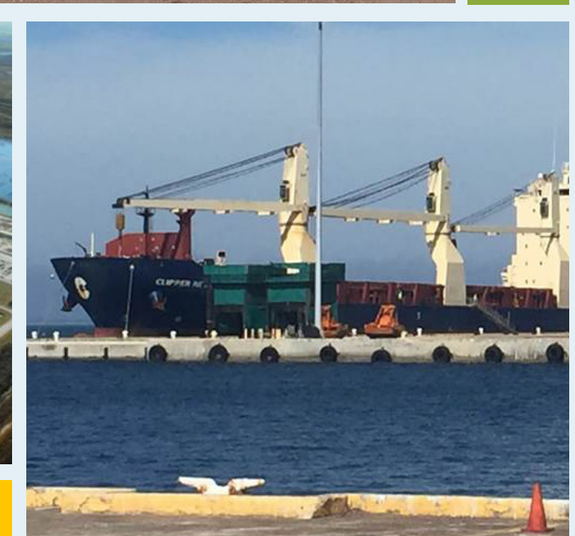
User's Resource Guide

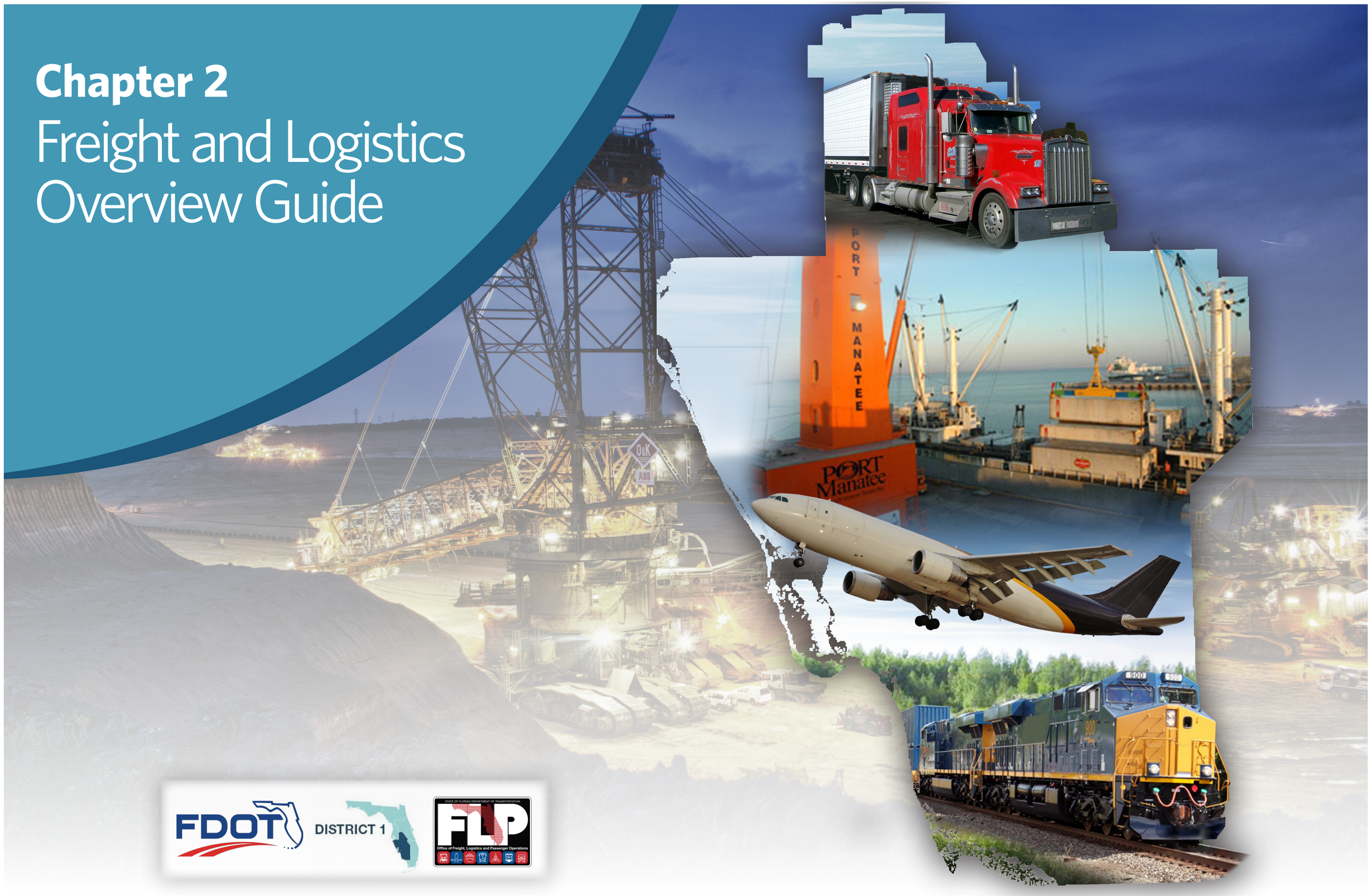
This Guide, under Chapter 4, provides general information and resources to interested parties regarding freight and logistics. For example, contact information regarding freight personnel within FDOT, both in District One and statewide, is provided. In addition, website links to critical documents and organizations involved in freight and logistics is included in this Guide. Finally, a reference list and glossary of freight-related terms are provided.

In summary, the information found in the three Guides help shape the District FMTP into a dynamic document which will provide FDOT District One, local and county jurisdictions, and businesses of District One direction and guidance to develop and support freight and logistics growth in the region and beyond.





Chapter 2
Freight and Logistics Overview Guide



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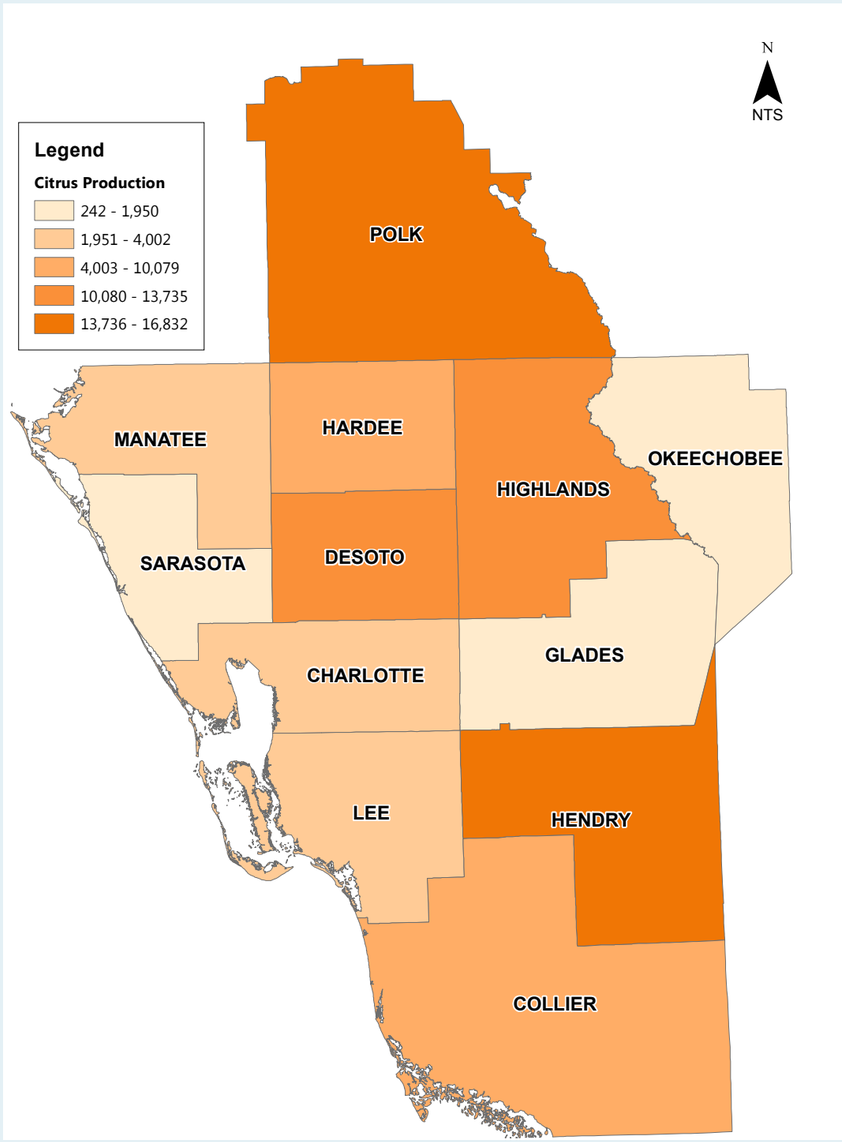
Chapter 2
Freight and Logistics Overview Guide

Introduction

As stated in the Introduction section of this booklet, the intent of the District One FMTP is to convey three messages: Tell the Freight Story, Develop a Plan, and Sell the Story and Plan. The first message, "Telling the Freight Story" is the key objective of the Overview Guide found in this chapter. It would be difficult to develop and implement a freight program if the building blocks or components of the program are not fully understood, in terms of how they are interconnected with one another, and with freight itself. By "telling the story", the guide will provide both public and private stakeholders, and other interested parties, a better understanding of different freight components located within the district, and how essential they are in the movement of freight within, and beyond, District One.

As part of "telling the story", information associated with several key components or attributes in District One are provided in the guide in a simple, but straightforward manner. These attributes involve commodities or services or transportation systems that are unique to District One and affect the flow of freight which contributes to the quality of life for the people and businesses within the region and beyond. These attributes are provided below and discussed further in this chapter.

- **Land Use**
  - **Citrus**
  - **Cattle**
  - **Vegetables, Fruits, and Sugar**
  - **Mining**
  - **Manufacturing, Warehouse, Distribution, and Third Party Logistics**
- **Strategic Intermodal Systems**
- **Freight Mobility Corridors**
- **Intermodal Logistic Centers and Freight Activity Centers**
- **Airports and Seaport**
- **Railways**
- **Public Involvement and Outreach**



Citrus

GENERAL FACTS

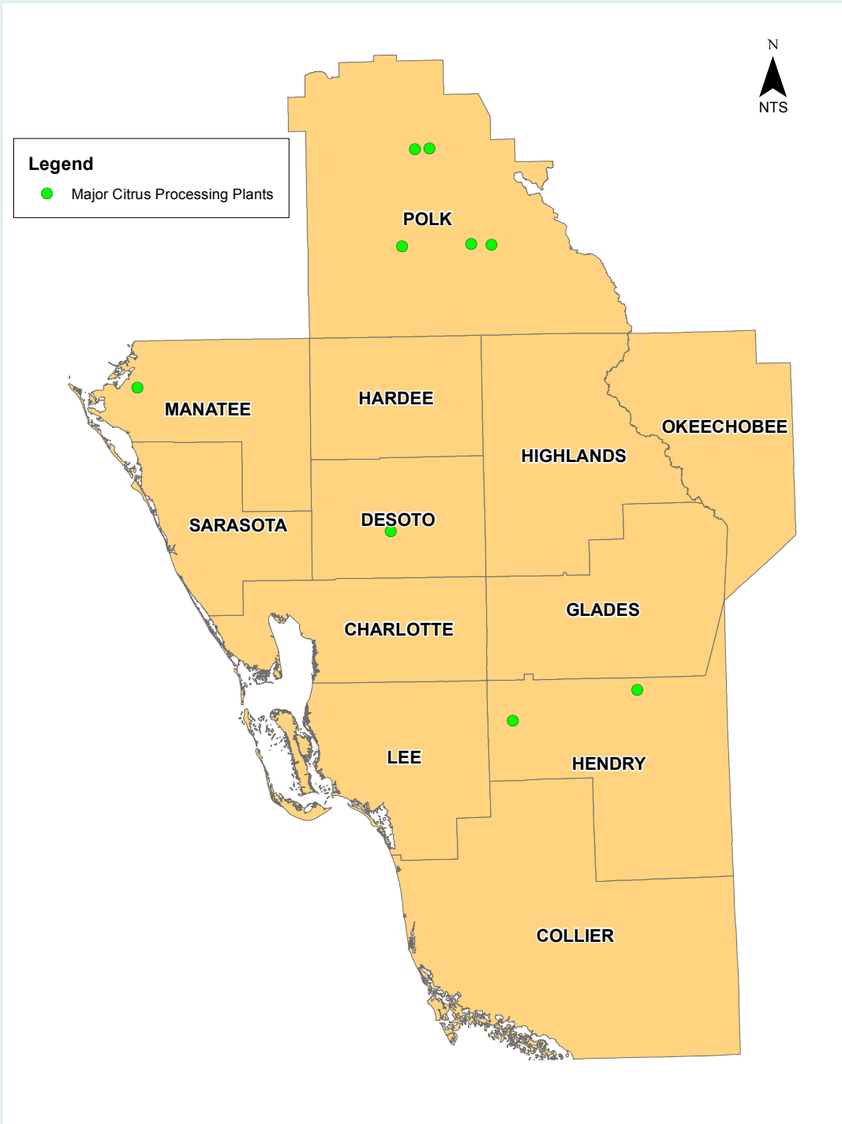
- Approximately 80 percent of all citrus production in the State of Florida occurs within District One.
- Approximately 80 percent of all citrus acreage within the State of Florida is located within District One.
- Of the citrus harvested, 90 percent is processed into juice and the remainder is sold as fresh fruit.
- Processed citrus is used to produce other by-products, such as oils, fragrances, flavorings, and animal feed.

CITRUS PRODUCTION BY COUNTY (HARVEST YEAR 2014-2015)

COUNTY	BOXES (1,000)
Charlotte	2,827
Collier	7,549
DeSoto	13,735
Glades	1,950
Hardee	10,079
Hendry	15,773
Highlands	12,665
Lee	2,400
Manatee	4,002
Okeechobee	1,304
Polk	16,832
Sarasota	242

CITRUS ACREAGE BY COUNTY (HARVEST YEAR 2014-2015)

COUNTY	ACREAGE (ACRES)
Charlotte	13,492
Collier	29,893
DeSoto	66,302
Glades	7,118
Hardee	47,121
Hendry	64,063
Highlands	58,287
Lee	10,571
Manatee	16,974
Okeechobee	6,253
Polk	80,488
Sarasota	1,197

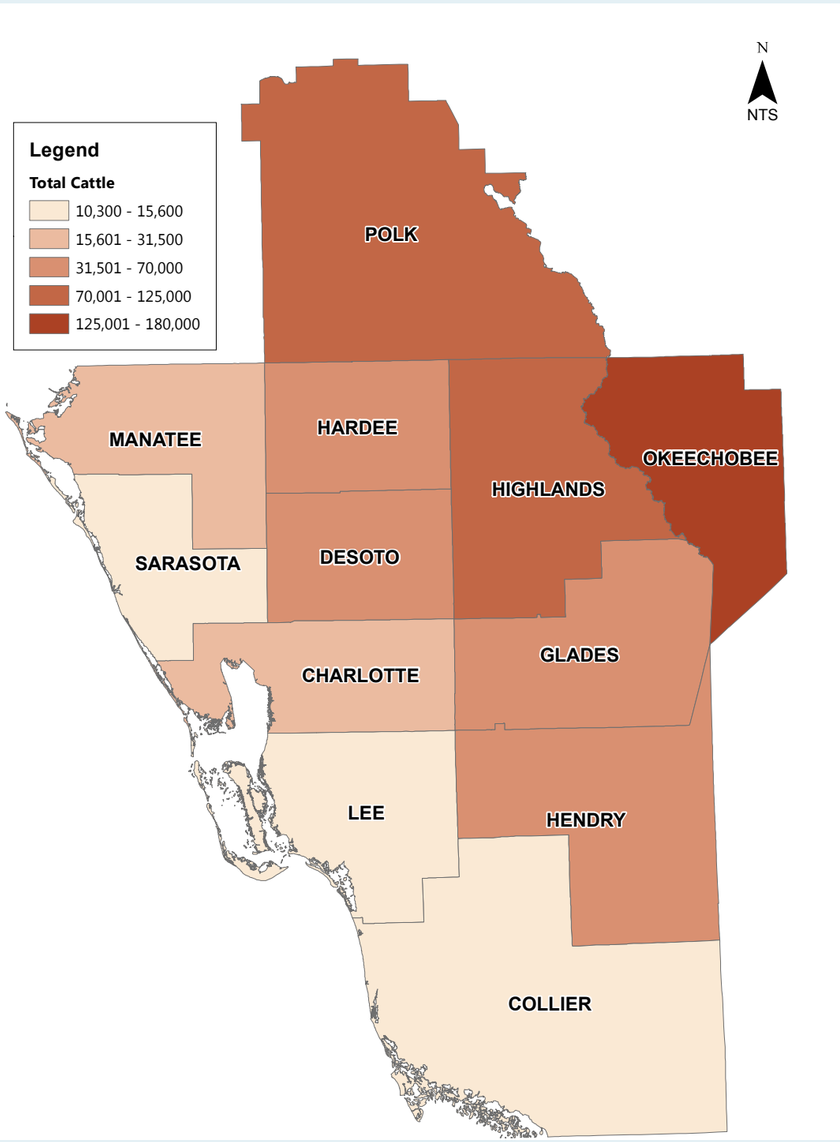


Citrus Impacts to Transportation

- In the State of Florida, Orange Season generally runs from October-June.
- Trucks typically carry 550 boxes per shipment.
- Approximately 100 trucking and hauling companies located throughout District One support the citrus industry.

CITRUS PRODUCTION AND NUMBER OF TRUCK SHIPMENTS BY COUNTY (HARVEST YEAR 2014-2015)

COUNTY	BOXES (1,000)	NUMBER OF TRUCKS (PER YEAR)
Charlotte	2,827	5,140
Collier	7,549	13,725
DeSoto	13,735	24,972
Glades	1,950	3,545
Hardee	10,079	18,325
Hendry	15,773	28,678
Highlands	12,665	23,027
Lee	2,400	4,363
Manatee	4,002	7,276
Okeechobee	1,304	2,370
Polk	16,832	30,603
Sarasota	242	440
Total Estimated Truck Shipments per Year =		**162,500 (Approx.)**



Cattle

- Cattle in District One consists of approximately 45 percent of Total Cattle (Inventory) for the entire State of Florida.
- District One includes 3 of the Top 10 Counties for Beef Cow Production for the entire State of Florida.
- 7 of the Top 10 counties in the state of Florida for Total Cattle are located within District One.
- Top 3 Livestock Markets Located in:
  - Lakeland, FL (Polk County)
  - Arcadia, FL (DeSoto County)
  - Okeechobee, FL (Okeechobee County)
- The 3 Livestock Markets in Lakeland (Polk County), Arcadia (DeSoto County), and Okeechobee (Okeechobee County) accounted for over 220,000 head of cattle sold in auction in 2015 for a gross sales value of over $212.3 million.

CATTLE PRODUCTION BY COUNTY

COUNTY	TOTAL CATTLE (PER HEAD)
Charlotte	25,000
Collier	11,600
DeSoto	63,000
Glades	64,000
Hardee	70,000
Hendry	66,000
Highlands	125,000
Lee	10,400
Manatee	31,500
Okeechobee	180,000
Polk	94,000
Sarasota	15,900

DISTRICT ONE - TOP 3 COUNTIES FOR BEEF COW PRODUCTION

COUNTY	TOTAL CATTLE (PER HEAD)
Okeechobee	82,000
Highlands	71,000
Polk	62,000

Vegetables

- Top Vegetables Harvested within District One
  - Tomatoes
  - Potatoes
  - Peppers
  - Cucumbers
- Manatee County is the leader within District One for vegetable production.
- Manatee County produces over 25% of all the tomatoes grown in the State of Florida.

TOP 3 COUNTIES FOR VEGETABLES HARVESTED BY ACREAGE

COUNTY	FARMS	ACRES
Manatee	38	34,672
Collier	25	13,881
Hendry	21	11,234

* Based upon most recent (2012) Census of Agriculture.

TOP 3 COUNTIES FOR TOMATOES HARVESTED BY ACREAGE

COUNTY	FARMS	ACRES
Manatee	24	18,073
Collier	15	5,483
Hendry	7	2,325

* Based upon most recent (2012) Census of Agriculture.

Fruits

- Top Fruits (Non-Citrus) Harvested within District One
  - Watermelons
  - Strawberries
  - Mangoes
- Lee County is the top county within District One for fruit (non-citrus) production and possesses approximately 500 acres in fruit trees.

TOP 3 COUNTIES FOR TOTAL FRUITS (NON-CITRUS) HARVESTED BY ACREAGE

COUNTY	TOTAL FARMS	ACRES
Lee	86	528
Polk	53	501
Hendry	9	243

* Based upon most recent (2012) Census of Agriculture.

TOP 3 COUNTIES FOR WATERMELONS HARVESTED BY ACREAGE

COUNTY	TOTAL FARMS	ACRES
Charlotte	9	1,932
Hendry	9	1,858
Collier	8	1,300

* Based upon most recent (2012) Census of Agriculture.

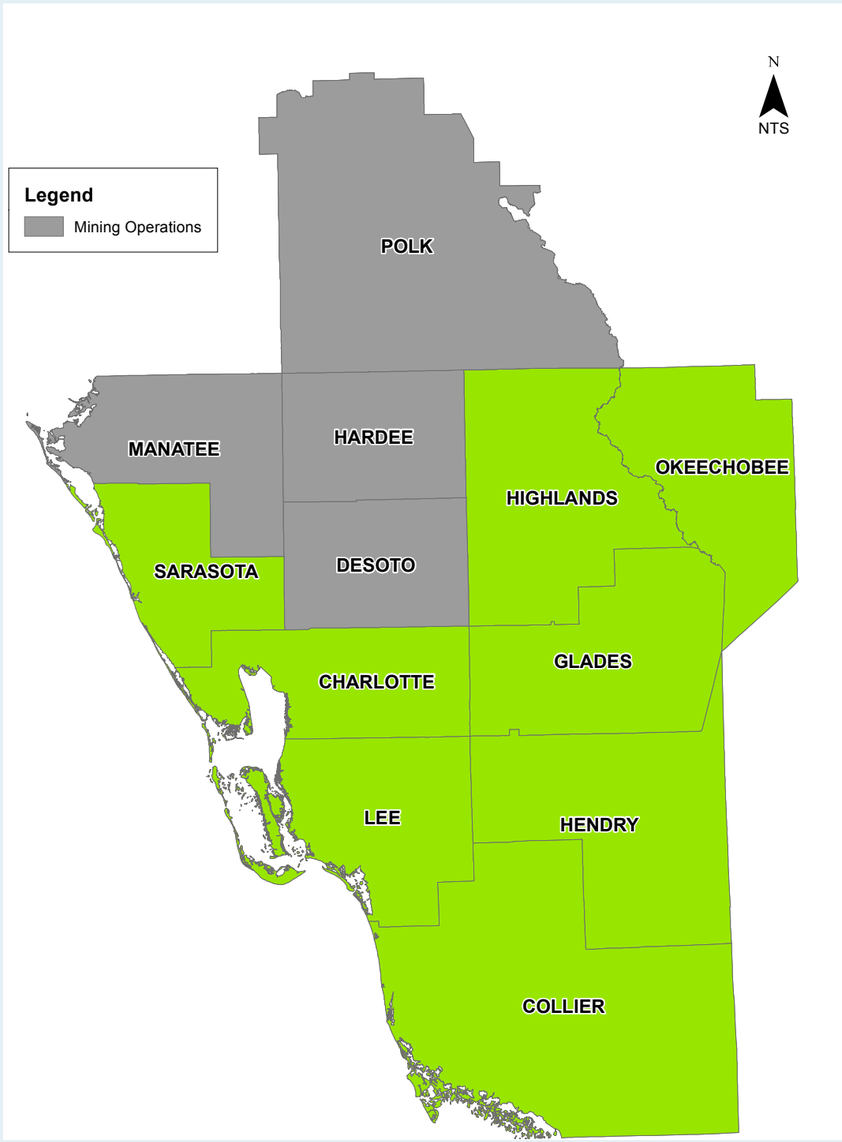
Sugar

- District One – Sugar Producing Counties :
  - Hendry
  - Glades
- Hendry and Glades Counties account for nearly 30% of the sugarcane harvested for the State of Florida.
- One of the largest sugar refineries in the state of Florida is located in Clewiston, FL (Hendry County).
- Sugarcane By-Products:
  - Sugar
  - Sucrose
  - Ethanol

SUGARCANE (FOR SUGAR) HARVESTED BY PRODUCTION

COUNTY	TOTAL FARMS	ACRES	PRODUCTION IN TONS
Hendry	15	79,624	2,552,783
Glades	21	35,807	1,211,475

* Based upon most recent (2012) Census of Agriculture.



Mining

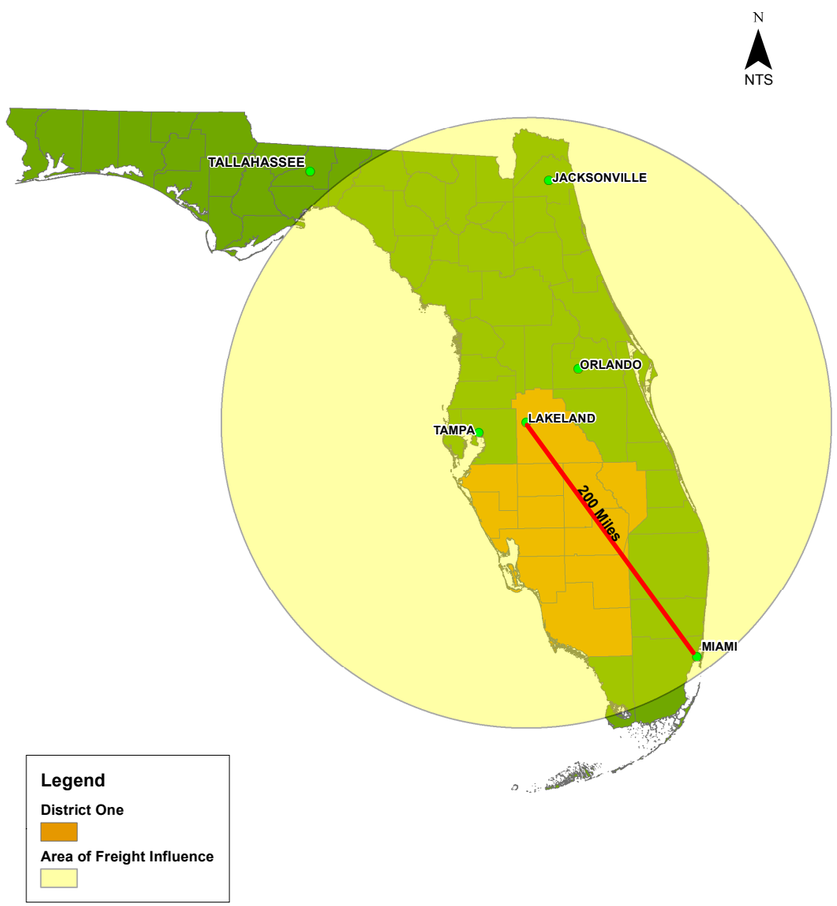
- The mining industry in District One is the largest producer and distributor of phosphate-related products within the State of Florida.
- The mining industry is focused on four counties within District One:
  - Desoto
  - Hardee
  - Manatee
  - Polk
- The Total Acreage of Existing Mining Areas within District One is approximately 120,000 (Acres).
- Phosphate is mined to obtain phosphorus, which is a natural resource that serves primarily as a fertilizer for food crops.

District One - Phosphate Production

- Approximately 700 trucking hauls per day for rock
  - Approximately 17 million tons of rock per year
- Approximately 200 trucking hauls per day for water reclamation
- Approximately 800 trucking hauls per day of other mining products
- $900 million annually spent in transportation costs

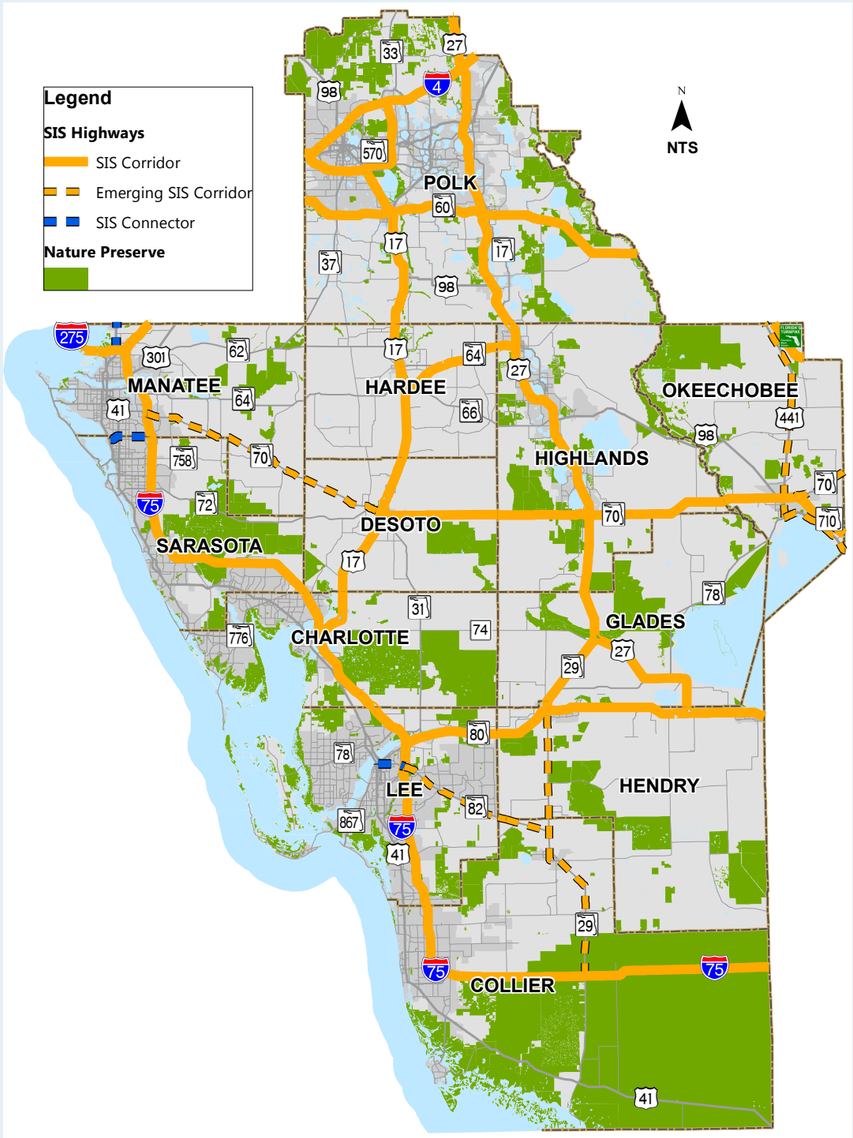
Future Phosphate Mining Plans

- New mines will be developed in Hardee, Manatee and DeSoto Counties, and will use existing infrastructure to minimize environmental impacts to the surrounding areas.



Manufacturing/Warehouse/Distribution/Third Party Logistics (3PLs)

- District One is the crossroads between three of the largest urbanized areas in Florida – Orlando, Tampa, and Miami/Southeast Florida. Due to this fact, the manufacturing, warehouse, distribution, and Third Party Logistics (3PLs) industries are critical elements in the growth of local economies and influence many land use decisions.
- Polk County is a leader in District One regarding manufacturing, warehouse, distribution, and 3PLs.
  - Total Sq. Ft. of Manufacturing = 19,800,000 Sq. Ft.
  - Total Sq. Ft. of Warehouse/Distribution/3PLs = 50,300,000 Sq. Ft.
- The "Area of Freight Influence" of District One is illustrated in the map provided. Using Lakeland, FL, which serves as a major freight hub in Polk County, it is shown that within 200 miles of this locale (i.e. a short-haul distance), freight goods can be distributed/delivered to over 75 percent of the State of Florida.
- Due to the intensity of the manufacturing, warehouse, and distribution hubs in District One, certain highway corridors are major gateways to freight movement through other parts of the state and beyond. The most significant non-interstate freight corridor in District One is U.S. 27 which can be considered the "Freight Shed" to the state's populace.
- District One is experiencing considerable growth in business, including industries such as Agribusiness & Agri-Technology, Logistics & Supply Chain Management, Manufacturing and Research, Engineering & other High-Tech.
- The growth in the manufacturing field, for example, is fueled by many different services, especially in biomechanics, medical devices, boats, grocery items, household items, aviation services and aircraft parts, e-commerce fulfillment centers, landscaping products, and paper.

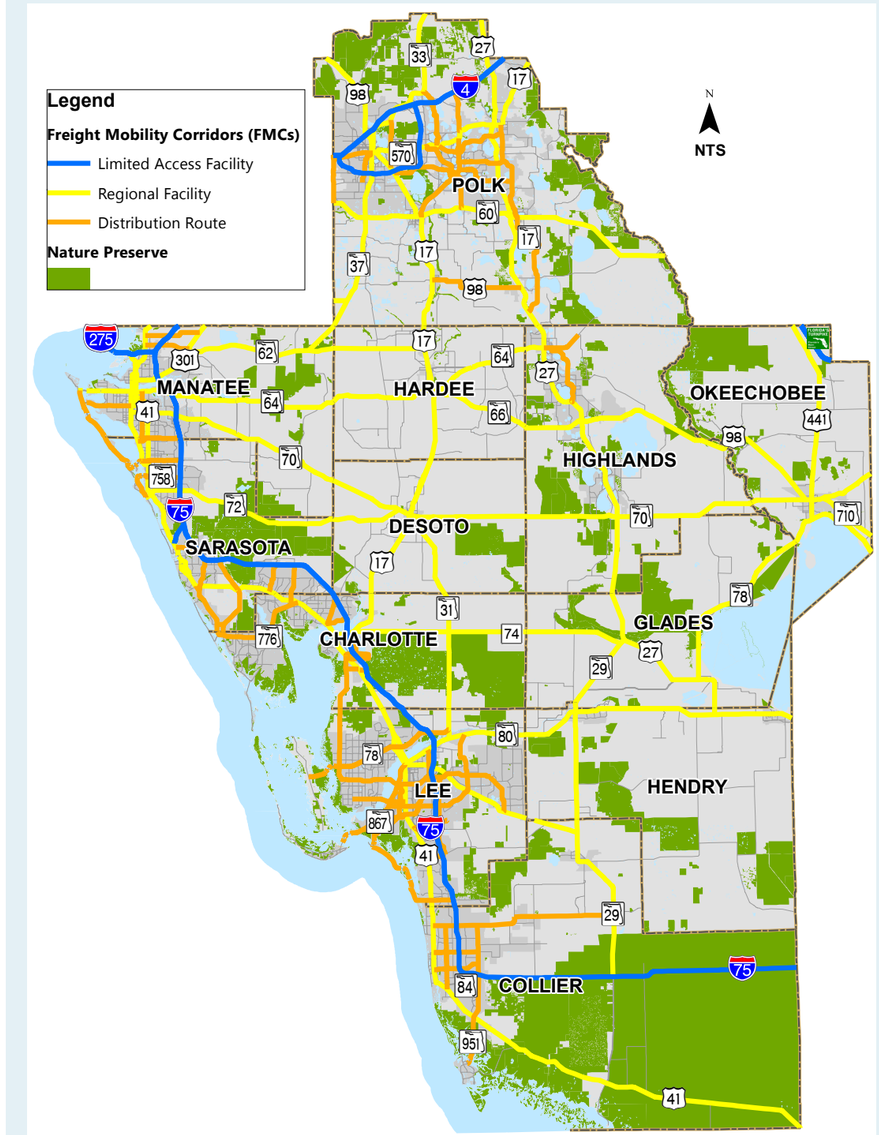


Strategic Intermodal Systems (SIS)

- **Strategic Intermodal System (SIS) Corridors -** Consist of high priority transportation facilities, including District One's largest and most significant airports, deepwater seaport, freight rail terminals, interregional rail and truck terminals, rail corridors, waterways, and highways.
  - SIS facilities are the primary means for moving people and freight between Florida's diverse regions, as well as between Florida and other states and nations.
- **Emerging SIS -** Facilities that do not yet meet the criteria and thresholds for SIS designation, but are expected to in the future.
- **SIS Connectors -** Highways, railroads, or waterways that connect from an SIS Hub to an SIS Corridor.

PRIMARY STRATEGIC INTERMODAL SYSTEM (SIS) HIGHWAYS	
NORTH/SOUTH	EAST/WEST
I-75	I-4
US 17	SR 570
Logistics Parkway (SIS Connector)	SR 60
US 27	I-275
SR 29 (Emerging)	SR 64
US 441 (Emerging)	SR 70 (Both SIS and Emerging SIS)
FL Turnpike	University Parkway (SIS Connector)
SR 710 (Emerging)	SR 80
	SR 82 (Emerging)

- **SIS Highway Miles in District One =** 692
- **Emerging SIS Highway Miles in District One =** 155
- **Diverging Diamond Interchange (DDI) –** Two directions of traffic on the non-freeway road cross to the opposite side on both sides of the bridge at the freeway. This concept is being implemented at the I-75 and University Parkway Interchange, as shown in the photo on the left.
  - A DDI enables freight movement to move with more ease , specifically merging on and off major SIS highways (i.e., I-75) and connectors (i.e., University Parkway).

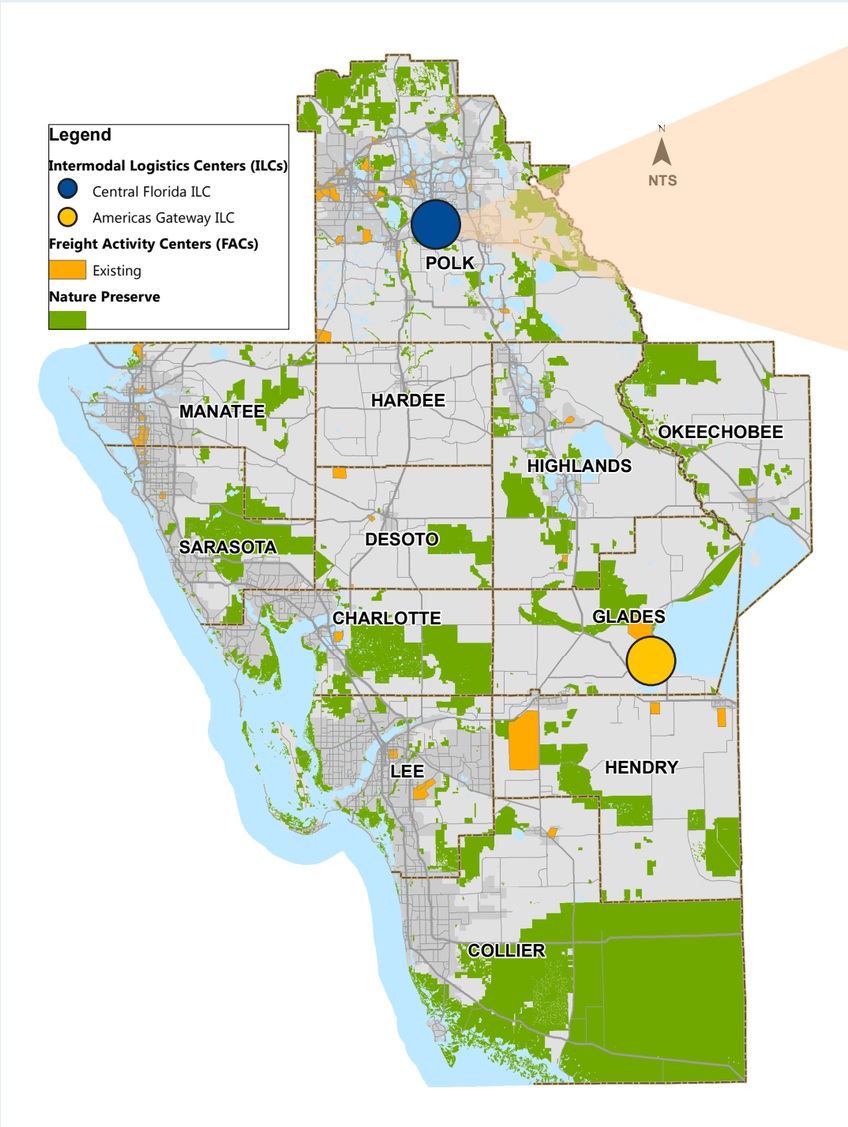


Freight Mobility Corridors (FMCs)

- Freight Mobility Corridors are essential components of the transportation network for moving goods within a region.
- System can be divided into three transportation modes: highway corridors, rail corridors, and waterways.
- **Types of FMC Facilities (Highway Only):**
  - **Limited-Access** – Typically, these roadways are on Florida's SIS network and provide uninterrupted flows for high volumes of traffic and serve as primary trade corridors connecting certain regions of the state to the rest of the state and country.
  - **Regional Facility** – Provide high capacity connections between limited-access facilities and regional freight activity centers. These corridors, which may be part of the SIS network, serve the region through movements for long-haul truck trips and can accommodate high volumes of truck traffic.
  - **Distribution Route** – Include state roadways and other local roadways designated in local truck route ordinances at the county and municipal levels. Freight distribution routes serve to distribute truck traffic to local delivery areas. The freight distribution routes provide an adequate network for trucks to deliver goods, while also minimizing truck traffic on other local roads within populated areas.

EXISTING TRUCK AADT ON MAJOR FMC SEGMENTS

ROADWAY	BETWEEN		TRUCK AADT (APPROXIMATE)
I-4	SR 559	SR 557	12,400
I-4	SR 557	US 27	13,300
SR 570 (Polk Parkway)	I-4	US 92	1,000
I-75	SR 681	Laurel Rd	8,300
US 17	SR 60	Hardee County Line	2,700
US 27	I-4	SR 60	4,000
US 27	SR 60	SR 80	3,500
SR 29	SR 80	US 27	1,600
SR 60	US 98	CR 655	4,400
SR 70	SR 31	CR 760	1,200
SR 80	I-75	SR 31	3,300



Intermodal Logistics Centers (ILCs) and Freight Activity Centers (FACs)

- 1 Primary Intermodal Logistics Center Located within District One:
  - Central Florida ILC (Polk)
- 1 Emerging/Planned Intermodal Logistics Center within District One:
  - Americas Gateway ILC (Glades)
- Approximately 40 Existing Freight Activity Centers Located within District One
- Top 3 Counties for Highest Concentration of FACs:
  - Polk - 16
  - Manatee - 5
  - Sarasota - 5

DISTRICT ONE COMMODITY FLOW

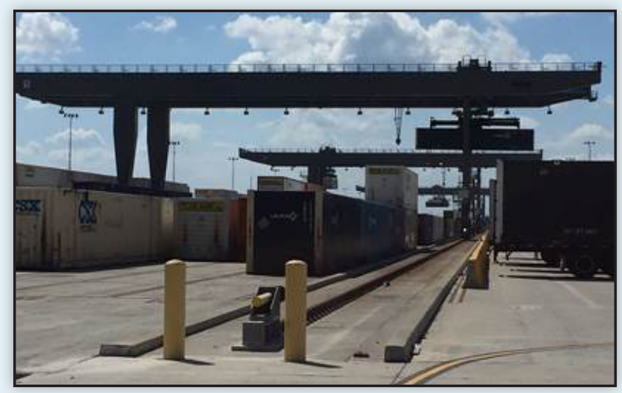
COUNTY NAME	TOP IMPORT COMMODITY	TONNAGE
Charlotte	Nonmetallic Minerals	383,641
Collier	Bulk Movement in Boxcars	1,168,622
DeSoto	Nonmetallic Minerals	96,227
Glades	Nonmetallic Minerals	108,008
Hardee	Food or Kindered Products	72,468
Hendry	Farm Products	1,275,438
Highlands	Bulk Movement in Boxcars	213,226
Lee	Bulk Movement in Boxcars	1,690,889
Manatee	Petroleum or Coal Products	6,250,397
Okeechobee	Nonmetallic Minerals	174,531
Polk	Bulk Movement in Boxcars	1,819,610
Sarasota	Bulk Movement in Boxcars	1,234,581
COUNTY NAME	**TOP EXPORT COMMODITY**	**TONNAGE**
Charlotte	Nonmetallic Minerals	1,381,687
Collier	Bulk Movement in Boxcars	658,875
DeSoto	Farm Products	816,216
Glades	Farm Products	1,056,399
Hardee	Farm Products	588,145
Hendry	Farm Products	2,896,314
Highlands	Farm Products	918,542
Lee	Nonmetallic Minerals	1,405,686
Manatee	Farm Products	804,386
Okeechobee	Farm Products	263,453
Polk	Nonmetallic Minerals	3,468,868
Sarasota	Bulk Movement in Boxcars	857,789

Central Florida Intermodal Logistics Center (ILC)

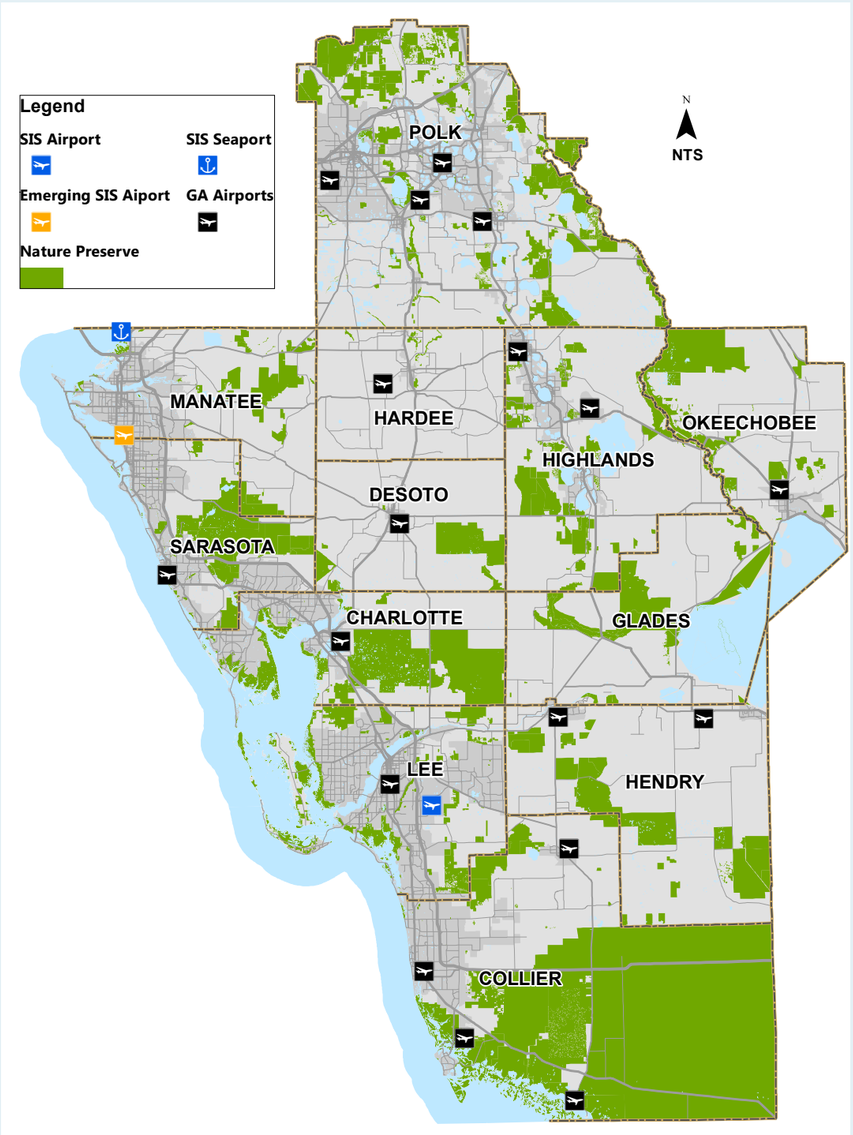
- 318-Acre Intermodal Terminal is a Designated SIS Facility.
- Largest Master-Planned Inland Port in Florida surrounded by 930 acres earmarked for development-designated as a Planned Additional SIS Facility.
- Over 8 Million Square Feet of Warehouse and Distribution Space Entitlements within the 930 acres.
- The Central Florida ILC services all of Central Florida, including the metro regions of Tampa, Orlando, and Miami, as well as providing freight flow from/to many other metro regions across the U.S., including those listed below.

  - Atlanta, GA
  - New York, NY
  - Washington, DC
  - Boston, MA
  - Chicago, IL
  - Detroit, MI
  - Philadelphia, PA
  - San Francisco, CA
  - Cleveland, OH
  - Los Angeles, CA

- Primary highways used by truckers coming in/out of the Central Florida ILC:
  - US 27
  - SR 60
- I-4 and US 17 provide connectivity to other major highways near the ILC facility.
- CSX Intermodal is aligned with shippers' increasing focus on sustainability by designing an environmentally friendly facility in Winter Haven, which includes the following features:
  - Site previously utilized as a Brownfield.
  - Buildings certified as LEED (Leadership in Energy Environmental Design) Silver by the U.S. Green Building Council.
  - Solar panels installed on each building provide renewable energy sources.
  - Three wide-span electric cranes produce zero on-site emissions and recover energy on the downward move, and thus, decrease fuel use and air emissions.
  - Facility designed for optimal efficiency in movement of trains and cars to reduce time in switching and air emissions.



Chapter 2
Freight and Logistics Overview Guide



Airports and Seaport

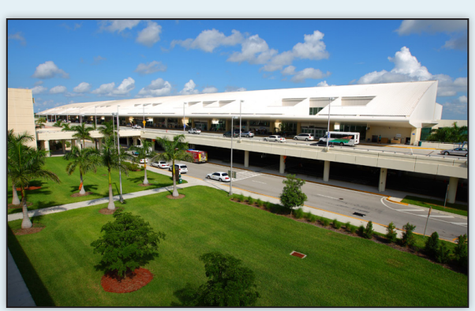
- **SIS Airport** - Aviation facility that serves as an intermodal hub for freight movement
  - 1 Existing SIS Airport = Southwest Florida International Airport
  - District One possesses 1 of 7 Statewide SIS Airports
- **Emerging SIS Airport** - Aviation facility that does not yet meet the standards as being a strategic hub for intermodal freight movement
  - 1 Emerging SIS Airport = Sarasota/Bradenton International Airport
  - The Punta Gorda Airport is in the process of a designation change to an Emerging SIS Airport
- 18 General Aviation Airports
- **SIS Seaport** – A seaport that serves as an intermodal hub for shipping cargo and freight movement
  - 1 Existing SIS Seaport = Port Manatee
  - District One possesses 1 of 11 Statewide SIS Seaports

DISTRICT ONE – MAJOR AIRPORTS

AIRPORT NAME	LOCATION
Airglades	Clewiston, FL
Arcadia Municipal Airport	Arcadia, FL
Avon Park Executive	Avon Park, FL
Bartow Municipal Airport	Bartow, FL
Everglades Airpark	Everglades City, FL
Immokalee Regional Airport	Immokalee, FL
La Belle Municipal Airport	La Belle, FL
Lake Wales Municipal Airport	Lake Wales, FL
Lakeland Linder Regional	Lakeland, FL
Marco Island Airport	Naples, FL
Naples Municipal Airport	Naples, FL
Okeechobee County Airport	Okeechobee, FL
Page Field Airport	Ft. Myers, FL
Punta Gorda Airport	Punta Gorda, FL
Sarasota/Bradenton International Airport	Sarasota, FL
Sebring Regional Airport	Sebring, FL
Southwest Florida International Airport	Ft. Myers, FL
Venice Municipal Airport	Venice, FL
Wauchula Municipal Airport	Wauchula, FL
Winter Haven Municipal Airport	Winter Haven, FL

Southwest Florida International Airport (Ft. Myers, FL)

- Southwest Florida International Airport is the only designated SIS Airport within District One and 1 of 7 located in the State of Florida.
- Airport land is a designated Foreign Trade Zone, which provides special customs procedures advantageous to U.S. companies engaged in international trade-related activities.
- Southwest Florida International Airport provides a daily air cargo capacity of approximately 50 tons.
- The primary highway freight routes accessing the airport are from I-75 and Chamberlin Parkway.
- Total Acreage of Airport = 13,555 acres
  - 3rd Largest Airport in the United States in terms of land size.
- Number of Runways = 1
  - Maximum Runaway Length/Width = 12,000 x 150 feet
  - Surface Type = Asphalt
- Has approximately 8.4 million annual passengers (2015).



Sarasota-Bradenton International Airport (Sarasota, FL)

- Sarasota-Bradenton International Airport is the only designated Emerging SIS Airport within District One.
- Sarasota-Bradenton International Airport is predominantly a passenger-only aviation facility.
- The Airport authority maintains a 40-acre tract of land located on the east side of the property earmarked for potential cargo.
- The primary highway freight routes accessing the airport are from I-75, US 41, and University Parkway.
- The Total Acreage of Airport = 1,100 acres
- Number of Runways = 2
  - Maximum Runway Length/Width = 9,500 x 150 feet (for longest runway)
  - Surface Type = Asphalt
- Has over 1.2 million annual passengers per year (2015).

General Aviation

- 18 General Aviation Airports located within District One

General Information for Freight Interest:

- The following airports are significant due to their strategic location and proximity to intermodal freight facilities and distribution centers. These facilities will continue to see an increased role in freight movement throughout the State of Florida.

Lakeland Linder Regional Airport

- Located on a Local Distribution Route that connects to I-4
- Over 250 Acres for development

Sebring Regional Airport

- Located near US 27
- Home to a business park and is a Department of Commerce-certified Foreign Trade Zone (FTZ)

Punta Gorda Airport

- Located directly adjacent to I-75
- Fourth fastest growing airport of the Top 300 U.S. airports

DISTRICT ONE -MAJOR GENERAL AIRPORTS				
AIRPORT NAME	LOCATION	NUMBER OF RUNWAYS	SURFACE TYPE	MAXIMUM LENGTH/WIDTH (FT) *
Airglades	Clewiston, FL	2	Asphalt	5901/75
Arcadia Municipal Airport	Arcadia, FL	2	Asphalt/Turf	3700/75
Avon Park Executive	Avon Park, FL	2	Asphalt	5374/100
Bartow Municipal Airport	Bartow, FL	3	Asphalt	5000/100
Everglades Airpark	Everglades City, FL	1	Asphalt/Turf	2400/60
Immokalee Regional Airport	Immokalee, FL	2	Asphalt	5000/150
La Belle Municipal Airport	La Belle, FL	1	Asphalt	5254/75
Lake Wales Municipal Airport	Lake Wales, FL	2	Asphalt	3999/100
Lakeland Linder Regional	Lakeland, FL	2	Asphalt	8499/150
Marco Island Airport	Naples, FL	1	Asphalt	5000/100
Naples Municipal Airport	Naples, FL	3	Asphalt/Turf	6600/150
Okeechobee County Airport	Okeechobee, FL	2	Asphalt	5000/100
Page Field Airport	Ft. Myers, FL	2	Asphalt	6406/150
Punta Gorda Airport	Punta Gorda, FL	3	Asphalt	7193/150
Sebring Regional Airport	Sebring, FL	2	Asphalt	5234/100
Venice Municipal Airport	Venice, FL	2	Asphalt	5000/150
Wauchula Municipal Airport	Wauchula, FL	1	Asphalt	4005/75
Winter Haven Municipal Airport	Winter Haven, FL	2	Asphalt	5006/100

* Dimensions for longest runway

Port Manatee

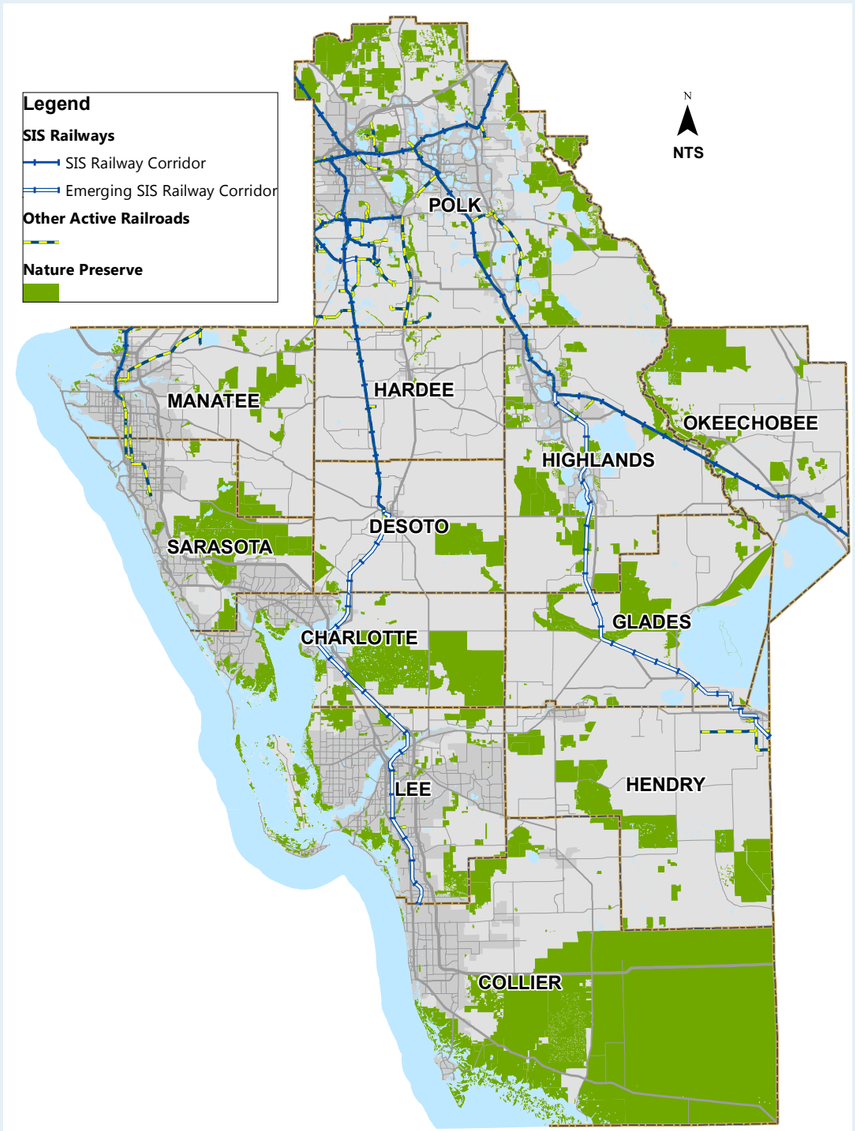
- Port Manatee is 1 of 11 SIS Port Facilities located in the State of Florida and is the closest U.S. deepwater seaport to the expanding Panama Canal, serving bulk, breakbulk, container, heavylift, project and general cargo customers.
- The Port generates more than $2.3 billion in annual economic impact for the local community and supports over 24,000 jobs.
- Adjacent to Port Manatee is the Port Manatee Commerce Center - a multi-modal transloading and warehouse complex that provides warehousing, storage and office space for port-related businesses.

2016 PORT MASTER PLAN HIGHLIGHTS

- The Plan looks to the future to identify potential opportunities and needs to continue expanding as the Port of Southwest Florida, diversifying operations, and generating local, regional, and statewide economic benefits while maintaining its environmental stewardship.
- The Planned Development Encouragement Zone (PDEZ) is a large tract of undeveloped land within the Port Manatee Improvement District. When developed, this land is anticipated to contain supporting services and other port-related uses to enhance the Port's economic impact to the region.
- Plans to address both development and maintenance improvements for Port-owned land are presented to reflect the changes in volume and variety of commodity flow through the port, and prospective new business opportunity demands. Port Manatee business markets include containers, perishables, energy, bulk, general cargo/auto, and cruise/ferry.
- In addition to four development scenarios, a "synergy development model" is suggested to address potential port-related growth outside of Port-owned land. A proposed alignment of a heavy-haul route connecting Port-owned land to the PDEZ is included in the synergy development model proposal.

PORT MANATEE- PRIMARY IMPORTS/ EXPORTS

IMPORTS	EXPORTS
Tropical fruits and vegetables	Phosphate products
Citrus juices and beverages	Citrus Juices
Refined petroleum products	Construction and road building equipment
Finished phosphate fertilizers	Used vehicles
Non-ferrous metals	Liquefied natural gas (LNG) Heat exchangers
Cement and cement clinker	
Steel	
Project cargo such (i.e., power plant and bridge components, heavy machinery and over-sized vehicles)	



Railways

- Total Rail Miles = 671
- SIS Rail Miles = 248
- Emerging SIS Rail Miles = 155
- Highest Concentration of Rail Miles is located in Polk County
- Emerging SIS Railways present in: Charlotte, DeSoto, Glades, Highlands, and Lee Counties
- Primary Use of Rail in District One:
  - Intermodal Container Transport
  - Distribution of Mining Materials
  - Distribution of Sugar
- District One Railroad Companies:
  - CSX
  - Evansville Western Railway
  - Florida Midland
  - South Central Florida Express
  - Seminole Gulf Railway

COUNTY NAME	RAIL MILES	RAIL PERCENTAGE
Polk	310	46.2%
Highlands	73	10.9%
Manatee	49	7.3%
Lee	43	6.4%
Hendry	37	5.5%
Glades	35	5.2%
DeSoto	29	4.3%
Charlotte	27	4.0%
Okeechobee	27	4.0%
Hardee	20	3.0%
Sarasota	19	2.9%
Collier	2	0.3%
TOTAL	**671**	**100.0%**

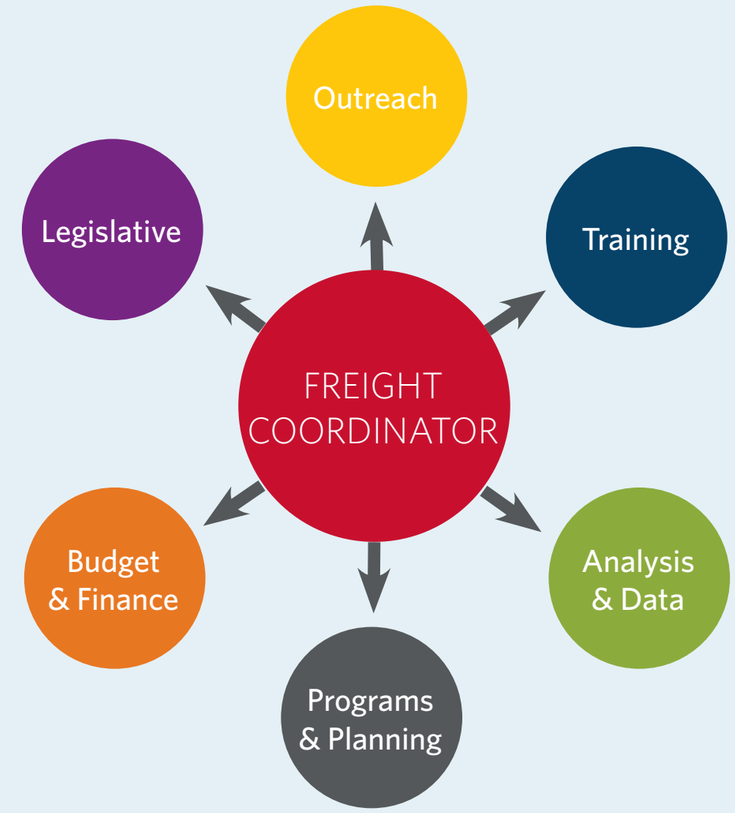
Public Involvement and Outreach

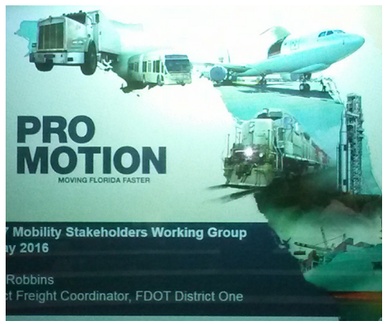
> "Following an industry participation approach, rather than a government-only focus, better reflects the needs of freight stakeholders, allows the state to be more proactive and responsive, and streamlines freight investments. This collaborative process provides venues and opportunities for significant interaction with those who utilize, provide, and plan for the freight transportation system."
>
> Executive Summary of the Policy Element of the Florida Freight Mobility and Trade Plan (FMTP), 2013

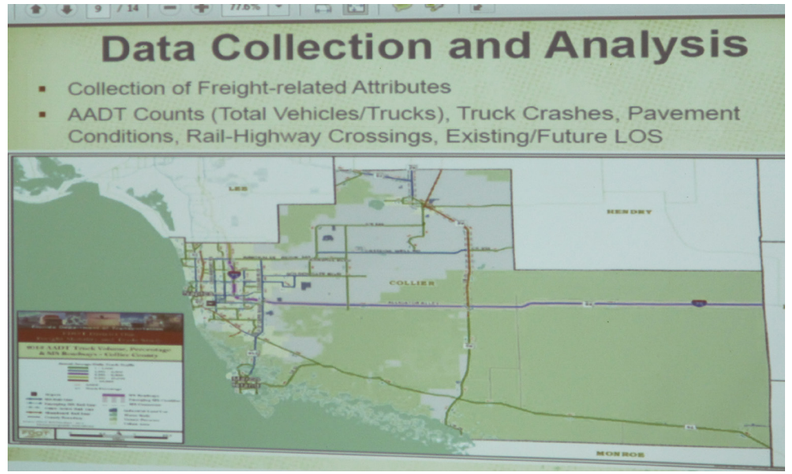
The primary duty dimension of the District Freight Coordinator (DFC) is outreach and engagement with public and private stakeholders in the district. The DFC is the primary contact for the district in coordinating on freight interests at the regional and statewide level. Interacting with stakeholders in the public and private sectors by initiating dialogue, coordinating and facilitating discussion on important issues, and seeking solutions to ensure a united front in freight and multi-modal transportation improvements within the district are key aspects of the DFC's daily responsibility.

The DFC is continually working to establish relationships and serve as an active resource and advocate for freight issues in coordination with other governmental organizations and the private sector. This is achieved by active engagement efforts in a variety of means. One-on-one meetings, public forums, industry sector meetings, and specific interest groups bringing both public and private sector stakeholders together are all part of this strategy. Specific examples within District One in the last twelve months include the US 27 Mobility Stakeholder Working Group, the District One Freight Trucking Forum, regional agribusiness and freight mobility discussions, and multiple one-on-one engagements with MPOs/TPOs, Regional Planning Councils, regional and statewide associations, and private industry.

Meeting with your Freight Coordinator is an opportunity to talk about your concerns or questions regarding transportation policy, plans, and operational issues. It is also an opportunity for the Freight Coordinator to learn more about your operation and how it impacts or influences the State's Transportation System; thereby, being able to take vital information back to FDOT planners, designers, and engineers and explain in context why this information is important and should be considered in the FDOT decision process. The more the Freight Coordinator knows and understands about your operation, the better advocate he/she can be for your concerns or be able to better answer your questions. Telling the freight story is a critical aspect in developing a plan to address freight concerns. Good relationships with an extensive network of stakeholders helps both parties in selling that story and plan.




PRO
MOTION
MOVING FLORIDA FASTER
Mobility Stakeholders Working Group
y 2016
Robbins
t Freight Coordinator, FDOT District One


Data Collection and Analysis
Collection of Freight-related Attributes
AADT Counts (Total Vehicles/Trucks), Truck Crashes, Pavement Conditions, Rail-Highway Crossings, Existing/Future LOS
COLLIER
HENDRY
MONROE


NO PULP
Tropica


Southwest Florida
FREIGHT SUMMIT
Lee County Port Authority Airport Training & Conference Center
15924 Air Cargo Lane, Fort Myers
Thursday, October 8, 2015
1:00-4:30 p.m.
MPO
FDOT
Summit Agenda


terms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1936


Presenters Will Include
Sustaining a Competitive Market
FREIGHT MOBILITY
AND MOVING GOODS
6 p.m., Tuesday, September 16
Polk State Corporate College


AB

Chapter 3
Implementation Guide

FDOT DISTRICT 1

FLP Office of Freight, Logistics and Passenger Operations


FDOT
DISTRICT 1
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FLP
Office of Freight, Logistics and Passenger Operations

Chapter 3
Implementation Guide

Introduction

Telling the Freight Story is the key purpose for the Freight and Logistics Overview Guide contained in Chapter 2 of this document. The next step is to ***Develop a Plan*** and do so in a manner in which we can ***Sell the Story and Plan*** to move forward in our efforts to improve the movement of goods in District One. Starting with the foundation laid out in the state freight plan, "the Florida FMTP provides guidance to the FDOT on freight and goods movement related policy and investment decisions and inform other governmental agencies and the private industry on the logistics and trade vision for Florida." The District One FMTP provides the same or similar guidance to be mutually supportive of State plans and policies, but also is specific to issues and activities applicable only at the district level. The objectives and strategies contained in the state plan form the core of the Florida FMTP, and are the same, for the most part, objectives and strategies in the District FMTP – modified in select cases for those that are not applicable to district level authority, but remain consistent with state policy and guidance.

The purpose of this Implementation Guide is to act as reference or road map to broadening and improving the freight and logistics program within District One. Planners may use the Guide to identify areas of interest where they may want to participate for future improvements or policy efforts, or identify avenues for raising concerns that are more operational in nature needing to address in the near term versus longer range planning solutions. The Action Items are intended for current and future project efforts in this respect, and reflect the interests and concerns of stakeholders throughout the district in a variety of public and private sector areas. They are sensitive to the five futures discussed in the Florida Transportation Plan (FTP) Vision Element (August 2015) – Return to Historic Growth, Rural Rediscovery, Global Trade Hub, Innovation Hub, and Risks on the Horizon. The demographics and geography of District One make all five of these potential futures possible for this region; therefore, the Action Items and Example Projects should take them into consideration.

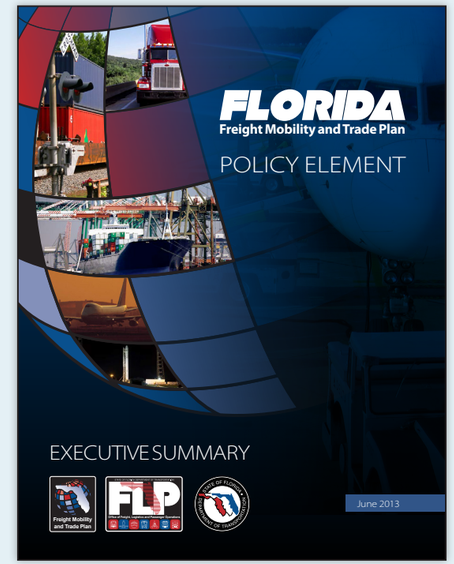
The steps toward implementation contained in this guide also consider the long-range goals highlighted in the FTP Policy Element (December 2015). In particular, they address:

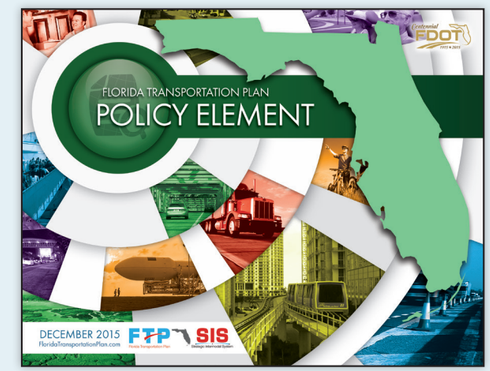
- Agile, resilient, and quality infrastructure;
- Efficient and reliable mobility for people and freight;
- More transportation choices for people and freight; and
- Transportation solutions that support Florida's global economic competitiveness.

However, they also address the remaining goals:

- Safety and security for residents, visitors, and businesses;
- Transportation solutions that support quality places to live, learn, work, and play; and
- Transportation solutions that enhance Florida's environment and conserve energy.

Efforts are not limited to the list of Action Items and Example Projects contained in this Guide. As stated in the introduction to this FMTP, this is a flexible and dynamic plan able to be modified as conditions change. Many of the functions described here can be used to identify and outline additions to future editions of this FMTP.





Objectives, Strategies, and Action Items

District One FMTP Objectives

1. **Capitalize on the Freight Transportation Advantages of Florida through Collaboration on Economic Development, Trade and Logistics Program**
   - *Characterize and highlight the strategic strengths of Florida's freight transportation system, specifically in District One, including hubs like seaports, airports, and intermodal logistics centers collaboratively with industry, and with other agencies and states, to establish Florida as the international gateway for trade. Strategies to achieve this objective are provided below.*
2. **Increase Operational Efficiency of Goods Movement**
   - *Identify and strengthen the critical freight network, and use Intelligent Transportation Systems (ITS) and other enhancements to increase efficiency, reliability, safety, and security of freight movements, including under emergency situations. Strategies to achieve this objective are provided below.*
3. **Minimize Costs in the Supply Chain**
   - *Support the use of more economical and environmentally friendly fuels like CNG and LNG; evaluate new approaches to regulatory reform, and balance trade flows. Strategies to achieve this objective are provided below.*
4. **Align Public and Private Efforts for Trade and Logistics**
   - *Formalize private sector engagement for freight policy through leadership groups and develop frameworks for joint public-private investments in freight facilities. Strategies to achieve this objective are provided below.*
5. **Raise Awareness and Support for Freight Movement Investments**
   - *Coordinate a common language public-private campaign to tell Florida's freight story by educating the public, businesses, and elected officials. Strategies to achieve this objective are provided below.*
6. **Develop a Balanced Transpotation Planning and Investment Model That Considers and Integrates All Forms of Transportation**
   - *Align regional and local initiatives for freight movement, including regional partnership and integration, and strive for consistency of state policies and programs to enhance freight transportation. Strategies to achieve this objective are provided below.*
7. **Transform the FDOT's Organizational Culture to Inlclude Consideration of Supply Chain and Freight Movement Issues**
   - *Adopt a supply chain perspective for the FDOT's programs and operations with an integrated approach across the modes and inform planning, programming, and operational decisions with freight performance needs. Strategies to achieve this objective are provided below.*

OBJECTIVE 1. Capitalize on the Freight Transportation Advantages of Florida through Collaboration on Economic Development, Trade, and Logistics Program

Characterize and highlight the strategic strengths of Florida's freight transportation system, specifically in District One, including hubs like seaports, airports, and intermodal logistics centers collaboratively with industry, and with other agencies and states, to establish Florida as the international gateway for trade. Strategies to achieve this objective are provided below.

1.1. Maximize the strategic advantage of District One's transportation hubs for trade logistics.

Action Items:

1) Collaborate with Port Manatee in highlighting the unique strengths of this facility.
2) Support both Port Manatee and District One airports in determining criteria for strategic investments in tandem with private investments to respond to market needs in trade logistics development. In particular, assist airports in District One in identifying logistics market opportunities that leverage the capabilities and resources readily available as well as those that can be realized with FDOT funding assistance.
3) Provide guidance involving the determination of the operating characteristics of transportation hubs to improve the connecting distribution/transportation system to match their logistic needs and opportunities.
4) Support a comprehensive plan to expand international exports, and intrastate and interstate commerce.

Example Project: Developing and hosting a district-wide forum based on the model of the State Freight Leadership Forum to provide the opportunity for private and public sector participation in an interactive dialogue with members of the multimodal transportation business community, including industry sector involvement from manufacturing, logistics, transportation, warehousing, sales, distribution, etc.

1.2. Foster the development and expansion of intermodal logistics centers (ILCs) through cooperative efforts with industry.

Action Items:

1) Champion the inclusion of current and future ILCs in the SIS and roadways and railways serving ILCs.
2) Coordinate with the local agencies regarding the resolution of issues for ILC development.
3) Advocate and provide support for the ILC infrastructure support program by working with local organizations on plans regarding applications for grants.

Example Project: Regular coordination with Central Florida and Americas Gateway ILCs to discuss growth strategy plans.

1.3 Support the branding of Florida as the Gateway to the Western Hemisphere for trade.

Action Items:

1) Establish relationship of support and collaboration with Enterprise Florida and foster the same with local organizations.
2) Foster a better understanding of the benefits, advantages, and opportunities for establishing and maintaining a Foreign Trade Zone.

Example Projects:

1) Regular coordination with Enterprise Florida regarding matters within District One.
2) Identifying all Foreign Trade Zones within District One, including any potential emerging Foreign Trade Zones.

1.4 Expand and enhance collaboration with other public agencies.

Action Items:

1) Support other agencies in providing guidance to facilitate manufacturers locating and/or expanding in District One.
2) Coordinate with agencies through regional events, meetings, and forums.

Example Projects:

1) Attending and hosting, where possible, collaborative events or meetings to discuss mutual freight-related interests and issues.
2) Collaboration with local agencies to evaluate and create Freight Logistic Zones, where applicable, as set forth in approved House Bill (HB) 257 in 2015.

1.5 Support the Statewide Economic Development Strategic Plan led by the Department of Economic Opportunity (DEO).

Action Items:

1) Promote logistics efficiency and sustainability factors that can provide economic development opportunities in District One.
2) Provide guidance and foster relationships with the local government economic development staff.
3) Coordinate and inform transportation programs with the initiatives and policies of the DEO.
4) Expand interagency collaboration and coordination

Example Projects:

1) Preparation of an engagement plan to meet with each economic development group in District One to discuss opportunities in freight and logistics.
2) Inclusion of economic development groups across District One in other activities (i.e., US 27 Working Group) to integrate this aspect into consideration.

1.6 Collaborate with counties, municipalities, metropolitan planning organizations (MPOs)/ transportation planning organizations (TPOs), regional planning councils (RPCs), and local economic development offices (EDOs) within District One to address transportation and logistics needs for the targeted industries and to develop a trade and logistics workforce.

Action Items:

1) Coordinate with groups regarding transportation issues and challenges for targeted industries.
2) Support the matching of trade and transportation needs of targeted industries with characteristics of Port Manatee, airports, and the ILCs as branding enhancements.
3) Provide guidance involving the identification of beneficial transportation characteristics of District One to support economic development.
4) Collaborate with groups to identify needed skills, abilities, and best strategies for attracting and developing the necessary workforce.
5) Support jointly sponsored vocational and technical training academies for trade and logistics staff, and other skills needed for increased manufacturing, trade, and logistics operations in District One

Example Projects:

1) Meeting with counties, municipalities, and MPOs/TPOs to discuss land use designation processes that influence growth opportunities in freight and logistics.
2) Promoting attendance at the FDOT Trade and Logistics Academy, as well as developing a condensed version of the Trade and Logistics Academy and an even further condensed basic familiarization class on transportation and distribution to offer to District One staff along with public and private sectors' planners and other appropriate parties.
3) Promoting and co-sponsoring, where possible, regional freight summits on an annual basis within District One to enhance relationship between both public and private stakeholders.

1.7 Explore mutual interests and highlight value that District One can bring to other Districts.

Action Item: Coordinate freight planning activities with adjacent Districts.

Example Project: Regular coordination with other District Freight Coordinators (DFCs) on statewide freight issues as well as those affecting adjacent Districts.

OBJECTIVE 2. Increase Operational Efficiency of Goods Movement

Identify and strengthen the critical freight network, and use Intelligent Transportation Systems (ITS) and other enhancements to increase efficiency, reliability, safety, and security of freight movements, including under emergency situations. Strategies to achieve this objective are provided below.

2.1 Identify the critical freight transportation and logistics network for District One, with emphasis on the state roadway network.

Action Items:

1) Collaborate with other FDOT District officials in the review and update of the freight transportation network within District One using appropriate freight and logistics documents/policies/guiding principles.
2) Review requirements and potential sites for additional weigh stations on the state roadway/freight system.
3) Conduct analysis, review findings, and make recommendations on designations for regional corridors, local distribution routes, and critical rural and urban freight corridors.

Example Projects:

1) Undertaking periodic reviews of the transportation and logistics network using information from the Districtwide Freight Mobility and Trade Study and other pertinent sources, including the Strategic Intermodal System (SIS) Plan.
2) Coordination with MPO/TPO and other pertinent public agencies' to determine locations or areas to undertake district- or state-level transportation network studies involving freight logistics.
3) Supporting and assisting MPO/TPO and other pertinent public agencies' efforts to undertake their own transportation network studies involving freight logistics.
4) Identify candidates for critical rural and urban freight corridors under the National Highway Freight Program.

2.2 Identify and implement freight movement (last mile and beyond) improvements.

Action Items:

1) Collaborate on the development and/or improvement of the (last mile and beyond) hub connections.
2) Coordinate with local governments to support efforts to maintain and improve freight movement access and reduce negative local impacts.

Example Projects:

1) Undertaking periodic reviews of short-term and long-term investment projects from the Districtwide Freight Mobility and Trade Study, the statewide Freight Mobility and Trade Plan (FMTP) Investment Element, and the SIS Plan, to consider for last mile-type improvements.
2) Collaboration with other DFCs and the FDOT Office of Freight, Logistics, and Passenger Operations to develop and refine the State Freight Evaluation Network (FEN).
3) Coordination with local planners to incorporate county and local roads into the State FEN.

2.3 Identify and implement freight movement efficiency enhancements.

Action Item:

Prioritize investments in connections to distribution hubs, ILCs, Freight Activity Centers, etc.

Example Projects:

1) Undertaking periodic reviews of short-term and long-term investment projects from the Districtwide Freight Mobility and Trade Study, the statewide FMTP Investment Element, and the SIS Plan, to consider for efficiency enhancement-type improvements.
2) Collaboration with MPO/TPO and FDOT planners to include freight projects in the annual development of the Work Program.

2.4 Promote and support the use of best practice technologies, such as ITS, to increase efficiency and reliability of freight movements.

Action Items:

1) Promote the use of best practice information technology among trucking companies in the region in concert with transportation systems management and operations (TSM&O).
2) Foster uniform information technology at Port Manatee for trucking and rail operators to enhance the sharing between mode operators which benefits a smooth and more efficient intermodal transfer and onward movement of cargo and freight.

Example Projects:

1) Coordination with FDOT officials, local governments, businesses, and the trucking industry in the development and implementation of the truck parking availability system for locations throughout District One.
2) Supporting the implementation of recommendations and lessons from the federal Freight Advanced Traveler Information System (FRATIS) pilot program.
3) Promoting the continued technology of adaptive signal systems for critical freight corridors in District One such as US 27.

2.5 Collaborate with freight stakeholders on needed freight capacity expansions.

Action Items:

1) Champion and implement projects that eliminate freight bottlenecks based upon discussions with local authorities.
2) Support the need for dedicated freight facilities or freight shuttles when existing capacity has been maximized.
3) Promote the role of marine highways or short-sea shipping.
4) Initiate future freight facility needs.
5) Review dedicated facilities for "non-freight" activity that serves to restore capacity for freight movement.

Example Projects:

1) Collaboration with local authorities and other FDOT officials to review and approve projects, and to secure construction monies into the Work Program to expedite the design and construction of highway/rail grade separation projects at several critical bottleneck crossing locations in Hendry County, Manatee County, Polk County, and Sarasota County as identified in the Districtwide Freight Mobility and Trade Study.
2) Reviewing and identifying facilities for potential freight capacity projects with specific emphasis on airport and rail facilities, and waterways.
3) Inclusion of the concept of marine highways and short-sea shipping is considered in the Barrier Island Study.
4) Supporting bridge improvement/replacement projects at key crossings on freight routes in District One, including those that are load restricted.

2.6 Identify and implement safety and security enhancements.

Action Items:

1) Promote information technology for cargo and truck security, truck parking, and dedicated truck lanes/routes.
2) Support efforts to identify current and future requirements for rest-stops, lay-over areas, and other safety-enhancing facilities, and work to ensure FDOT policy is consistent with the measures taken to enhance driver safety and cargo security.
3) Collaborate on the safe implementation of autonomous vehicles (driverless vehicles).
4) Participate in Florida Department of Children and Families' Human Trafficking Coalition.

Example Project:

Engagement with the trucking industry and law enforcement via meetings to discuss technology enhancements, safety, and security issues. Example of these meetings include District One Freight Trucking Forums and Florida Auto Theft Intelligence Unit forums.

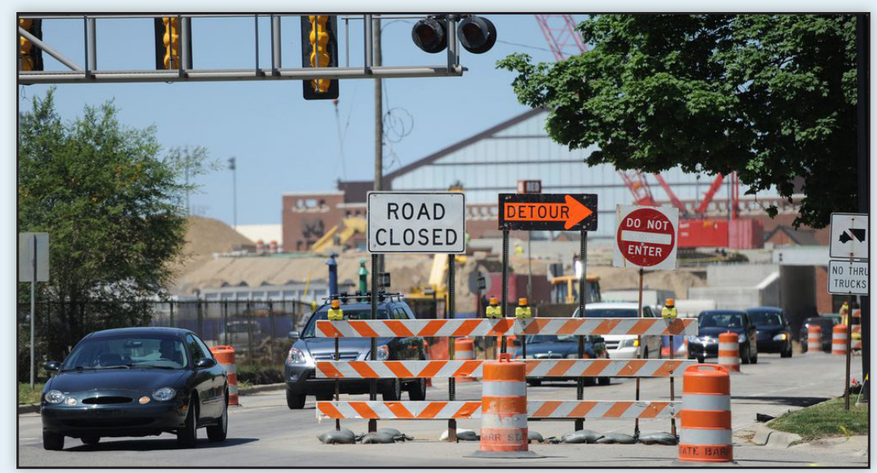
2.7 Access possible freight network disruptions and develop contingency plans or principles that support the logistics industry and disaster response.

Action Items:

1) Promote the review of periodic strengths, weaknesses, opportunities, and threats (SWOT) analyses of the complete freight and logistics network.
2) Explore opportunities to identify and provide signage for designated detour routes for freight haulers to use when issues occur along the freight network.

Example Projects:

1) Supporting and assisting, as needed, in the development or refinement of a SWOT process to analyze the freight and logistics network.
2) Participation in the State Agriculture Response Team (SART) for disaster response preparedness.
3) Coordinating with the District's Traffic Incident Management Teams regarding situations adversely affecting freight movement.



OBJECTIVE 3. Minimize Costs in the Supply Chain

Support the use of more economical and environmentally friendly fuels like CNG and LNG; evaluate new approaches to regulatory reform, and balance trade flows. Strategies to achieve this objective are provided below.

3.1 Support the deployment of CNG/LNG use for hub logistics and long-haul trucking to advance the use of more environmentally friendly alternative fuels.

Action Items:

1) Collaborate with suppliers and first-adopters regarding alternative fuel corridors.
2) Support initiatives for user conversions as market evolves.

Example Project: Familiarization tours at District One user stations/facilities to provide staff knowledge of the system and its advantages to transportation.

3.2 Collaborate with freight stakeholders and agencies to reduce impediments to goods movement (i.e., cargo theft, etc.).

Action Items:

1) Engagement with affected public and private sectors via meetings to discuss applicable issues.
2) Identify issues/needs for modification of existing or development of new permits to meet industry needs.

Example Projects:

1) Hosting District One Freight Trucking Forums.
2) Hosting Regional Freight Advisory Council meetings.
3) Attending and co-sponsoring, where possible, Regional Freight Summits hosted by MPOs/TPOs and local governments.
4) Providing technical support to citrus/agricultural industry on seasonal permit development.

3.3 Support manufacturing and assembly that reduces empty backhauling.

Action Items:

1) Promote the expansion of Foreign Trade Zone benefits to ILCs with potential for manufacturing capacity.
2) Coordinate with transportation and CNG/LNG supply to support such ILCs.
3) Collaborate with freight stakeholders to maximize freight opportunities for goods manufactured in other Districts for export through District One hubs, such as Port Manatee and airports.

Example Projects:

1) Organizing collaborative sessions with economic development groups and industry stakeholders to explore potential opportunities.
2) Collaboration with the manufacturing industry to evaluate and create Freight Logistic Zones, where applicable.

OBJECTIVE 4. Align Public and Private Efforts for Trade and Logistics

Formalize private sector engagement for freight policy through leadership groups and develop frameworks for joint public-private investments in freight facilities. Strategies to achieve this objective are provided below.

4.1. Formalize/restructure the Regional Freight Advisory Committee to function as the freight advisory committee for District One.

Action Items:

1) Promote freight policy and program input and feedback mechanisms to aid in project identification, conceptual design, and stakeholder buy-in.
2) Convene regularly to discuss and strategize on trade and logistics issues to identify opportunity areas for freight and logistics development, and identify potential infrastructure improvements.

Example Projects:

1) Organizing stand-alone sessions and sessions within Regional Freight Summits to discuss pertinent freight and logistics issues.
2) Inclusion of a policy-level sensing session with public and private stakeholders to gauge understanding and interpretation over the application of select policies with regard to current operations and future development.

4.2. Develop public-private partnership opportunities for joint investments regarding freight mobility.

Action Items:

1) Focus public investment in long-term infrastructure.
2) Promote private investment in technology and operational improvements.
3) Support public-private partnership for infrastructure investments.

Example Projects:

1) Organizing meetings between MPO/TPO and economic development groups.
2) Hosting Regional Freight Advisory Council meetings.
3) Attending and co-sponsoring, where possible, Regional Freight Summits hosted by MPOs/TPOs and local governments.

4.3 Foster the relationships that will bring the business community into the local transportation planning process while simultaneously integrating business concerns into this planning process.

Action Item:

Engagement with affected public and private sectors via meetings to discuss applicable issues.

Example Projects:

1) Organizing and hosting US 27 Working Group meetings.
2) Attending and co-sponsoring, where possible, freight industry sector forums (i.e., trucking, agriculture, etc.).
3) Explore membership/participation opportunities on existing local committees where those relationships may be fostered.

OBJECTIVE 5. Raise Awareness and Support for Freight Movement Investments

Coordinate a common language public-private campaign to tell Florida's freight story by educating the public, businesses, and elected officials. Strategies to achieve this objective are provided below.

5.1 Tell the Freight Story—undertake a joint public-private communications campaign.

Action Item: Coordinate with both public and private entities, including public officials, at individual and group meetings to educate the public about the importance of freight transportation.

Example Projects:

1) Participation in DFC Statewide Engagement Strategy.
2) Attending and providing updates at pertinent public agencies' meetings, such as MPOs/TPOs, regarding freight activities within District One.

5.2 Develop a common, but appropriate, lexicon of freight-related terms for both transportation professionals and business professionals.

Action Item: Provide pertinent tools to transportation and business professionals to provide guidance and better understanding of freight concepts and principles.

Example Projects:

1) Providing local level training/familiarization in transportation and logistics.
2) Developing a resource guide for all applicable parties.

OBJECTIVE 6. Develop a Balanced Transportation Planning and Investment Model That Considers and Integrates All Forms of Transportation

Align regional and local initiatives for freight movement, including regional partnership and integration, and strive for consistency of state policies and programs to enhance freight transportation. Strategies to achieve this objective are provided below.

6.1 Collaborate with local and regional agencies on transportation and land use planning issues which will enhance economic development and freight efficiencies and support community goals.

Action Items:

1) Regular coordination with local and regional agencies to discuss and provide a better understanding of transportation and economic concerns affecting both FDOT and regional/local goals.
2) Regular coordination with local and regional agencies to maintain visibility of land use guidance and community planning decisions that could altar industry footprint.
3) Engagement with District One Aviation staff, district airport planning staffs, and economic development groups, to identify, review, and consider opportunities for growth and development of air cargo and other aviation logistics operation.

Example Projects:

1) Participation in meetings, workshops, events, with regional and local agencies.
2) Prepare a "white paper" on agricultural growth and development in South and Southwest Florida, and its impact to transportation and freight logistics.
3) Coordinating and hosting aviation logistics-specific forums to discuss trending technologies and opportunities for growth in this sector for small to mid-size airports.

6.2 Coordinate and integrate freight-related plans and programs of freight facility owners, local jurisdictions, MPOs/TPOs, and FDOT District One.

Action Items:

1) Involvement in planning level sessions with local and regional stakeholders from the public and private sectors regarding freight plans and programs.
2) Promote freight policy and program input and feedback mechanisms to aid in project identification, conceptual design, and stakeholder buy-in.

Example Projects:

1) Providing input via MPOs/TPOs to Work Program development for FDOT.
2) Coordination of planning efforts with MPOs/TPOs regarding the Freight Element of their Long Range Transportation Plan (LRTP).
3) Promoting attendance at the FDOT Trade and Logistics Academy, as well as developing a condensed version of the Trade and Logistics Academy, for public sector planners so as to coordinate FDOT freight-related policies and objectives and improve collaboration between local agencies and FDOT Districts.

6.3 Facilitate and maintain local and regional partnerships for multi-jurisdiction consensus and collaboration.

Action Items:

1) Coordinate with local and regional groups regarding transportation and logistics issues.
2) Promote freight policy and program input and feedback mechanisms to aid in project identification, conceptual design, and stakeholder buy-in.

Example Projects:

1) Encouraging attendance at the Regional Freight Advisory Council meetings and Regional Freight Summits.
2) Active Freight Coordinator engagement in concert with the statewide engagement strategy "endorsed" by the FDOT Office of Freight Logistics and Passenger Operations.
3) Integrating select District One staff with the Freight Coordinator during engagement visits with public and private stakeholders.

OBJECTIVE 7. Transform the FDOT'S Organizational Culture to Include Consideration of Supply Chain and Freight Movement Issues

Adopt a supply chain perspective for the FDOT's programs and operations with an integrated approach across the modes and inform planning, programming, and operational decisions with freight performance needs. Strategies to achieve this objective are provided below.

7.1 Integrate modal perspectives with multimodal supply chain perspective.

Action Items:

1) Promote the utilization of FDOT tools and criteria to consider and incorporate different modes.
2) Consider freight metrics and factors on projects within the SIS Plan.

Example Project:

Collaboration with other FDOT officials to ensure potential projects are utilizing appropriate freight metrics to balance modal perspectives with supply chain perspectives.

7.2 Instill goods movement perspective in the transportation planning process and decisions.

Action Items:

1) Promote the utilization of FDOT tools and criteria to better represent the movement of goods in the transportation planning process.
2) Provide freight and logistics expertise and counsel to local agencies.
3) Coordinate with planners and designers at the local and district levels to ensure projects in the Work Program incorporate the necessary treatments to accommodate freight.

Example Projects:

1) Collaboration with other FDOT officials to ensure potential projects are utilizing appropriate tools and expertise to balance goods movement perspectives with transportation planning decisions.
2) Freight participation in District One Context Sensitive Design Team and P4 meetings.

7.3 Prioritize freight projects across the modes.

Action Items:

1) Provide guidance to local agencies and private sector in identifying appropriate freight investment improvements.
2) Support the leveraging of freight investment improvements to amplify private sector investments.
3) Promote the use of established Rate of Investment (ROI) or value criteria to focus on investments

Example Project: Collaboration and assistance to local agencies with the utilization of FDOT-sponsored tools through various functions, events, and meetings, as a means to promote freight investment projects for multiple modes.

Note: The District Freight Coordinator is primarily responsible for facilitation, development, planning, and execution of all Action Items contained in this Implementation Guide. However, in some cases, other key District staff will have a collaborative or supporting role in the coordination and/or execution of the Action Items. A chart is provided in the Appendix to this Guide to identify the appropriate staff associated with specific Action Items.

Appendix 3.A

Implementation Guide Action Item Leads

ACTION ITEM	PRIMARY POC	SUPPORTING POC
1.1 #1. Collaborate with Port Manatee in highlighting the unique strengths of this facility.	District Freight Coordinator	District Seaport Coordinator
1.1 #2. Support both Port Manatee and District One airports in determining criteria for strategic investments in tandem with private investments to respond to market needs in trade logistics development. In particular, assist airports in District One in identifying logistics market opportunities that leverage the capabilities and resources readily available as well as those that can be realized with FDOT funding assistance.	District Freight Coordinator	District Seaport /Aviation Coordinator
1.2 #1. Champion the inclusion of current and future ILCs in the SIS and roadways and railways serving ILCs.	District Freight Coordinator	District SIS / Growth Management Coordinator
1.4 #2. Collaborate with agencies through regional events, meetings, and forums.	District Freight Coordinator	Community Liaisons
1.6 #1. Coordinate with groups regarding transportation issues and challenges for targeted industries.	District Freight Coordinator	Community Liaisons
1.6 #2. Support the matching of trade and transportation needs of targeted industries with characteristics of Port Manatee, airports, and the ILCs as branding enhancements.	District Freight Coordinator	District Seaport Coordinator, Community Liaisons
2.2 #2. Coordinate with local governments to support efforts to maintain and improve freight movement access and reduce negative local impacts.	District Freight Coordinator	Community Liaisons
2.3 #1. Prioritize investments in connections to distribution hubs, ILCs, Freight Activity Centers, etc.	District Freight Coordinator	District SIS / Growth Management Coordinator, Community Liaisons
2.4 #2. Foster uniform information technology at Port Manatee for trucking and rail operators to enhance the sharing between mode operators which benefits a smooth and more efficient intermodal transfer and onward movement of cargo and freight.	District Freight Coordinator	District Seaport Coordinator
2.5 #1. Champion and implement projects that eliminate freight bottlenecks based upon discussions with local authorities.	District Freight Coordinator	Community Liaisons
2.6 #2. Support efforts to identify current and future requirements for rest-stops, lay-over areas, and other safety-enhancing facilities, and work to ensure FDOT policy is consistent with the measures taken to enhance driver safety and cargo security.	District Freight Coordinator	District Traffic Operations, District Maintenance
2.7 #2. Explore opportunities to identify and provide signage for designated detour routes for freight haulers to use when issues occur along the freight network.	District Freight Coordinator	District Traffic Operations
4.2 Develop public-private partnership opportunities for joint investments regarding freight mobility.	District Freight Coordinator	District Aviation /Seaport Coordinator, Community Liaisons
5.1 Tell the Freight Story - undertake a joint public-private communications campaign.	District Freight Coordinator	Community Liaisons
Objective 6 - Develop a balanced transportation planning and investment model that considers and integrates all forms of transportation. Align regional and local initiatives for freight movement, including regional partnership and integration, and strive for consistency of state policies and programs to enhance freight transportation.	District Freight Coordinator	Community Liaisons
7.1 #2. Consider freight metrics and factors on projects within the SIS Plan.	District Freight Coordinator	District SIS / Growth Management Coordinator
7.2 #2. Provide freight and logistics expertise and counsel to local agencies.	District Freight Coordinator	Community Liaisons
7.3 #1. Provide guidance to local agencies and private sector in identifying appropriate freight investment improvements.	District Freight Coordinator	Community Liaisons

Chapter 4
User's Resource Guide

FDOT DISTRICT 1

FLP Office of Freight, Logistics and Passenger Operations

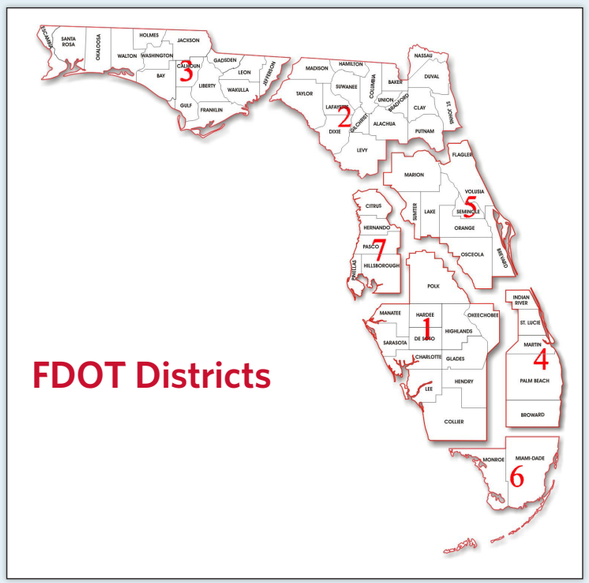

FDOT
DISTRICT 1
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FLP
Office of Freight, Logistics and Passenger Operations

Chapter 4
User's Resource Guide

Introduction

As stated earlier in this FMTP, the primary duty dimension of the District Freight Coordinator (DFC) is outreach and engagement with public and private stakeholders in the district. Part of that outreach includes teaching or informing people across the district about freight transportation and logistics. Many stakeholders are familiar with the references and terminology used in the logistics field, but this is not the case for everyone. That is the purpose of this guide – to assist those interested in learning more about freight and logistics, and to assist those needing basic information or guidance about various policies and programs in the field. There are several elements of information included in this guide. They include a list containing contact information for FDOT personnel at the State and District level, a section containing links to freight-related documents, policies and organizations, a reference list describing or defining various offices and policies, and finally, a glossary of terms for freight transportation and logistics.

There are many other sources of information available providing much more in-depth explanation of the policies and terms included in this guide. The intent here is to provide a simple and easy to use resource providing a basic understanding and explanation of some of the more popular or relevant policies and terms in the field of freight and logistics. For assistance in learning more, contact your District Freight Coordinator.



Freight Personnel Contacts

DISTRICT ONE - LOCAL CONTACTS

CONTACT NAME - ROLE	EMAIL	PHONE
Keith Robbins – District 1 Freight Coordinator	Keith.Robbins@dot.state.fl.us	863-519-2913
Laura Herrscher – District 1 Intermodal Systems Development Manager	Laura.Herrscher@dot.state.fl.us	863-519-2379
Paul Simmons – District 1 Modal Development Administrator	Paul.Simmons@dot.state.fl.us	863-519-2388
Arlene Barnes – District 1 Rail Administrator	Arlene.Barnes@dot.state.fl.us	863-519-2349
Lisa Revell-Petro – District 1 Rail Coordinator	Lisa.Revell-Petro@dot.state.fl.us	863-519-2730
Kristi Smith – District 1 Aviation/Seaport Coordinator	Kristi.Smith@dot.state.fl.us	863-519-2265
Wendy Sands – District 1 Aviation/Intermodal Liaison	Wendy.Sands@dot.state.fl.us	863-519-2520
Vacant – District 1 Urban Manager	TBD	863-519-2656

STATE CONTACTS

CONTACT NAME - ROLE	EMAIL	PHONE
Gerard O'Rourke – Freight, Logistics & Passenger Operations (FLP) Administrator	Gerard.Orourke@dot.state.fl.us	850-414-4797

OTHER STATE FREIGHT COORDINATORS

CONTACT NAME - ROLE	EMAIL	PHONE
Rickey Fitzgerald – Central Office, District 3, and Turnpike Enterprise Freight Coordinator	Rickey.Fitzgerald@dot.state.fl.us	850-414-4702
Justin Ryan – District 2 Freight Coordinator	Justin.Ryan@dot.state.fl.us	904-360-5693
Jeremy Upchurch – District 4 Freight Coordinator	Jeremy.Upchurch@dot.state.fl.us	954-777-4279
Ryan Marks – District 5 Freight Coordinator	Ryan.Marks@dot.state.fl.us	386-943-5251
Carlos Castro – District 6 Freight Coordinator	Carlos.Castro@dot.state.fl.us	305-470-5238
Brian Hunter – District 7 Freight Coordinator	Brian.Hunter@dot.state.fl.us	813-975-6436

FLP MODAL MANAGERS

CONTACT NAME - ROLE	EMAIL	PHONE
Aaron Smith – Aviation and Spaceports	Aaron.Smith@dot.state.fl.us	850-414-4514
Ed Lee – Rail and Motor Carrier Operations	Ed.Lee@dot.state.fl.us	850-414-4535
Bob Emerson – Seaports and Waterways	Bob.Emerson@dot.state.fl.us	850-414-4551
Ed Coven – Transit	Ed.Coven@dot.state.fl.us	850-414-4522

Documents, Organizations, and Links

NAME OF DOCUMENT	HYPERLINK
FEDERAL LEVEL	
U.S. Department of Transportation- Fixing America's Surface Transportation (FAST) ACT, Including Freight Provisions	https://www.transportation.gov/fastact
U.S. Department of Transportation – Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) Grant Program	https://www.transportation.gov/FASTLANEgrants
Federal Highway Administration	https://www.fhwa.dot.gov/
American Association of State Highway and Transportation Officials (AASHTO)	http://www.transportation.org/Pages/Default.aspx
Bureau of Transportation Statistics	http://www.rita.dot.gov/bts/home
Framework for Creating a Smart Growth Economic Development Strategy	https://www.epa.gov/smartgrowth/framework-creating-smart-growth-economic-development-strategy
STATE LEVEL	
Freight Moves Florida	http://freightmovesflorida.com/
Freight Mobility and Trade Plan (FMTP)	http://www.freightmovesflorida.com/freight-mobility-and-trade-plan/freight-mobility-and-trade-plan-overview
Florida Transportation Plan (FTP)	http://www.2060ftp.org/
Strategic Intermodal System (SIS) Strategic Plan	http://www.dot.state.fl.us/planning/sis/Strategicplan/2010sisplan.pdf (Current Plan) http://www.2060ftp.org/ (Draft Plan)
Florida Aviation System Plan (FASP)	http://www.cfaspp.com/FASP/Documents/634763253312886250-Florida_2025_Revised_2012.pdf
Florida Rail System Plan	http://www.dot.state.fl.us/rail/publications.shtm
Florida Seaport System Plan	http://www.dot.state.fl.us/seaport/pdfs/_FDOT%20Seaport%20Plan_Report_complete.pdf
Florida Motor Carrier System Plan	(To be developed later this year)
Florida's Future Corridors	-http://www.dot.state.fl.us/planning/policy/corridors/
ILC Support Opportunities	http://www.dot.state.fl.us/planning/systems/programs/mspi/pdf/ILCSupportOppsFinal.pdf
Florida Highway Patrol	http://www.flhsmv.gov/florida-highway-patrol/about-fhp/
Commercial Motor Vehicle Manual	http://www.flhsmv.gov/fhp/CVE/2013TruckingManual.pdf

NAME OF DOCUMENT	HYPERLINK
Freight and Logistics Academy	http://www.freightmovesflorida.com/trade-and-logisitics-academy/
Florida Transportation Commission	http://www.ftc.state.fl.us/
Florida Turnpike Enterprise	http://www.floridasturnpike.com
DISTRICT ONE/LOCAL LEVEL	
County by County Freight and Logistics Overview	http://www.dot.state.fl.us/planning/systems/programs/mspi/brochures/Freight/default.shtm
District One Freight Mobility & Trade Plan: Technical Memo 1 – Freight Policies and Transportation Plans Review Technical Memo 2 – Freight Data Collection and Analysis Technical Memo 3 – Freight Assets Inventory Technical Memo 4 – Freight Needs Assessment and Improvements Technical Memo 5 – Freight Improvements Prioritization	(To be added later this year)
Tampa Bay Comprehensive Freight Improvement Database	https://cfid.ursokr.com/default.aspx
Freight Moves – Tampa Bay	http://tampabayfreight.com/
2040 Long-Range Transportation Plan-Freight Mobility-MetroPlan Orlando	http://www.metroplanorlando.com
Keeping Counties Moving	http://www.naco.org/sites/default/files/documents/2016 freight-transport 03.23 0.pdf

NAME OF ORGANIZATION	HYPERLINK
COMMERCIAL/INDUSTRY LEVEL	
Florida Trucking Association	http://fltrucking.org/ http://truckersagainsttrafficking.org/
Florida Citrus Mutual	http://www.freshfromflorida.com/content/download/33370/815590/citrus_Generalcontact.pdf
Florida Cattlemen's Association	http://www.floridacattlemen.org/
Florida Fruit & Vegetable Association	http://www.ffva.com/
Florida Farm Bureau	http://www.floridafarmbureau.org/
Florida Ports Council	http://flaports.org/
Florida Airports Council	http://www.floridaairports.org/
Florida Public Transportation Association	http://www.floridatransit.org/
Florida Export Guide	http://florida.think.global/feg2016/feg16/index.html
Forward Florida	http://forwardflorida.com/
Enterprise Florida	http://www.enterpriseflorida.com/
Florida Chamber	http://www.flchamber.com/
Cost of Congestion to the Trucking Industry	http://atri-online.org/wp-content/uploads/2016/04/ATRI-Cost-of-Congestion-4-16.pdf

Reference List

- **2060 Florida Transportation Plan (FTP)** - The state's long-range transportation plan which provides guidance for transportation in Florida for the next 50 years. The 2060 FTP establishes six goals, with long-range objectives associated with each of the goals. The FTP provides guidance for the Strategic Intermodal System and the FDOT modal programs, each of which has improvement plans. http://floridatransportationplan.com/
- **American Association of State Highway and Transportation Officials (AASHTO)** - A nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia, and Puerto Rico. It represents all five transportation modes: air, highways, public transportation, rail, and water. Its primary goal is to foster the development, operation, and maintenance of an integrated national transportation system. http://www.transportation.org/Pages/default.aspx
- **Enterprise Florida** - The official economic development organization for the State of Florida with the mission to help innovative, high-growth businesses start up, locate, or expand in Florida. http://www.eflorida.com
- **Federal Aviation Administration (FAA)** - The Federal Aviation Administration was created by the Department of Transportation Act of 1966 although its formal origins began decades earlier. The goal of this agency is to maintain the safest, most reliable, most efficient, and most productive air transportation system in the world. http://www.faa.gov/
- **Federal Highway Administration (FHWA)** - The Federal Highway Administration (FHWA) provides stewardship over the construction, maintenance and preservation of the Nation's highways, bridges and tunnels. FHWA also conducts research and provides technical assistance to state and local agencies in an effort to improve safety, mobility, and livability, and to encourage innovation. http://www.fhwa.dot.gov/
- **Federal Railroad Administration (FRA)** - The Federal Railroad Administration was created by the Department of Transportation Act of 1966. It is one of ten agencies within the U.S. Department of Transportation concerned with intermodal transportation. http://www.fra.dot.gov/
- **Fixing America's Surface Transportation (FAST) ACT** - This ACT was signed into law in December 2015 and is a new 5-year transportation reauthorization bill which provides for long-term funding of surface transportation infrastructure. The bill authorizes funds for multiple modes of transportation, including a freight component. http://www.fhwa.dot.gov/fastact/
- **Florida Chamber of Commerce** - Through research, advocacy and leadership, the Florida Chamber Foundation, the Florida Chamber of Commerce and the Florida Chamber Political Operations work together to help make our vision of Florida's future a reality. http://www.flchamber.com/
- **Florida Department of Agriculture and Consumer Services** - The mission of the Department of Agriculture and Consumer Services is to safeguard the public and support Florida's agricultural economy. http://www.freshfromflorida.com/
- **Florida Department of Economic Opportunity (DEO)** - The Florida Department of Economic Opportunity promotes economic opportunities for all Floridians through successful workforce, community, and economic development strategies. http://www.floridajobs.org/
- **Florida Department of Economic Opportunity's Strategic Plan for Economic Development** - DEO's Division of Strategic Business Development, as outlined in Florida Statutes, 20.60, is required to create a five-year statewide strategic plan designed to help guide the future of Florida's economy.
- **Florida Department of Transportation (FDOT)** - An executive agency, which means it reports directly to the Governor. FDOT's primary statutory responsibility is to coordinate the planning and development of a safe, viable, and balanced state transportation system serving all regions of the state, and to assure the compatibility of all components, including multimodal facilities. A multimodal transportation system combines two or more modes of movement of people or goods. Florida's transportation system includes roadway, air, rail, sea, spaceports, bus transit, and bicycle and pedestrian facilities. http://www.dot.state.fl.us/
- **Florida Seaport Transportation and Economic Development (FSTED)** - A public entity created by statute and charged with implementing the state's economic development mission by facilitating the implementation of seaport capital improvement projects at the local level. The Council was created within the Department of Transportation and consists of the port directors of the 15 publicly owned seaports and a representative from the Department of Transportation and the Department of Economic Opportunity. http://www.flaports.org/
- **Florida Trade and Logistics Study** – Research completed by the Florida Chamber Foundation that began many of the discussions on freight in Florida (2010, technical report 2011). http://www.flchamber.com/wp-content/uploads/FloridaTradeandLogisticsStudy_December20102.pdf
- **Florida Transportation Vision for the 21st Century** - The Florida Department of Transportation unveiled the Florida Transportation Vision for the 21st Century. The Plan implements Governor Scott's goals to spur private sector job creation and to get our economy growing by having the best transportation and infrastructure system in the nation. http://www.dot.state.fl.us/planning/vision/default.shtm
- **Freight Mobility and Trade Plan** - Approved in 2012, Florida House Bill 599 required the Florida Department of Transportation to develop the Freight Mobility and Trade Plan.

- **Highway Trust Fund** - The Highway Trust Fund is the source of funds for the Federal Aid Highway Program and the Mass Transit Program. The primary revenue source for this fund is the excise tax on motor fuel, also known as the "gas tax". Another source is the tax on heavy vehicles or trucks.
- **Metropolitan Planning Organization (MPO)** - Responsible for planning, programming and coordination of federal highway and transit investments in urbanized areas.
- **National Highway System (NHS)** – Established by Congress, the National Highway System consists of roadways important to the nation's economy, defense, and mobility.
- **Office of Freight, Logistics and Passenger Operations (FLP - FDOT)** - In recognition of the significant role that freight mobility plays as an economic driver for the state, an Office of Freight, Logistics, and Passenger Operations has been created at FDOT. The office will act as a tool to better connect, develop, and implement a freight planning process that will maximize the use of the existing facilities and integrate and coordinate the various modes of transportation, including the combined utilization of both government-owned and privately-owned resources.
- **Office of Policy Planning (FDOT)** - The functions of the Office of Policy Planning (OPP) are to develop, document, and monitor a statewide and metropolitan planning process; develop, publish, and distribute the Florida Transportation Plan, including necessary support documents; develop transportation policy alternatives and recommendations; provide necessary coordination on transportation policy issues with other agencies and the public; and identify, analyze, and document long range trends and conditions, perform various economic and demographic analyses, and evaluate and report on transportation system performance.
- **Strategic Intermodal System (SIS)** - The transportation system comprised of facilities and services of statewide and interregional significance, including appropriate components of all modes. Established in 2003 by the Florida Legislature, the SIS is a statewide network of high-priority transportation facilities, including the State's largest and most significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, and highways. http://www.dot.state.fl.us/planning/sis/
- **Systems Planning Office (FDOT)** - The major responsibilities of the Systems Planning Office are to implement the Strategic Intermodal System (SIS) through the development of the SIS Needs, Cost Feasible and Ten Year Project Plans and Work Program; provide policies, procedures, tools, training and technical assistance for Statewide Programs in transportation systems computer modeling, growth management analyses and impact, highway interchange justification and modification analyses, highway access management, and transportation level of service analyses.
- **Transportation Research Board (TRB)** - Transportation practitioners, researchers, public officials, and other professionals need credible, high-quality information and research results to address the transportation challenges of the 21st century.

Freight Funding Opportunities

A variety of funding opportunities exist for freight projects, and the opportunities continue to expand at the local, state, and national levels. Funding programs can represent grants, loans, matches and more. They can take on public-public partnerships and public-private partnerships. Examples include, but are not limited to:

- **Moving Ahead for Progress in the 21st Century Act (MAP-21) Fixing America's Surface Transportation (FAST) Act -** New funding opportunities have become available via MAP-21 and FAST. These acts included a number of provisions for additional freight funding opportunities, including higher federal share of project costs for those which improve the movement of freight.
- **Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant program** - The TIGER program provides another source of funding for DOT entities nationwide. This program helps fund projects which have a significant impact at a national, regional, or metropolitan level. Since its conception in 2009, TIGER has funded nearly $4.6 billion to 381 projects nationwide.
- **Florida Strategic Intermodal System (SIS)** - The SIS was established to help serve the mobility needs of Floridians and to ensure and expand Florida's economic competitiveness. Identification as a SIS corridor, connector, or hub allows for the reception of the highest level of priority for capacity improvement funding. The currently designated SIS incorporates all modes of freight needs: commercial airports, deep-water seaports, rail terminals and corridors, waterways, and highways.
- **Intermodal Logistics Center (ILC) Infrastructure Support Program (ISP)** - Managed by FDOT's Office of Intermodal Systems Development, the ILC ISP provides funds to assist with local government or private sector projects that enhance transportation facilities for the shipment of goods through a seaport or from an ILC. These projects may include investments in road, rail, or other infrastructure. FDOT must allocate at least $5 million annually from its Work Program to these activities. For more information on ILCs: http://www.freightmovesflorida.com.
- **Florida Seaport Transportation and Economic Development Program (FSTED)** - In 1990, the Legislature created Chapter 311, F.S. which authorized FSTED. This established a collaborative relationship between FDOT and the state's seaports with annual funding of $15 million for a seaport grant program. Funding is typically matched by the port on a 50/50 basis. This program is managed by the FSTED Council and is in addition to the $35 million allocated by FDOT annually to support bonded state revenues.

Glossary for Freight Transportation and Logistics

Accessibility (a dimension of mobility) – Conceptually, the ease in engaging in activities. Mobility performance measure typically associated with this mobility dimension are:

1. Time to reach a destination;
2. Modal choices; and
3. Connectivity.

Annual Average Daily Traffic (AADT) - The total volume of traffic on a highway segment for one year, divided by the number of days in the year.

Automobile (auto) – A travel mode that includes all motor vehicle traffic using a roadway except transit buses (includes such vehicles as trucks, recreational vehicles, motor cycles and tour buses). (HCM definition)

Average Annual Daily Truck Traffic (AADTT) - The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.

Backhaul - The process of a transportation vehicle (typically a truck) returning from the original destination point to the point or origin. A backhaul can be with a full or partially loaded trailer.

Barge - The cargo-carrying vehicle that inland water carriers primarily use. Basic barges have open tops, but there are covered barges for both dry and liquid cargoes.

Bonded (Freight/Warehouse) – A warehouse approved by the U.S. Treasury Department and under a bond/guarantee for observance of revenue laws. Typically used for storing goods until duty is paid or goods are released.

Bottleneck - A section of a highway or rail network that experiences operational problems such as congestion. Bottlenecks may result from factors such as reduced roadway width or steep freeway grades that can slow trucks.101 Sources of definitions include the FDOT Modal Offices, FHWA, FAA, and websites of various individual companies and organizations referenced.

Breakbulk Cargo - Cargo of non-uniform sizes, often transported on pallets, sacks, drums, or bags. These cargoes require labor-intensive loading and unloading processes. Examples of breakbulk cargo include coffee beans, logs, or pulp.

BreakBulk Cargo

Broker - A person whose business it is to prepare shipping and customs documents for international shipments. Brokers often have offices at major freight gateways, including border crossings, seaports, and airports.

Bulk Cargo - Cargo that is unbound as loaded; it is without count in a loose unpackaged form. Examples of bulk cargo include coal, grain, and petroleum products.

Capacity - The physical facilities, personnel and process available to meet the product of service needs of the customers. Capacity generally refers to the maximum output or producing ability of a machine, a person, a process, a factory, a product, or a service. The maximum number of vehicles that reasonably can be expected to traverse a point or a uniform section of roadway during a given time period under prevailing conditions

Carrier - A firm that provides transportation services for goods or people by various modes, such as truck, rail, sea or air.

Centerline Miles - The length of a road, in miles.

CFS - Referred to as Commodity Flow Survey which is a shipper-based survey that is considered the primary source of national and state-level data on domestic freight shipments by American establishments in different industries such as mining, manufacturing, wholesale, auxiliaries, and selected retail and service trade. Data provided includes the types, origins and destinations, values, weights, modes of transport, distance shipped, and ton-miles of commodities shipped. This survey is conducted every five years as part of the Economic Census and provides a modal picture of national freight flows as well as represents the only publicly available source of commodity flow data for the highway mode.

Bulk Cargo

Class 1 Railroads - Those that exceed a certain revenue level that is adjusted yearly by the Surface Transportation Board. For 2011, the level was $433.2 million; Class 2, $34.7 to $433.2 million; and Class 3, less than $34.7 million. There are seven (7) existing Class 1 railroads in the U.S. and are as follows: BNSF, Canadian National, Canadian Pacific, CSX Transportation, Kansas City Southern, Norfolk Southern, and Union Pacific. The largest Class 1 railroad in Florida is CSX Transportation.

Classification Yard – A railroad terminal area where railcars are grouped together to form train units.

Commercial Service Airports - Publicly owned airports that have at least 2,500 passenger boardings each calendar year and receive scheduled passenger service

Commodity - An item that is traded in commerce. The term usually implies an undifferentiated product competing primarily on price and availability.

Common Carrier – A for-hire carrier providing transportation services to the general public by truck, rail, air, and sea. Examples are FedEx and UPS.

Compressed Natural Gas (CNG) – A natural gas under pressure which remains clear, odorless, and noncorrosive. Although vehicles can use natural gas as either a liquid or a gas, most vehicles use the gaseous form compressed to pressures above 3,100 pounds per square inch.

Congestion (congested conditions) (auto) – A condition in which traffic demand is sufficient to cause the level of service (LOS) to be at or below FDOT's LOS standard (note: congestion is not necessarily related to speed or delay). Adjectives describing the severity of congestion are: 1) Heavy, and 2) Severe. Adjectives describing the types of congestion are: 1) Non-recurring, and 2) Recurring.

Consignee - An individual or firm to whom freight is shipped such as a freight receiver.

Consignor - An individual or firm that sends freight such as a freight originator.

Consolidation – This occurs when two or more shipments are combined to save money on freight shipping costs.

Container – A large, standard sized metal box into which cargo is packed for shipment.

Container

Container on Flatcar (COFC) - Containers resting on railway flatcars without a chassis underneath.

Containerization - A shipment method in which commodities are placed in containers, and after initial loading, the commodities per se are not re-handled in shipment until they are unloaded at destination.

Containerized Cargo - Cargo that is transported in containers that can be transferred easily from one transportation mode to another.

Corridor (auto) – (1) A set of essentially interrelated, parallel transportation facilities for moving people and goods between two points; or (2) a geographic area used for the movement of people and goods.

Cross-Dock – A transportation terminal in which received goods are transferred directly from inbound to the outbound shipping dock, with storage only occurring temporarily during the unloading and loading.

Dead-head – A portion of a transportation trip (inbound or outbound) in which no freight is conveyed or moved and can be considered an empty move.

Container on Flatcar (COFC)

Delay (auto) – (1) Additional travel time beyond some norm (e.g., LOS C in urbanized areas, LOS B elsewhere) experienced by a traveler; or (2) any additional travel time experienced by a traveler.

Demand – The number of persons or vehicles desiring to use a mode or facility.

Demand to Capacity Ratio – See volume to capacity ratio.

Demurrage (Fees) – Typically considered penalty charges assessed by a carrier to a shipper or consignee for holding transportation equipment such as trailers, railcars, etc. longer than a stipulated time for loading or unloading.

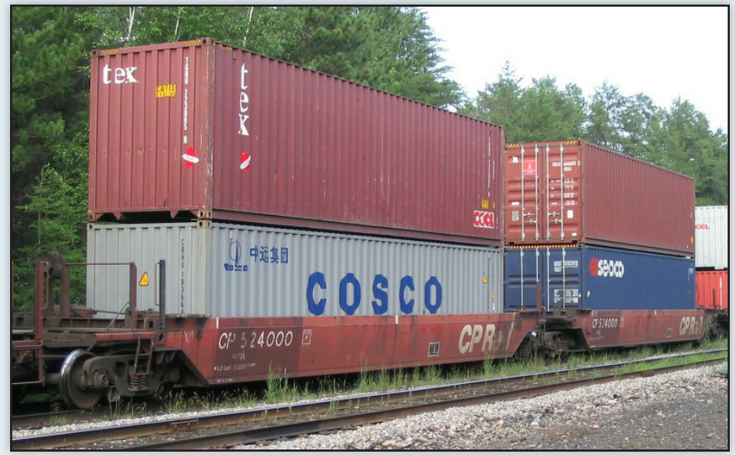
Detention – See Demurrage definition above.

Distribution – Outbound freight logistics that begins with the end of the production line to delivery to the end user.

Distribution Center (DC) - The warehouse facility that holds inventory from manufacturing pending distribution to the appropriate stores.

Distribution Center

Double-stack - Railcar movement of containers stacked two high.



Double-stack

Drayage - Transporting of rail or ocean freight by truck to an intermediate or final destination; typically a charge for pickup/delivery of goods moving short distances (e.g., from marine terminal to warehouse).

Dunnage – Wood and packaging materials used to keep cargo in place inside a container or transportation vehicle.

Embargo – Any event that prevents the freight from being accepted or handled. This may include congested highways or natural disasters like floods or tornadoes.

Emerging SIS – These generally carry lower volumes of people and freight, but are located in fast growing areas or rural areas and therefore may grow in importance in the future. Emerging SIS facilities are fully eligible for FDOT SIS funding sources, but are labeled separately to encourage proactive planning.

Enplanements – Passenger boardings at airports.

Flatbed - A trailer without sides used for hauling machinery or other bulky items.

Flatbed

Dunnage

Float-on/Float-off (FLO/FLO) Cargo - A heavy-lift ship that can move very large loads beyond those typically handled by normal ships. This type of ship is likely a semi-submerging vessel that is capable of lifting another ship out of the water and transporting it.

Float-on/Float-off (FLO/FLO) Cargo

Foreign Trade Zone (FTZ) - A geographical area where commercial merchandise, both domestic and foreign, receives the same U.S. Customs treatment it would as if it were outside the U.S.. Commodities may be held, assembled, repackaged, sorted, labeled, etc. in the FTZ without being subject to Customs duties, tariffs, or other ad valorem taxes.

For-hire Carrier - Carrier that provides transportation service to the public on a fee basis.

Freight – Any commodity being transported.

Freight Activity Center (FAC) – Large geographical area with elevated levels of industrial, warehousing, and distribution uses although the amount of truck traffic may vary depending upon specific freight activity types.

Freight Forwarding – An agency that receives freight from a shipper and then arranges for transportation with one or more carriers for transport to the consignee.

Freight Logistics Zone – A grouping of activities and infrastructure associated with freight transportation and related services within a defined area around an intermodal logistics center. This freight zone category was defined as part of Florida House Bill 257 which was approved in 2015.

General Aviation (GA) Airports - This airport type is the largest single group of airports in the U.S. system. The category also includes privately owned, public use airports that enplane 2500 or more passengers annually and receive scheduled airline service.

GPS - Referred to as Global Positioning System which is a radio navigation system that allows land, sea, and airborne users to determine their exact location, velocity, and time 24 hours a day, in all weather conditions, anywhere in the world.

Heavy Congestion (auto) - A situation in which traffic demand is sufficient to cause the level of service to be below FDOT's LOS standard.

Heavy Vehicle (auto) – A vehicle with more than four wheels touching the pavement during normal operation.

Highway – A general term for denoting a public way for purposes of vehicular and people travel, including the entire area within the right-of-way.

Hours of Service - Ruling that stipulates the amount of time a truck driver is allotted to work. The regulations were put in place to minimize driver fatigue which could lead to a higher potential for crashes and chronic health conditions on the part of the driver. Some of the items include up to an 11-hour daily driving limit with at least a break of 30 minutes, and a maximum of 70 hours per week driving limit.

Hub - A common connection point for devices in a network. Referenced for a transportation network as in "hub and spoke" which is common in the airline and trucking industry.

Hub and Spoke – A transportation system in which large hub terminals are used for freight consolidation. In many such systems, all outbound/inbound freight for a spoke uses the same hub.

Inbound Freight – Shipments coming from vendors to a storage facility.

Indicator (mobility performance measure) – A mobility performance measure which primarily shows a trend over time and is not used to achieve a goal or objective or used in a decision making process.

Intermodal – Carriage by more than a single mode with a transfer(s) between modes.

Intermodal Logistics Center (ILC) - A facility or group of facilities serving as a point of intermodal transfer of freight in a specific area physically separated from a seaport where activities relating to transport, logistics, goods distribution, consolidation, or value-added activities are carried out and whose activities and services are designed to support or be supported by conveyance or shipping through one or more seaports. (Section 311.101(2), F.S.)

ITS - Referred to as Intelligent Transportation System which is the application of advanced information and communications technology to surface transportation in order to achieve enhanced safety and mobility while reducing the environmental impact of transportation.

Lane-Miles - The product of centerline miles and number of lanes. For example, a four-lane road, two miles long has eight lane-miles.

Leased – Involves the leasing or renting of equipment (or asset) from one party to a different party for a specific dollar amount and timeframe. For example, a railroad may lease from another railroad company and pay a yearly rate to have control of the railroad line. For truck rental, depending upon the type of vehicle, a business may contract with a rental truck company to lease a truck for a specified cost and period of time, which can be on a monthly basis.

Less-Than-Containerload/Less-Than-Truckload (LCL/LTL) - A container or trailer loaded with cargo from more than one shipper; loads that do not by themselves meet the container load or truckload requirements.

Level of service (LOS) – A quantitative stratification of the quality of service to a typical traveler of a service or facility into six letter grade levels, with "A" describing the highest quality and "F" describing the lowest quality.

Lift-on/Lift-off (LO/LO) Cargo - Containerized cargo that must be lifted on and off vessels and other vehicles using handling equipment.

Lift-on/Lift-off (LO/LO) Cargo

Liner Service – Vessels that sail between specified ports on a regular/fixed schedule that is published and available to the public.

Liquid Bulk Cargo - A type of bulk cargo that consists of liquid items, such as petroleum, water, or liquid natural gas.

Liquid Natural Gas (LNG) - Cooling natural gas to about -260°F at normal pressure results in the condensation of the gas into liquid form.

Logistics - All activities involved in the management of product movement; delivering the right product from the right origin to the right destination, with the right quality and quantity, at the right schedule and price.

Longhaul – Terminal to terminal freight movements in transportation which are considered long distance moves.

Low-boy – It is a semi-trailer with two drops in deck height: one right after the gooseneck and one right before the wheels. This allows the deck to be extremely low compared with other trailers and can be used to haul heavy equipment such as bulldozers, industrial equipment etc.

Low-boy

Marine Highway – This consists of hundreds of nautical miles of navigable waterways, including rivers, bays, channels, coastal, and open-ocean routes. These waterways are incorporated into a larger and greater transportation system, especially where marine transportation services are the most efficient, effective, and sustainable transportation option.

Mobility – The degree to which the demand for the movement of people and goods can be satisfied. Mobility is measured in Florida by the quantity, quality, accessibility, and utilization of transportation facilities and services.

Mobility performance measure – (1) A metric which quantitatively tells us something about mobility; or (2) a mobility metric directly tied to achieving a goal or objective or used in a decision making process.

Modal Share – The percentage of freight or passengers moved by a particular type (mode) of transportation.

Mode – Any one of the following means of moving people or goods: aviation, bicycle, highway, paratransit, pedestrian, pipeline, rail (commuter, intercity passenger, and freight), transit, space, and water.

Motor Carrier – A firm engaged in providing commercial motor freight or long distance trucking.

Multimodal – More than one travel mode potentially including the four highway modes (auto, bicycle, bus, pedestrian), aviation, rail, seaports, and transit.

National Network - The Surface Transportation Assistance Act of 1982 authorized the establishment of a national network of highways designated for use by large trucks.

Need – A demand for a mobility improvement which has been identified based on accepted and adopted standards and other assumptions (e.g., land use) and documented in a formal long-range or master plan.

Non-recurring congestion (auto) – Congestion caused by unexpected disruptions or other events, particularly lane blocking incidents.

Outbound Freight – Outward movement or shipping of materials or goods from a warehouse or storage location to a final destination such as customers.

Pallet – A platform on which goods are placed for handling within a warehouse or on a transportation vehicle such as a truck, ship or airplane. Aerial pallets may require special nets and locks to keep goods in place while in transport. Pallets typically used for grouping break-bulk cargo for handling purposes.

Pallet

Piggy-backing – A term referring to truck trailers or container/ chassis combinations that are placed directly onto rail flatcars for the rail portion of the trip.

Piggy-backing

Airplane Pallet

Port Authority - State or local government that owns, operates, or otherwise provides wharf, dock, and other terminal investments at ports.

Private Fleet - Carrier that owns and operates its own transportation fleet of service vehicles.

Quality (a dimension of mobility) - Conceptually, how well people or goods are being transported. Mobility performance measure typically associated with this mobility dimension are:

1. Average travel speed;
2. Travel time reliability;
3. Vehicle delay; and
4. Level of service.

Quality of service – A user based perception of how well a service or facility is operating.

Quantity (a dimension of mobility) - Conceptually, the number of people or goods being transported. Mobility performance measures typically associated with this mobility dimension are:

1. Person trips;
2. Person miles traveled;
3. Vehicle miles travel;
4. Truck miles traveled; and
5. Tonnage.

Rail Siding - A very short branch off a main railway line with only one point leading onto it. Sidings are used to allow faster trains to pass slower ones or to conduct maintenance.

Recurring congestion (auto) – The routine presence of large numbers of vehicles on a facility.

Reefer – A refrigerated container that is typically placed on a ship or other modes for shipping.

Reefer

Return on Investment (ROI) - A performance measure used to evaluate the efficiency of an investment or to compare the efficiency of a number of different investments.

Reverse Logistics - A specialized segment of logistics focusing on the movement and management of products and resources after the sale and after delivery to the customer. Includes product returns and repair for credit.

Roll-on/Roll-off (RO/RO) Cargo - Wheeled cargo, such as automobiles, or cargo carried on chassis that can be rolled on or off vehicles without using cargo handling equipment.

Severe congestion (auto) – A condition in which traffic demand exceeds the capacity.

Shipper - Party that tenders goods for transportation.

Shorthaul – A relatively short distance in terms of the transport of goods from one location to another.

Short-sea Shipping - Also known as coastal or coastwise shipping, describes marine shipping operations between ports along a single coast or involving a short sea crossing.

Short-sea Shipping

Roll-on/Roll-off (RO/RO) Cargo

Skid - See Pallet definition above.

Soft Infrastructure (air cargo) - The basic institutions of an air cargo economy beyond the physical transportation network, including, but not limited to, freight forwarders, international banks and consulates, and U.S. Customs and Border Protection.

Stable flow – A flow of traffic on freeways which is not stop and go.

Stakeholders – Individuals and groups with an interest in the outcomes of policy decisions and actions.

State Highway System – A network of approximately 12,000 miles of highways owned and maintained by the State or state-created authorities. Major elements include the Interstate, Florida's Turnpike, and other toll facilities operated by transportation authorities and arterial highways.

Supply Chain - Starting with unprocessed raw materials and ending with final customer using the finished goods.

Switching – A railroad term denoting the local movement of the freight rail cars. For example, rail cars are switched from the private siding of a shipper to the terminal or switched from the terminal to the private siding of the consignee.

Tanker – A type of vessel that is designed to transport liquid or gases in bulk.

Tanker (train)

Tanker (truck)

Tariff – This establishes the cost and contract of freight shipment for the shipper and the carrier.

Tanker (ship)

Terminal – A transportation facility that has the following (but not complete) roles: freight consolidation/distribution, mode transfer, vehicle transfer, storage and warehousing, and fleet maintenance.

Terminal

Third-party Logistics (3PL) Provider - A specialist in logistics who may provide a variety of transportation, warehousing, and logistics-related services to buyers or sellers. These tasks were previously performed inhouse by the customer.

Throughput – The maximum number of people or vehicles that reasonably can be expected to traverse a point or a uniform transportation facility section during a given time period under prevailing conditions.

Time-Critical – When a freight shipment delivery is set to the earliest possible time.

Time-Definite – Involves a delivery guarantee in which a delivery will occur on a specific day or time-of-day.

Ton-Mile - A measure of output for freight transportation; reflects weight of shipment and the distance it is hauled; a multiplication of tons hauled by the distance traveled.

Trackage Rights – A railroad that own the line rights, but allows another company to operate over certain sections of its track.

Trailer on Flatcar (TOFC) - Transport of trailers with their loads on specially designed rail cars.

Trailer on Flatcar (TOFC)

Transit-Time – The total time from pick up to delivery.

Transloading - Transferring bulk shipments from the vehicle/container of one mode to that of another at a terminal interchange point.

Travel Time – The total time spent from one point to another.

Travel Time Reliability – (1) The percent of trips that succeed in accordance with a predetermined performance standard for time or speed; or (2) the variability of travel times that occur on a facility or a trip over a period of time.

Travel time Variability – See Travel Time Reliability definition above.

Truckload (TL) - Quantity of freight required to fill a truck, or at a minimum, the amount required to qualify for a truckload rate.

Twenty-foot Equivalent Unit (TEU) - The 8-foot by 8-foot by 20-foot intermodal container is used as a basic measure in many statistics and is the standard measure used for containerized cargo.

Twenty-foot Equivalent Unit (TEU)

Utilization (a dimension of mobility) - Conceptually, how efficiently the system being used. Mobility performance measure typically associated with this mobility dimension are:

1. Volume to capacity ratios;
2. Percent miles severely congested; and
3. Percent travel severely congested.

Vehicle Miles of Travel (VMT) - A unit to measure vehicle travel made by a private vehicle, such as an automobile, van, pickup truck, or motorcycle.

Volume to Capacity (V/C) Ratio – The ratio of demand to capacity.

Warehousing – Refers to the storage of goods for a specified period of time at a storage location.

Work Program – The five-year listing of all transportation projects planned for each fiscal year by the Florida Department of Transportation, as adjusted for the legislatively approved budget for the first year of the program.

Yard Dog – Truck driver who drives the truck that only moves trailers from spot to dock.

Yard Dog


Carroll Fulmer
FDOT
DISTRICT 1
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FLP
Office of Freight, Logistics and Passenger Operations

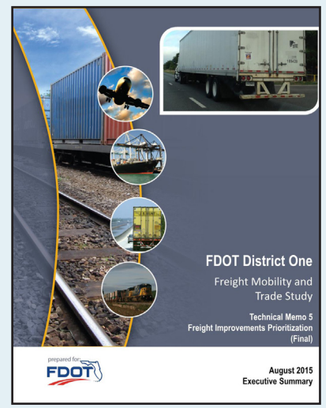
Freight Mobility and Trade Plan

"Florida's freight future is bright."

"To achieve maximum value, businesses must get the right product, to the right place, at the right time, to the right person, for the right price, to fill the right need."

"The challenge for Florida is to continue to improve and expand transportation infrastructure and to set policies and regulations to allow private sectors to flourish."

"... this study (i.e. D1 FMTS) provides guidance to county and local government officials on future transportation planning regarding the implementation and funding of appropriate improvements which will affect and foster freight movement within their respective county as well as on a districtwide level."



The District One FMTP is flexible and dynamic, and can be modified as required for the changing landscape of the region. ... The District FMTP, like the study before it, is to be used as a guide for planners and engineers in the consideration of freight and logistics matters for future transportation plans and operational improvements."

FDOT DISTRICT 1 FLP

TELL THE FREIGHT STORY

DEVELOP A PLAN

SELL THE STORY & PLAN

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DISTRICT 1