

Ensuring Freight Moves Safely & Efficiently

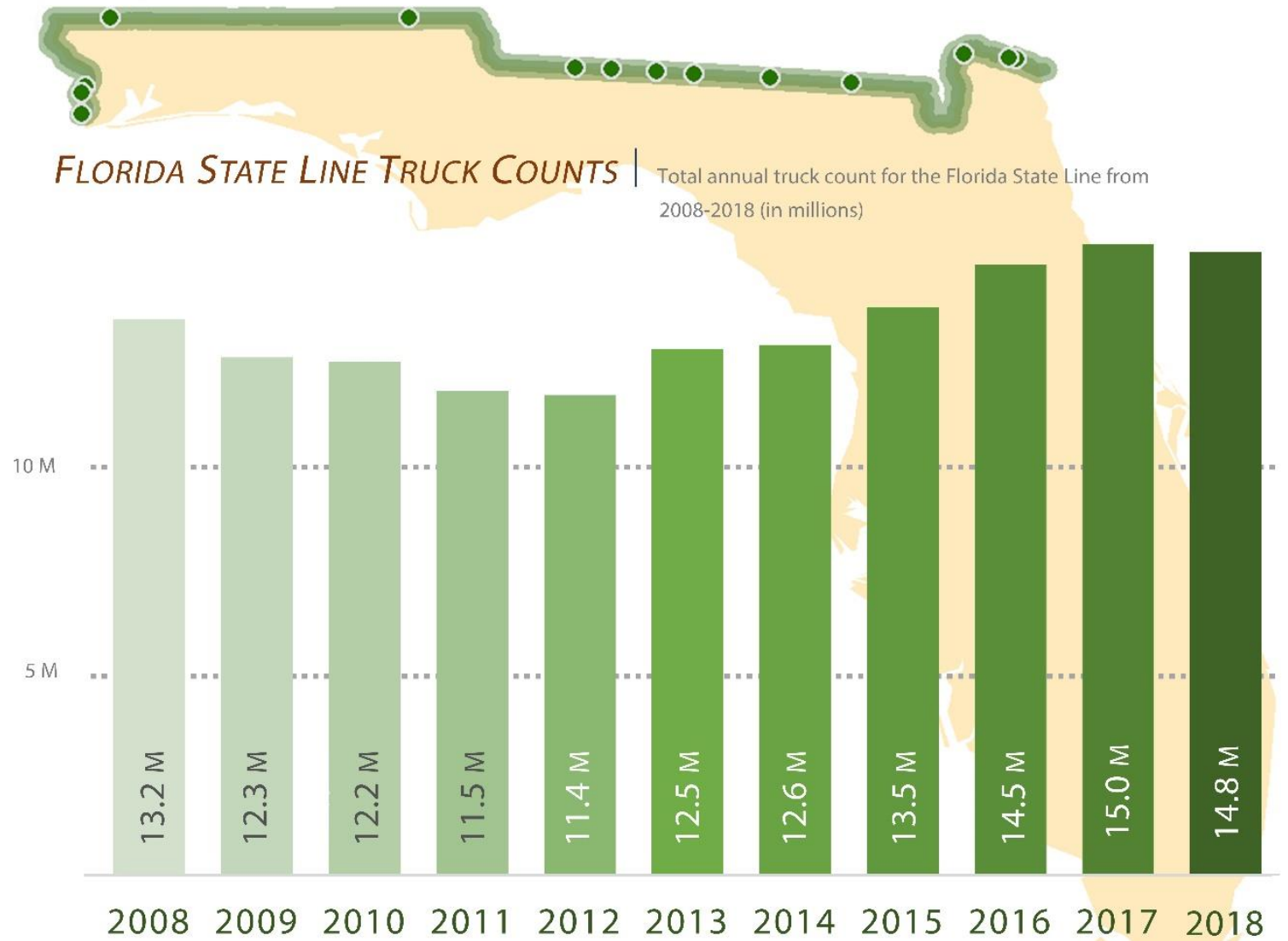


Transportation, Growth & Infrastructure Summit



Growth & Significance

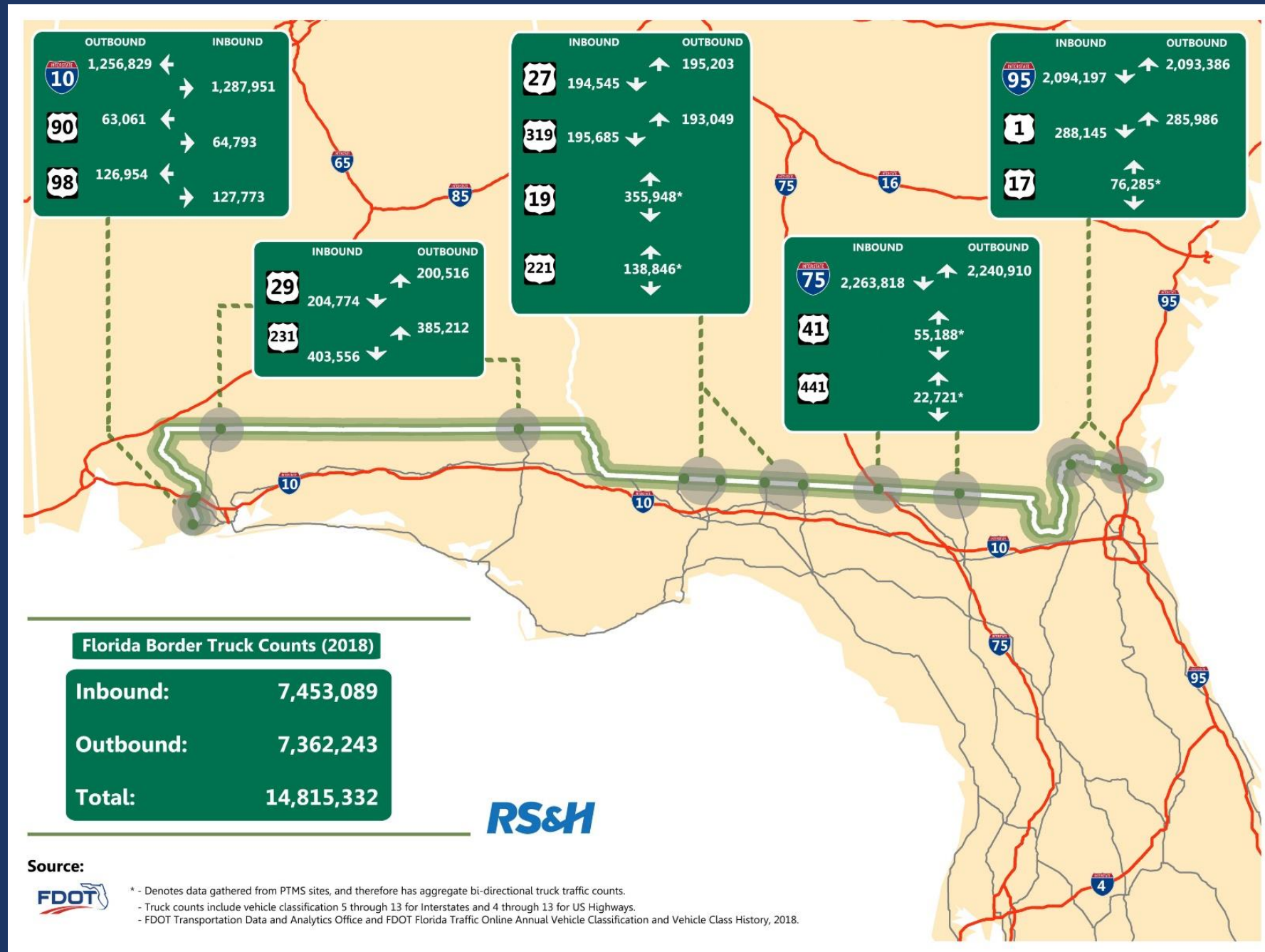
The recent yearly truck level growth for 2015, 2016, 2017 and 2018 indicates the improved economic activity for Florida and is anticipated to continue to grow in the coming years.



Source:
FDOT Transportation Data and Analytics Office and FDOT Florida Traffic Online Annual Vehicle Classification and Vehicle Class History, 2008-2018.

Stateline Assessment

Given our peninsula geography, North Florida shoulders the truck movement loads for the State as all surface transportation must travel to and from the State through the North Florida regions (FDOT Districts 2 & 3).





Florida Chamber Transportation Growth & Infrastructure Summit



FMTP Goals

The FMTP shares goals with the broader Florida Transportation Plan (FTP). These goals include (but are not limited to):

- Safety and security for residents, visitors, and businesses
- Agile, resilient, and quality transportation infrastructure
- Connected, efficient, and reliable mobility for people and freight

Top Challenges



There are growing numbers of vehicles on the road creating a mix of truck and passenger traffic and leading to bottlenecks/congestion and unpredictability in travel times. In 2017, there were 19,100 daily truck hours of delay in Florida.

CONGESTION/ BOTTLENECKS



In Florida, the limited availability of truck parking spaces has caused overcrowding and overflow at existing truck parking locations. When there is limited parking available, drivers often park in unauthorized areas like highway ramps, creating safety hazards. Analysis found that during peak periods truck parking demand can exceed 150 percent in some areas of the state.

TRUCK PARKING

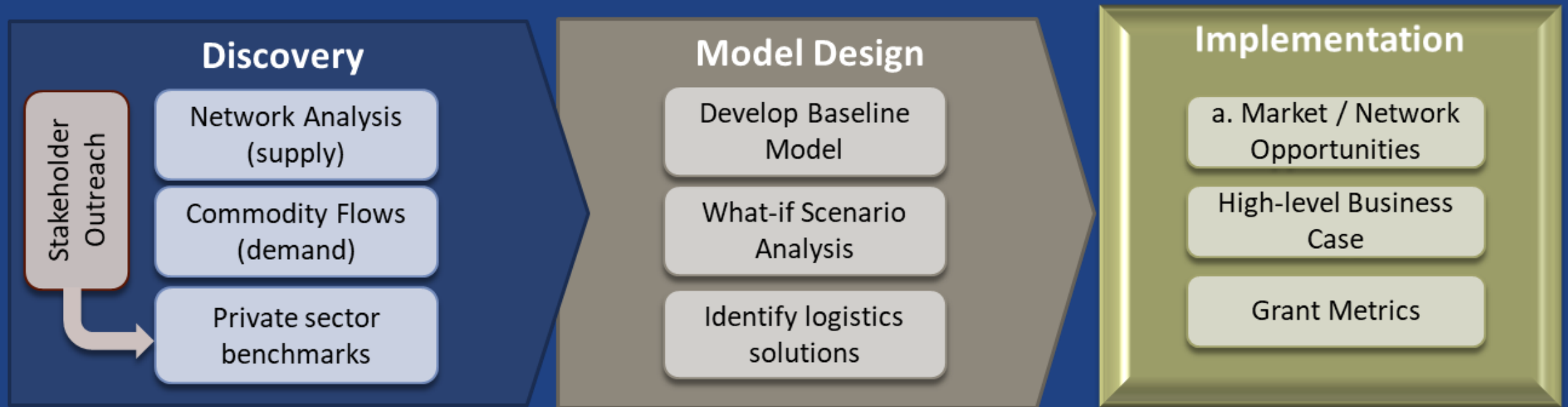


More than half of the trucks coming into the state between the years of 2015 and 2017 were full trucks, in comparison to nearly 38% that left the state during the same time period. While it is largely an economic issue outside of FDOT's purview, addressing empty backhaul could reduce congestion/bottleneck issues, truck parking issues, costs, and environmental impacts for the commercial motor vehicle industry.

EMPTY BACKHAUL

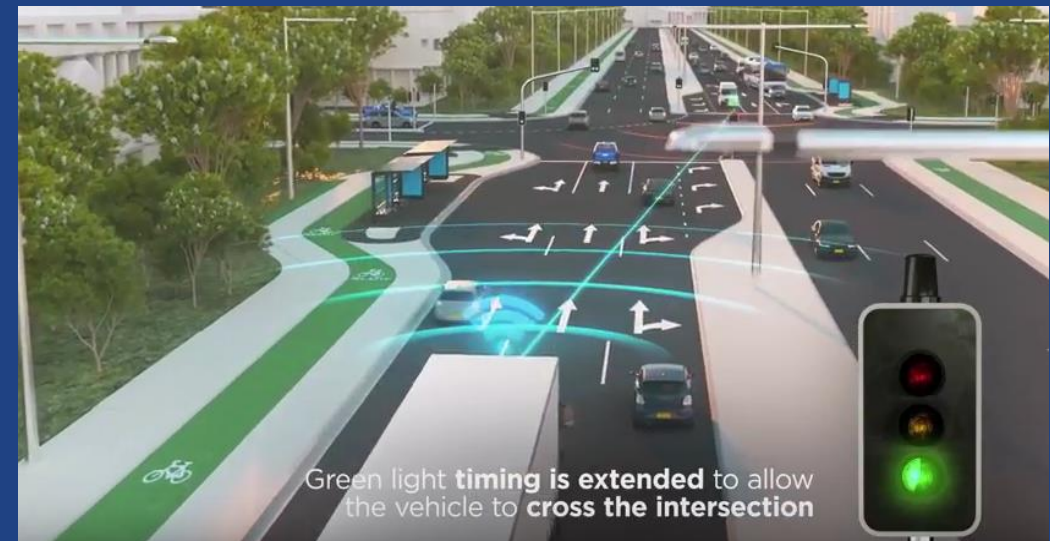
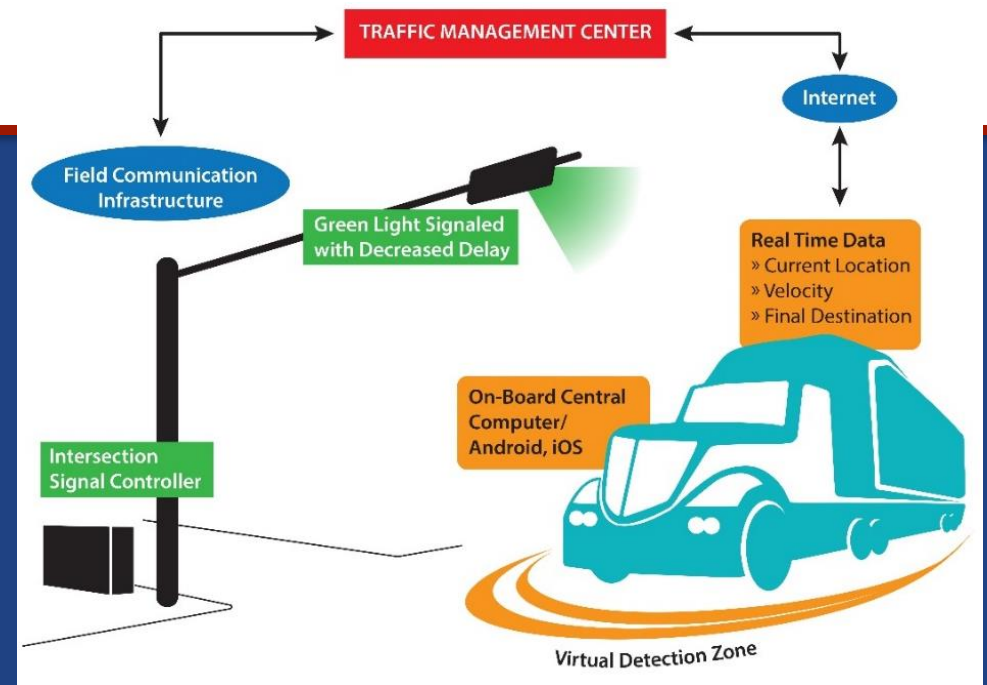
Capacity Finding vs Optimization

- Historically, FDOT has addressed capacity demand through adding lanes
- Now we know ***network optimization*** is the key to improving the efficiency of freight mobility across our network



Technology as a Multiplier

- Freight signal prioritization
AFMS leverages CAV technology
- Rail traffic optimization
CRISI Award 2019
- Truck Parking Optimization
FDOT is deploying TPAS to address the need for parking information management



Leader in Trade & Logistics: Why Not Florida?



Gateway Role Is Embraced
By State and Regions

Public and Private Sectors
Collaborate Tactically

We are not in the “ditch” with our
infrastructure

**..... don't forget those 21+m citizens
and 127m visitors!**

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