

The Panama Canal expansion, completed in July 2016, is expected to reshape trade flows worldwide.

Possible impacts include more direct all-water trade from Asia to East Coast US Markets and investment in Caribbean seaports focused on transshipment operations. Many of Florida's seaports, largely based in urban areas, are positioned to benefit from this change and significant investments have been made to prepare and compete for new cargo. PortMiami has already completed a dredging program to accommodate the larger vessels and Port Everglades and Jaxport have dredging programs underway. Other niche ports are positioned to attract additional traffic from key transshipment hubs. Florida's MPOs have been actively engaged in advancing these investments to prepare the state for an increasingly global economy. **These major freight capacity projects are driven by private sector needs articulated through engagement with the funding agencies.**



retail stores and more via e-commerce. This shift has exacerbated "last-mile" delivery issues such as truck and van parking in urban and residential areas. This trend has also led to investments in fulfillment centers by companies like Amazon in close proximity to population centers, adding a new element to the logistics network, displacing to some extent the traditional warehouses and distribution centers located to serve retail locations.

In addition, most Florida MPOs have made commitments to focus investments on public transit, pedestrian, and bike facilities in support of complete street and walkable community initiatives.



The rise of e-commerce and growth of omnichannel retail has dramatically changed how consumers research and shop for goods. It has led to retailers selling less in traditional brick-and-mortar

Smart growth strategies, land use decisions, economic incentive programs can be used by MPOs and its partners to create more livable and prosperous communities. Freight activities represent an additional consideration that must compete for attention.

As MPOs work to accommodate freight needs, the needs of truck drivers are some of the most critical and far reaching. Truck drivers handle the majority of freight, including the "last mile" for intermodal shipments. **Current trends impacting the truck driver community include unmet truck parking demand, increased federal regulations such as electronic log books and hours of service limits, and an overall truck driver shortage.**

These, and many other trends are impacting the freight community. MPO leadership and elected officials are bombarded with an increasingly diverse set of challenges in a fiscally constrained environment. **The ability to balance the needs of all constituents and develop a comprehensive investment program will ensure a prosperous future.** To do this it is necessary to educate key decision makers, to engage all aspects of the community, and develop and apply economic impact tools that illustrate the benefit of each decision.



SUMMARY

Freight mobility is critical for our communities. MPOs provide an essential function to support the quality of life and wellbeing in metropolitan areas. Freight planning efforts can help identify, prioritize, and fund the necessary projects to maintain and grow our economies. It also helps MPOs and their private partners compete for available grant programs. The freight industry is a critical part of the community and must be preserved and protected. **In order to ensure funding is allocated to the most critical freight needs, the private sector must be engaged in the process.**

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FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL

Investing for Business Success

WHY SHOULD THE FREIGHT COMMUNITY ENGAGE WITH MPOS?

MPOs help support investments in a wide range of projects that address the transportation needs of the freight community. These efforts include identification of freight needs and priorities, inclusion of freight projects in investment programs (Long Range Transportation Program, Transportation Improvement Program), participation in freight master planning activities, conducting stakeholder outreach and educational activities, preparing grant applications for available funding programs (e.g., FastLane, TIGER), and implementing ongoing performance evaluations. **The business industry needs to engage in these activities to ensure key freight related improvements are prioritized and funded and to ensure the larger community understands how important freight mobility is.**

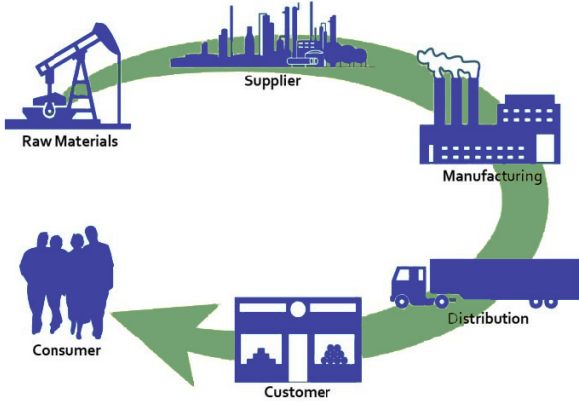
WHAT IS THE ROLE OF THE MPO IN FREIGHT TRANSPORTATION?

The "MPO", or Metropolitan Planning Organization is a local organization that deals with transportation issues for areas with over 50,000 residents. MPOs work with state and local government to make transportation policy, create plans, and fund projects. Many of Florida's MPOs have been engaged in freight transportation planning for many years, with some as early as the mid 1990s. **MPOs play an important role in freight planning. They are responsible for developing regional freight**

plans, identifying key freight assets, and evaluating critical freight needs and investment priorities to ensure goods are delivered as efficiently as possible. An efficient and reliable freight transportation system, balanced against community needs, contributes to efforts to minimize transportation's impact on the environment and its residential communities.

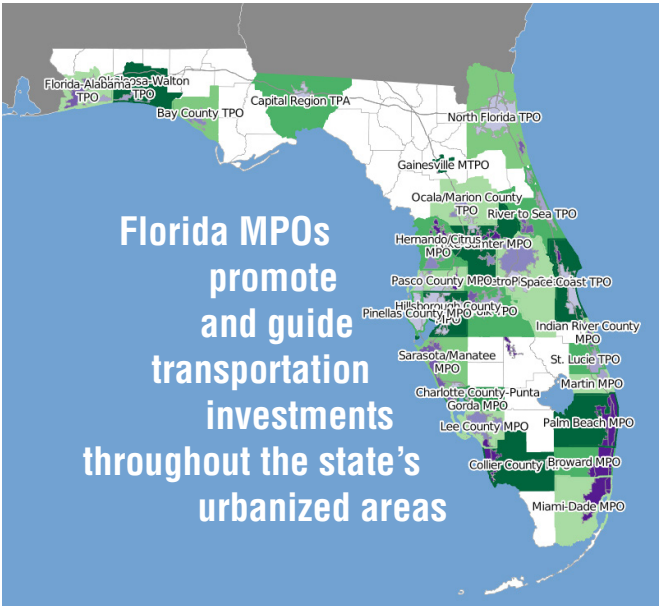
HOW DOES FREIGHT IMPACT AN MPO?

The movement of freight has a significant impact on the people and infrastructure in a region. Within the MPO's planning world, the definition of "freight" encompasses more than simply the trucks on roadways. While the word "freight" is commonly used to refer to tangible goods being moved from one location to another, **the dimensions of the "freight system" include the transportation and logistics processes that are involved in moving products from raw material producers to industry to consumers – and all the steps in-between.**



The "freight system" therefore consists of the roads, rails, airports, seaports, and other facilities, such as pipelines, used to move goods from place to place; as well as the manufacturers, warehouses, distribution centers, foreign trade zones, and wholesale and retail establishments that generate, advance and store goods available for consumption.

The freight community impacts an MPO's planning area in many ways. Truck traffic patterns and volumes are one of the most visible impacts. The presence of trucks and ease of their movements dramatically impacts business operations as well as conflicts with other system users. **At a larger scale, freight transportation impacts a region's economic competitiveness and can even be used to help attract and retain companies that rely on competitive freight services.**





The freight and logistics industry also impacts the types of jobs available to residents and workforce training necessary to fill these jobs. Over the last several years, many of Florida's colleges and universities, and even high schools, have developed or expanded programs to provide training in logistics, international trade, and goods movement. Studies have shown that the transportation and logistics industry generates jobs with above average salaries, increasing the value to the local economy.

The need for MPOs to understand and partner with the freight industry gives the freight industry an invaluable opportunity to have a voice.

The ability of an MPO to impact these components varies by ownership, funding program eligibility criteria, and community support. This freight system consists of a mix of public and private facilities, and many aspects of the system are used by both passengers and freight. This can complicate the ability of an MPO to

Every product made by Florida's 19,000 plus manufacturers has a unique supply chain, and relies on the freight system to move goods between businesses and consumers. Florida's freight system and freight industry are a significant contributor to Florida's economy.



invest in critical improvements. The balancing of often divergent needs can be challenging.

MPOs also help secure funding from State and Federal sources to ensure that resources are available to spend on the region's most critical freight assets to keep the system operating smoothly. Funding freight infrastructure helps repair, maintain, and expand the freight system, reduce congestion and bottlenecks, and improve the regional economy. In recent years, major freight projects throughout Florida have included the **PortMiami Tunnel**, the **Eller Driver Overpass** at Port Everglades, the **Crosstown Connector** at Port Tampa Bay, the **I-295 Beltway** in Jacksonville, and the **CSX Intermodal Logistics Center** in Lakeland. All of these critical capacity projects were supported by the MPO planning process and were programmed at the request of private partners. **The voice of industry is critical to advance key projects of this magnitude.**

HOW CAN FREIGHT PROVIDERS BECOME INVOLVED?
Private sector freight providers can engage with the MPO in many ways. MPOs are constantly looking for ways to enhance their transportation planning programs with more and better data. Freight specific data challenges MPOs and their state partners due to availability of data sources, confidentiality concerns by industry data owners, and cost to purchase and/or collect data that is useful. **A willingness and ability by industry to share data can significantly enhance an MPO's freight program.**

Training and outreach is another key component of an MPO's transportation program. Many Florida MPOs have conducted freight summits to bring public and private stakeholder together to identify and discuss freight transportation needs and ways to address those needs as part of a balanced program. **Participating in panels by private industry within forums of this type provides an opportunity to promote the importance of freight mobility and its tie to economic development and competitiveness.**

One of the best and most formalized and ongoing ways for the private sector freight industry to engage with an MPO to weigh in on key freight investment needs is through participation in a freight transportation advisory committee (FTAC). While not all MPOs currently have an FTAC, there are examples throughout Florida and the U.S. of best practices. This provides industry representatives with a formal voice with the elected officials setting the policy and investment direction for the region. This also allows for the development of ongoing partnerships that build trust and support for all users of the transportation system.

Why Should Private Industry Participate in a Freight Transportation Advisory Committee?

Freight transportation needs and priorities are not always the same as other transportation system users. Freight needs are typically related to access to customers, the impact of regulatory restrictions, and overall system capacity – across all modes of freight transportation.

In order for an MPO to capture and address these needs, industry input is critical. The private sector knows where the problems are, what the fixes should be, and what the economic competitiveness impacts are of not addressing the problems.

Private sector involvement with the MPO, assures that the most important freight bottlenecks will likely be addressed and prioritized. A freight transportation advisory committee (FTAC) provides a formal and regular opportunity to bring industry and government representatives together to help solve freight mobility, economic competitiveness, and community impact issues.

As MPOs work to form FTACs, convincing private sector representatives to participate can be difficult. **But this is industry's opportunity to influence investment decisions and promote freight mobility within an MPO's investment program.**

What is an FTAC?

"The Freight Transportation Advisory Committee (FTAC) is the industry's advisory panel to the MPO Governing Board on freight movement and truck traffic needs. Aside from advising the MPO, the FTAC considers the types of improvements that should be made with regard to safety and freight efficiency in the region including:

- Improving the turning radii for trucks
- Enhancing access to freight trucks
- Increasing capacity through select road widening projects
- Determining logistics for truck parking/staging
- Modifying access to both seaport cargo and cruise operations in the Port of Miami
- Promoting regular communication among freight businesses, elected officials, and appointed officials"



<http://miamidademipo.org/freight-transportation-advisory-committee.asp>

investment program that equally supports its residential, commercial, and industrial communities.

Florida has identified economic diversification as a critical growth strategy. One of the key goals is to emerge as a global logistics hub. This has significantly influenced state and local funding decisions, workforce development programs, global marketing initiatives, and refinement of economic incentive programs.

Florida is home to...

- \$132 B in trade with 225 trade partners
- \$66 B in Florida-origin goods exports
- \$31 B in Florida services exports
- 512,000 jobs in transportation, trade, and logistics
- 1 in 5 of the nation's exporters

And seaports and airports that move nearly \$162 B of merchandise trade to and from global markets

WHAT ARE THE ANTICIPATED IMPACTS OF FUTURE TRENDS?
There are many local, state, national and international trends that are impacting and challenging Florida and its MPOs. Continued population growth within the now third most populous state in the U.S. will continue to increase the demand for goods and services, high paying jobs, and a competitively high quality of life. **This means MPO leadership needs to promote an**

PERSPECTIVE	FACILITIES		ROLE OF THE MPO
Global Gateways	Seaports	Spaceports	• Work with State and local partners on planning and funding for facility construction, maintenance, and expansion • Assess demand/capacity • Engage stakeholders
	Coastal Waterways	Airports	
Inter- and Intra-Regional Corridors	Railroads and Rail Facilities	Interstate Highway System	• Study congestion, capacity, safety, and system performance • Planning and funding for regional investment • Coordinate among stakeholders and governmental agencies
	Local Roadways and Connectors		
Local and Last-Mile Connections			• Make investments to address land use or safety conflicts, truck route connectivity, and freight "hot spots" • Coordinate programs such as "last mile" or "off-peak" delivery