

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 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. **MPOs must work with and support their member communities to address truck impacts on increasingly local streets.** Truck route restriction programs are often led by cities and municipalities and can have significant impacts on accessibility to final delivery points.

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. Freight



activities represent an additional consideration that must compete for attention. All of these focus areas must be addressed as part of comprehensive plans to minimize modal conflicts and maintain safe streets for all users.



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. Many MPOs have successfully engaged the freight industry through the creation of freight transportation advisory committees. This provides a voice for freight among all the other interests.

SUMMARY

Freight mobility is critical for Florida’s communities. Freight planning efforts can help identify, prioritize, and fund the necessary projects to maintain and grow regional and state economies. It also helps MPOs compete for available grant programs. **MPO leadership and elected officials are the stewards of the well being and prosperity of their communities.** The freight industry is a critical part of the community and must be preserved and protected.

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FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL

Freight and the MPO

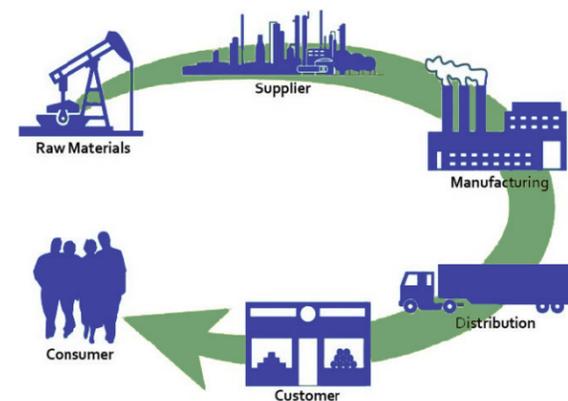
WHY IS EFFECTIVE FREIGHT PLANNING CRITICAL TO AN MPO?

An MPO’s elected officials direct, guide and prioritize the transportation investments funded and advanced by a community. These projects preserve and enhance the mobility and safety of the movement of people and freight. For most urbanized areas, conflict exists between transportation system users. The effective movement of people – via auto, transit, bike and pedestrian can impede the competitive movement of cargo – via truck, rail, plane, and vessel. MPOs help evaluate options and balance the needs of both groups to ensure a high quality of life and a competitive and prosperous business environment. It is critical that an MPO’s elected officials promote an investment program that achieves this balance.



HOW IS FREIGHT DEFINED?

Within the realm of an 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.

This freight system consists of a mix of public and private facilities, which can further complicate the ability of an MPO to invest in critical improvements. Many aspects of the transportation system are used to move both passengers and freight. The balancing of often divergent needs can be challenging.

Florida is home to a diverse and growing freight industry:

- **Armellini Express Lines** is the largest American floral motor carrier serving Miami International Airport;
- **Maersk Lines, APL, Crowley Lines, and Zim Container Line** are just a few of the steam ship lines serving Florida’s seaports;
- **CSX and Florida East Coast Railway** provide service throughout Florida;
- **Flagler Development, Prologis** and many more developers are investing in Florida’s logistics infrastructure;
- **Publix Supermarkets** serves all of Florida and the Southeast relying on a private fleet of trucks; and
- **U.S. Post Office, FedEx, and UPS** operate in the majority of Florida’s commercial airports.



consumers. Florida’s freight system and freight industry are a significant contributor to Florida’s economy.



WHAT ARE THE IMPACTS OF THE FREIGHT COMMUNITY?

The freight system impacts all parts of society, providing access to goods and services, and generating good paying jobs well above the national average. Freight partners serve the tourism, agriculture, and construction industries – all of which would not exist without freight transportation; and they facilitate domestic and international trade. The direct and indirect benefits of the freight industry are significant and invaluable.

Freight partners also consume capacity, contribute to the wear and tear, and contribute to conflicts with other system users – making it absolutely critical that an MPO help balance all needs to promote a competitive business environment while preserving overall quality of life.

WHAT IS THE ROLE OF THE MPO?

Many of Florida’s MPOs have been engaged in freight transportation planning for many years, with some as early as the mid 1990s, developing freight plans, and working with their regional partners to identify freight projects.

MPOs help support investments in a wide range of project types to address the needs of freight facilities. These consist of studies to identify needs and priorities, inclusion of freight projects as part of investment programs (LRTP, TIP), participating in partner 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. All these efforts help the MPO ensure a high quality of life for residents. MPO leadership sets the tone for each of these activities.

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.

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



Producing a Freight Plan is essential to effectively position and compete for available funding programs. The ability of an MPO to illustrate a project is documented in an adopted freight plan increases its competitive position for funding for both state and federal programs. Key funding programs include:

- Florida’s Strategic Intermodal System (SIS) funds the majority of new capacity along the state’s designated roadway as well as provides matching funds for rail, seaport, and airport projects with \$26 billion in SIS funding programmed in the current 5-year work program.
- US DOT’s Fixing America’s Surface Transportation (FAST) Act has increased funding available for States and MPOs for freight projects. The FAST Act has a \$4.5 billion competitive grant program and \$6.3 billion in formula funding exclusively for freight projects.

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 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

Why Should an MPO have a Freight Transportation Advisory Committee?

Freight transportation needs and priorities are not always the same as other transportation system users. Needs are typically related to access to loads and 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.



An MPO has advisory committees to address many aspects of its program – technical, citizens, bike/ped, and others. A freight transportation advisory committee (FTAC) should be among the list. This brings industry and government together to help solve freight mobility, economic competitiveness, and community impact issues.



The Miami-Dade MPO is one of several Florida MPOs that has had an FTAC in place for more than a decade. It advises the MPO’s freight program, identifies key issues, and helps sets priorities.

has significantly influenced state and local funding decisions, workforce development programs, global marketing initiatives, and refinement of economic incentive programs.

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.



PERSPECTIVE	FACILITIES		ROLE OF THE MPO
Global Gateways	Seaports	Spaceports	<ul style="list-style-type: none"> Work with State and local partners on planning and funding for facility construction, maintenance, and expansion Assess demand/capacity Engage stakeholders
Inter- and Intra-Regional Corridors	Coastal Waterways	Airports	<ul style="list-style-type: none"> Study congestion, capacity, safety, and system performance Planning and funding for regional investment Coordinate among stakeholders and governmental agencies
Local and Last-Mile Connections	Local Roadways and Connectors		<ul style="list-style-type: none"> 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