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**Introduction**

This report is setting the path for the Sarasota/Manatee Metropolitan Planning Organization (MPO) to **recommend goals, strategies, and performance measures** for the transportation system to meet the Federal legislation of *Moving Ahead for Progress in the 21st Century* or MAP-21 and the newest legislation, *Fixing America’s Surface Transportation Act* or FAST Act. The piece of MAP-21 and FAST Act legislation that this report will discuss are goals and strategies that the MPO can implement to improve the transportation network within its boundaries to make freight movement more efficient.

MAP-21 legislation was signed into law on July 6, 2012 and presented six national goals to address performance management and freight mobility which will be discussed later in the report. In addition, MAP-21 consolidated several dozen Federal transportation funding programs into six core programs. On December 4, 2015 FAST Act legislation was signed into law. The FAST Act intends to streamline provisions outlined in MAP-21 and focuses on three key areas:

- Improve mobility of America’s highways
- Create jobs and support economic growth
- Accelerate project delivery and promote innovation

According to the Federal Highway Administration (FHWA), the first area that the FAST Act focuses on is improving mobility on America’s highways. The FAST Act establishes and funds new programs to ease congestion and move freight on the Interstate System and other major highways. New programs established within the FAST Act are the National Highway Freight Program and Nationally Significant Freight and Highway Projects Grant Program (FASTLANE Grants).

The second area that the FAST Act addresses is the creation of jobs and supporting economic growth. This legislation authorizes $307 billion from FY 2016 through FY 2020 for road, bridge, bicycling, and pedestrian improvements. There are also several provisions that are designed to improve the movement of freight.

The final area that the FAST Act touches on is the acceleration of project delivery and promotion of project innovation. This area builds on the goals set forth by MAP-21 and improves them with the intention of addressing the timely delivery of projects. The changes spelled out in the FAST Act are intended to promote innovation and efficiency in the development of projects from the planning and environmental review process through project delivery.

**Study Area**

The study area for the Sarasota/Manatee Freight Profile is within the boundaries of the Sarasota/Manatee Metropolitan Planning Organization (MPO) which covers most of Manatee and Sarasota Counties. **Figure I-1** is a map of the service area of the Sarasota/Manatee MPO. This report will also include freight data and statistics from the entire state of Florida to be used as a comparison and breakdown.
What drives freight?
The Federal legislation of MAP-21 and FAST Act form an outline of what the freight transportation policy goals and objectives should be. In order to understand why the national freight policy and objectives are written the way they are, one must understand what drives freight and what the characteristics of freight and freight movement are in a particular region and state.

In the Sarasota/Manatee Region the largest freight generators are:

1. Tourism
2. Distribution
3. Agriculture
4. Manufacturing
5. Healthcare
6. Government and Military
The amount and movement of freight is primarily driven by economic factors such as population and employment. Areas with a large population and employment are places where more freight will be moved so that goods can reach the consumers in that area. Florida recently became the third largest state in the nation in terms of population, trailing only California and Texas according the U.S. Census Bureau, with a population of over 20 million.

In the Sarasota/Manatee area, the regional population in 2010 was 702,281 and is projected to grow to 987,200 in 2040, an increase of nearly 41%. In 2010, employment in the Sarasota/Manatee region was at 366,000 jobs and is anticipated to grow to 496,900 jobs in 2040, an almost 36% increase. Figures I-2 and I-3 are maps showing where population is concentrated in 2010 and where population is anticipated to be concentrated in 2040. Figures I-4 and I-5 are maps that show where employment is concentrated in 2010 and where employment is projected to be concentrated in 2040.

The following maps show that in 2040 most of the population and employment growth will remain on the west side of I-75 in the Sarasota/Manatee region just as it is today but will be more dense than it is at the present time.

Below is a list of the top five major private sector employers in the Sarasota/Manatee Region by number of employees:

1. Publix – 3,316 employees
2. PGT Industries – 1,924 employees
3. Beall’s Inc. – 1,694 employees
4. Manatee Memorial Healthcare System – 1,150 employees
5. Tropicana Products, Inc. – 1,000 employees
Figure I-3: 2040 Sarasota/Manatee Population
Figure I-4: 2010 Sarasota/Manatee Employment
Figure I-5: 2040 Sarasota/Manatee Employment
Within the study area, several freight generators will be discussed such as Port Manatee, Sarasota-Bradenton International Airport, and the beaches with the heavy tourism industry located along the barrier islands which drives the demands for freight. Roadways such as I-75, I-275 and University Parkway west of I-75 are major Florida Department of Transportation (FDOT) Strategic Intermodal System (SIS) roadways.

**Section 1: Freight Policy**

Section 1 of this report deals with national and state freight policies and strategies in conjunction with MAP-21 legislation.

**National Freight Policy**

Within MAP-21 and the FAST Act, there are six policy goals outlined. Those goals are as follows:

- Improving the freight transportation system to economic efficiency, productivity, and competitiveness
- Reducing congestion of the freight transportation system
- Improving the safety, security, and resilience of the freight transportation system
- Improving the maintenance of the freight transportation system
- Using advanced technology, performance management, innovation, competition, and accountability in operating and maintaining the freight transportation system
- Reducing adverse environmental and community impacts of the freight transportation system

These goals form an outline that states and MPOs are advised to follow as they create their own freight goals and strategies to determine which projects should be prioritized to meet the national freight goals stated in MAP-21 and FAST Act.

On April 22, 2016, the Federal Highway Administration (FHWA) published in the Federal Register a Notice of Proposed Rulemaking (NPRM) to propose new freight measures that are to correspond with the freight goals set for in MAP-21 and FAST Act. This NPRM proposes the following regulations:

- Congestion reduction – To achieve a significant reduction in congestion on the National Highway System (NHS)
- System reliability – To improve the efficiency of the surface transportation system
- Freight movement and economic vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets and support regional economic development
- Environmental sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment

In addition to the regulations stated above, the FHWA’s NPRM also stated the following processes:

- Provides for greater consistency in the reporting of conditions and performances
- Proposes requirements for the establishment of targets that can be aggregated at the national level
- Proposes reporting in a consistent manner on progress achievement
- Proposes a process for determining a State DOT’s significant progress
On October 14, 2016, US DOT issued in the Federal Register a set of requirements for states to create a State Freight Advisory Committee and a State Freight Plan. This requirement is in line with the FAST Act legislation. The proposed rules require that the State Freight Plan must include the following items:

- Identification of significant freight system trends, needs, and issues with respect to the state
- A description of the freight policies, strategies, and performance measures that will guide freight related transportation investment decisions
- Listing of multimodal critical rural freight facilities and corridors designated within the state under Section 167 Title 23 (National Freight Program)
- Listing of critical rural and urban freight corridors with the state under Section 167 Title 23 (National Freight Program)
- A description of how the plan will improve the ability of the state to meet the national multimodal freight policy goals described in Section 7010(b) of Title 49, United States Code and the national highway freight program goals described in Section 167 of Title 23
- A description of how innovative technologies and operational strategies, including freight intelligent transportation systems, that improve the safety and efficiency of the freight movement were considered
- In the case of roadways traveled by heavy vehicles is projected to substantially deteriorate the condition of the roadways, a description of improvements that may be required to reduce or impede the deteriorations
- An inventory of facilities with freight mobility issues, such as bottlenecks, within the state, and for those facilities that are state owned or operated, a description of strategies the state is employing to address those freight mobility issues
- Consideration of any significant congestion or delay caused by freight movements and any strategies to mitigate that congestion or delay
- A freight investment plan that, subject to 49 U.S.C. 70202, includes a list of priority projects and describes how funds made available to carry out 23 U.S.C. 167 would be invested and matched
- Consultation with the State Freight Advisory Committee

State Freight Planning Efforts and Goals
The Florida Department of Transportation developed the Florida Freight Mobility and Trade Plan to outline the state’s efforts to address the national freight policy and objectives set forth in MAP-21. The regional and state goals are listed below. For the full list, please refer to Appendix B.

1. Capitalize on the freight transportation advantages of Florida through collaboration on economic development, trade, and logistics programs.

2. Increase operational efficiency of goods movement

3. Minimize costs in the supply chain

4. Align public and private efforts for trade and logistics

5. Raise awareness and support for freight movement investments

6. Develop a balanced transportation planning and investment model that considers and integrates all forms of transportation

7. Transform the FDOT's organizational culture to include consideration of supply chain and freight movement issues
Section 2: Infrastructure
Section 2 describes the existing freight infrastructure, programmed improvements, freight generators, freight designated routes, and current and future land use within the Sarasota/Manatee MPO study area. The roadway infrastructure is critical to moving freight and driving the economy. The highway network carries the majority of the freight traffic in Sarasota and Manatee Counties, with Interstate 75 (I-75) being the spine of the highway network within the study area. Other freight facilities include Port Manatee, Sarasota-Bradenton International Airport, and the CSX Railroad.

Freight generators are what drives freight traffic and the economy. The economy of the Sarasota/Manatee region has historically been driven by tourism and agriculture and continues to do so today. Other sectors of the economy such as distribution, healthcare, manufacturing, and government are also freight generators that create trips on the infrastructure network.

Highway Infrastructure
As stated above, the highway network carries most of the freight within the Sarasota/Manatee area with I-75 being the main freight corridor. I-75 connects the Sarasota/Manatee region to Fort Myers, Naples, and Miami to the south while connecting the region to Tampa, Atlanta, Chicago, and other destinations in the Southeast and Midwest to the north. Figures 2-1 and 2-2 are maps that show the freight movements to and from Florida in 2010 and 2040. The maps are from the FHWA Freight Management and Operations webpage.

In both maps, I-75 along with I-95 and I-10, carry most of the freight that is transported by truck to and from Florida. In 2040, the amount of freight delivered by truck more than doubles from 2010.

In addition to I-75, other freight corridors include US 301 which passes through a large distribution and manufacturing activity area between Sarasota and Bradenton, University Boulevard which connects I-75 with Sarasota-Bradenton International Airport, I-275 which connects I-75 with Pinellas County and Port Manatee, and US 41 from I-275 to Port Manatee. Figure 2-3 is a map of designated freight roadways within the Sarasota/Manatee area.
Figure 2-1: Major Flows by Truck To, From, and Within Florida 2010

Note: Major flows include domestic and international freight moving by truck on highway segments with more than twenty five FAF trucks per day and between places typically more than fifty miles apart.

Figure 2-2: Major Flows by Truck To, From, and Within Florida 2040

Note: Major flows include domestic and international freight moving by truck on highway segments with more than twenty five FAF trucks per day and between places typically more than fifty miles apart.
Figure 2-3: Designated Freight Roadways
Figure 2-4 is the adopted regional roadway map for the Sarasota/Manatee Urbanized Area and Figure 2-5 is the Tampa Bay Area Regional Transportation Authority (TBARTA) Roadway Classification Map for West Central Florida.
Figure 2-5: TBARTA Roadway Classification Map for West Central Florida
The only roadways that are classified as freeway/interstate are I-75 and I-275 within the Sarasota/Manatee Urbanized Area. In the TBARTA map, other roadways such as I-4 in addition to I-75 and I-275 to distribute freight to the West Central Florida Region.

To evaluate the freight roadway system in the Sarasota/Manatee area, traffic counts and level of service are used to make this evaluation. **Table 2-1** shows the 2015 Average Annual Daily Volumes (AADT) and truck volumes along I-75 in Florida to compare the Sarasota/Manatee Region to I-75 in other parts of Florida.

**Table 2-1: I-75 AADT and Truck Volumes at Various Locations in Florida**

<table>
<thead>
<tr>
<th>Facility</th>
<th>Location</th>
<th>AADT</th>
<th>Truck Volumes</th>
<th>Truck Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-75</td>
<td>South of Sheridan Street, Broward County</td>
<td>167,000</td>
<td>10,940</td>
<td>7%</td>
</tr>
<tr>
<td>I-75</td>
<td>Alligator Alley, Broward County</td>
<td>25,537</td>
<td>2,906</td>
<td>11%</td>
</tr>
<tr>
<td>I-75</td>
<td>North of Naples, Collier County</td>
<td>92,399</td>
<td>6,873</td>
<td>7%</td>
</tr>
<tr>
<td>I-75</td>
<td>South of Colonial Blvd., Lee County</td>
<td>83,500</td>
<td>10,127</td>
<td>12%</td>
</tr>
<tr>
<td>I-75</td>
<td>Airport Road, Charlotte County</td>
<td>55,025</td>
<td>6,740</td>
<td>12%</td>
</tr>
<tr>
<td>*I-75</td>
<td>South of Sumter Blvd.</td>
<td>54,000</td>
<td>7,515</td>
<td>14%</td>
</tr>
<tr>
<td>*I-75</td>
<td>South of Laurel Road</td>
<td>81,500</td>
<td>7,735</td>
<td>9%</td>
</tr>
<tr>
<td>*I-75</td>
<td>South of Bee Ridge Road</td>
<td>104,223</td>
<td>10,100</td>
<td>10%</td>
</tr>
<tr>
<td>*I-75</td>
<td>South of SR 70</td>
<td>123,500</td>
<td>12,203</td>
<td>11%</td>
</tr>
<tr>
<td>*I-75</td>
<td>South of I-275</td>
<td>88,500</td>
<td>11,851</td>
<td>13%</td>
</tr>
<tr>
<td>*I-75</td>
<td>North of I-275</td>
<td>71,000</td>
<td>10,643</td>
<td>15%</td>
</tr>
<tr>
<td>I-75</td>
<td>North of SR 60, Hillsborough County</td>
<td>157,000</td>
<td>10,078</td>
<td>6%</td>
</tr>
<tr>
<td>I-75</td>
<td>North of Fletcher Avenue, Hillsborough County</td>
<td>99,000</td>
<td>9,190</td>
<td>9%</td>
</tr>
<tr>
<td>I-75</td>
<td>North of SR 56, Pasco County</td>
<td>84,214</td>
<td>10,434</td>
<td>12%</td>
</tr>
<tr>
<td>I-75</td>
<td>South of Florida’s Turnpike, Sumter County</td>
<td>44,301</td>
<td>8,754</td>
<td>20%</td>
</tr>
<tr>
<td>I-75</td>
<td>South of SR 200, Marion County</td>
<td>87,000</td>
<td>16,687</td>
<td>19%</td>
</tr>
<tr>
<td>I-75</td>
<td>South of Gainesville, Alachua County</td>
<td>66,072</td>
<td>12,984</td>
<td>20%</td>
</tr>
<tr>
<td>I-75</td>
<td>South of I-10, Columbia County</td>
<td>22,133</td>
<td>5,312</td>
<td>24%</td>
</tr>
<tr>
<td>I-75</td>
<td>North of SR 6, Hamilton County</td>
<td>35,500</td>
<td>9,585</td>
<td>27%</td>
</tr>
</tbody>
</table>

* Indicates Sarasota/Manatee Region traffic count locations
Source: Florida Department of Transportation Online Traffic Data
As seen in Table 2-1, I-75 in the Sarasota/Manatee Region has truck volumes ranging from 9% south of Laurel Road in Sarasota County to 15% north of the I-275 interchange in Manatee County. Outside of the Sarasota/Manatee Region, I-75 has truck volumes ranging from 7% in Broward County in the Miami-Ft. Lauderdale area to 27% near the Georgia State Line in Hamilton County.

The next table, Table 2-2, shows truck volumes on other freight designated roadways in the Sarasota/Manatee Region. Piney Point Road, west of US 41, has the highest percentage of trucks at 27% because it is the entrance into Port Manatee. US 301 east of I-75 in Ellenton and University Parkway have the lowest percentage of trucks.

<table>
<thead>
<tr>
<th>Facility</th>
<th>Location</th>
<th>AADT</th>
<th>Truck Volumes</th>
<th>Truck Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-275</td>
<td>West of I-75</td>
<td>49,000</td>
<td>3,832</td>
<td>8%</td>
</tr>
<tr>
<td>US 41</td>
<td>North of Port Manatee</td>
<td>9,300</td>
<td>956</td>
<td>10%</td>
</tr>
<tr>
<td>US 41</td>
<td>South of Port Manatee</td>
<td>11,300</td>
<td>1,061</td>
<td>9%</td>
</tr>
<tr>
<td>US 41/301</td>
<td>DeSoto Bridge</td>
<td>59,500</td>
<td>3,755</td>
<td>6%</td>
</tr>
<tr>
<td>US 301</td>
<td>East of I-75</td>
<td>40,000</td>
<td>1,604</td>
<td>4%</td>
</tr>
<tr>
<td>US 301</td>
<td>South of SR 70</td>
<td>39,000</td>
<td>3,112</td>
<td>8%</td>
</tr>
<tr>
<td>SR 64</td>
<td>West of I-75</td>
<td>48,000</td>
<td>2,645</td>
<td>6%</td>
</tr>
<tr>
<td>SR 70</td>
<td>West of I-75</td>
<td>48,880</td>
<td>3,446</td>
<td>7%</td>
</tr>
<tr>
<td>University Parkway</td>
<td>West of I-75</td>
<td>58,000</td>
<td>2,030</td>
<td>4%</td>
</tr>
<tr>
<td>SR 780 / Fruitville Road</td>
<td>West of I-75</td>
<td>57,000</td>
<td>3,022</td>
<td>5%</td>
</tr>
<tr>
<td>SR 72</td>
<td>West of I-75</td>
<td>44,000</td>
<td>2,125</td>
<td>5%</td>
</tr>
<tr>
<td>Piney Point Road (Port Manatee)</td>
<td>West of US 41</td>
<td>2,300</td>
<td>631</td>
<td>27%</td>
</tr>
</tbody>
</table>

Source: Florida Department of Transportation Online Traffic Data

**Bridges**

Being on a coastal location, bridges are an important links on the roadway system in the Sarasota/Manatee area. Because tourism is a large part of the economy in the Sarasota/Manatee region, particularly along the beaches on the barrier islands of Anna Maria Island, Longboat Key, Lido Key, St. Armands Key, and Siesta Key. Bridges are the only link that tourists, workers, and freight can reach the barrier islands from the mainland. There are five bridges linking the mainland with the most popular barrier islands. In addition to the bridges linking the barrier islands to the mainland, part of the Sunshine Skyway Bridge is in Manatee County and is part of I-275 which is on FDOT’s SIS. The Sunshine Skyway Bridge is the only direct link between the Sarasota/Manatee area and Pinellas County which is home to St. Petersburg and Clearwater. Table 2-3 is a list of the bridges showing the existing (2015) volumes with the corresponding truck volumes and percentages.
### Table 2-3: Bridges Existing (2015) AADT and Truck Volume and Percentages

<table>
<thead>
<tr>
<th>Facility</th>
<th>Location</th>
<th>AADT</th>
<th>Truck Volumes</th>
<th>Truck Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 72</td>
<td>Stickney Point Road Bridge</td>
<td>25,000</td>
<td>770</td>
<td>3%</td>
</tr>
<tr>
<td>SR 758</td>
<td>Siesta Drive Bridge</td>
<td>16,200</td>
<td>588</td>
<td>4%</td>
</tr>
<tr>
<td>SR 789</td>
<td>Ringling Causeway</td>
<td>35,000</td>
<td>1,319</td>
<td>4%</td>
</tr>
<tr>
<td>SR 684</td>
<td>Cortez Road Bridge</td>
<td>15,700</td>
<td>620</td>
<td>4%</td>
</tr>
<tr>
<td>SR 64</td>
<td>Manatee Avenue Bridge</td>
<td>16,400</td>
<td>707</td>
<td>4%</td>
</tr>
</tbody>
</table>

Source: Florida Department of Transportation Online Traffic Data

The data compiled for AADT and truck volumes for the five area bridges that connect the beaches and barrier islands to the mainland are averaging around 4% for truck traffic. The SR 789/Ringling Causeway has the highest AADT and truck volumes at 35,000 and 1,319 respectively. The SR 684/Cortez Road Bridge has the lowest AADT and truck volumes at 15,700 and 620 respectively.

### Railroad Crossings

The only rail lines in the Sarasota/Manatee area is owned by CSX and the Seminole-Gulf Railway. Due to light rail traffic south of Port Manatee, rail crossings along roadways that carry much of the freight are impacted very little by trains. The following table lists the railroad crossings in the Sarasota/Manatee Region and the AADT and truck volumes that use these railroad crossings.

<table>
<thead>
<tr>
<th>Facility</th>
<th>Location</th>
<th>AADT</th>
<th>Truck Volumes</th>
<th>Truck Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 64</td>
<td>Downtown Bradenton</td>
<td>38,000</td>
<td>1,289</td>
<td>3%</td>
</tr>
<tr>
<td>SR 70</td>
<td>Bradenton</td>
<td>30,500</td>
<td>1,016</td>
<td>3%</td>
</tr>
<tr>
<td>University Parkway</td>
<td>Near Sarasota-Bradenton International Airport</td>
<td>30,000</td>
<td>1,005</td>
<td>3%</td>
</tr>
<tr>
<td>SR 780</td>
<td>Sarasota</td>
<td>35,000</td>
<td>1,481</td>
<td>4%</td>
</tr>
</tbody>
</table>

Source: Florida Department of Transportation Online Traffic Data

All roadways along the railroad crossings are carrying over 30,000 AADT. Although SR 64 in the Downtown Bradenton had the highest AADT at the railroad crossing, SR 780 in Sarasota has the highest number of trucks and the highest truck percentage of all four railroad crossings in the Sarasota/Manatee Region.

### Planned Improvements

One of the main purposes of the Sarasota/Manatee 2040 Long Range Transportation Plan is to identify projects needed to increase mobility. Because the safe and efficient movement of freight is one of the key goals of MAP-21 and the FAST ACT legislation, the Sarasota/Manatee 2040 Long Range Transportation Plan has several planned projects that are geared toward addressing freight mobility issues.
In June 2013, the *Florida Freight Mobility and Trade Plan* was published by FDOT. This report outlined the existing freight infrastructure in Florida and detailed the projects needed to keep Florida at the forefront of national and international freight mobility and trade. The *Florida Freight Mobility and Trade Plan* followed MAP-21 legislation guidelines and goals in selecting projects and project priority. *Table 2-5* is a list of programmed projects from the Sarasota/Manatee 2040 Long Range Transportation Plan and the Florida Freight Mobility and Trade Plan.

### Table 2-5: Planned Roadway Freight Projects in *Sarasota/Manatee 2040 Long Range Transportation Plan* and the *Florida Freight Mobility and Trade Plan*

<table>
<thead>
<tr>
<th>Facility</th>
<th>From</th>
<th>To</th>
<th>Project</th>
<th>Cost</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>EZ Flyover</td>
<td>US 41</td>
<td>Port Manatee/Port Connector</td>
<td>2-lane undivided bridge</td>
<td>$49,000,000</td>
<td>LRTP</td>
</tr>
<tr>
<td>Port Manatee Connector</td>
<td>US 41</td>
<td>US 301</td>
<td>4-lane divided roadway with 55 mph + design speed to connect Port Manatee with US 41, I-75, and US 301</td>
<td>$217,570,000</td>
<td>LRTP</td>
</tr>
<tr>
<td>I-75</td>
<td>At Bee Ridge Road</td>
<td>Modify Interchange</td>
<td></td>
<td>$94,320,000</td>
<td>LRTP and Florida Freight Mobility and Trade Plan</td>
</tr>
<tr>
<td>I-75</td>
<td>At SR 64</td>
<td>Modify Interchange</td>
<td></td>
<td>$50,930,000</td>
<td>LRTP and Florida Freight Mobility and Trade Plan</td>
</tr>
<tr>
<td>I-75</td>
<td>At SR 70</td>
<td>Modify Interchange</td>
<td></td>
<td>$124,000,000</td>
<td>LRTP and Florida Freight Mobility and Trade Plan</td>
</tr>
<tr>
<td>I-75</td>
<td>At SR 780/Fruitville Road</td>
<td>Modify Interchange</td>
<td></td>
<td>$116,830,000</td>
<td>LRTP and Florida Freight Mobility and Trade Plan</td>
</tr>
<tr>
<td>I-75</td>
<td>At SR 72/Clark Road</td>
<td>Modify Interchange</td>
<td></td>
<td>$99,500,000</td>
<td>LRTP and Florida Freight Mobility and Trade Plan</td>
</tr>
</tbody>
</table>

*Source: Sarasota/Manatee 2040 Long Range Transportation Plan and Florida Freight Mobility and Trade Plan*

Two projects, the Port Manatee Connector and the EZ Flyover/East-West Connector are two “last mile” projects aimed directly at freight movements in and out of Port Manatee to I-75. By providing a direct connection and flyover ramps to US 41, freight traffic can move more easily and efficiently between the interstate system and Port Manatee. Five of the projects are I-75 interchange modifications to improve the efficiency of traffic flow along I-75 and the cross roads.

**Water – Port Manatee**

Port Manatee is a significant economic generator in the Sarasota/Manatee area. The Manatee County Port Authority governs Port Manatee and has 405 acres dedicated to cargo and 10 berths with over 7,000 liner feet of berthing space. The port boasts two mobile harbor cranes, one million square feet of public

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warehouse and office space. 207,000 square feet of refrigerated space, 30,000 square feet of freezer space, and 70 acres of laydown area. Port Manatee has 400-foot-wide channel with a depth of 37 feet. Port Manatee is the closest deep-water port in the United States to the Panama Canal, which recently has been expanded to handle larger ships thus increasing port activity along the U.S. Gulf and East Coasts.

The port owns a short line railroad that connects directly to the CSX railroad that is located adjacent to Port Manatee. The port is connected to the interstate system via US 41 which is a FDOT Strategic Intermodal System (SIS) facility from Port Manatee to I-275. An intermodal logistics center is also located at Port Manatee.

The port handled just over 25,000 container Twenty Foot Equivalent Units (TEU) in 2015, which places it behind the Port of Miami, Port Everglades, Port of Jacksonville, Port of Tampa, Port of Palm Beach, and the Port of Panama City in the number of container TEUs handled at Florida ports. The main imports are natural gas, fruits/vegetables, granite, petroleum products, and salt. The major exports are fertilizer, petroleum projects, juice NFC, linerboard, and scrap material.

Although not nearly as large as Florida’s major ports such as Port of Tampa, Port Miami, Port Everglades, and the Port of Jacksonville, Port Manatee does have several “peer” ports to compare to. The following table, Table 2-6, compares Port Manatee to its “peer” ports in Florida.

Table 2-6: Peer Ports Comparison

<table>
<thead>
<tr>
<th>Peer Port Comparisons</th>
<th>Arcies</th>
<th>Berths</th>
<th>Number of TEUs in 2015</th>
<th>Cruise Terminal</th>
<th>Import Tonnage in 2015</th>
<th>Export Tonnage in 2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Manatee</td>
<td>405</td>
<td>10</td>
<td>&gt;25,000</td>
<td>No</td>
<td>&gt;6,000,000</td>
<td>&lt;500,000</td>
</tr>
<tr>
<td>Port Canaveral</td>
<td>1,500</td>
<td>12</td>
<td>750</td>
<td>Yes</td>
<td>&gt;3,000,000</td>
<td>&lt;500,000</td>
</tr>
<tr>
<td>Port of Palm Beach</td>
<td>165</td>
<td>18</td>
<td>&gt;250,000</td>
<td>Yes</td>
<td>&lt;400,000</td>
<td>&lt;1,200,000</td>
</tr>
<tr>
<td>Port Panama City</td>
<td>110</td>
<td>6</td>
<td>35,000</td>
<td>No</td>
<td>&lt;1,000,000</td>
<td>&gt;1,000,000</td>
</tr>
<tr>
<td>Port of Pensacola</td>
<td>50</td>
<td>8</td>
<td>&lt;100</td>
<td>No</td>
<td>&gt;60,000</td>
<td>&lt;60,000</td>
</tr>
</tbody>
</table>

Source: Florida Seaport Profiles

Of the peer ports, Port Manatee handled the most import tonnage while the Port of Palm Beach had the most export tonnage in 2015. The Port of Palm Beach also had the highest number of TEUs in 2015 while Port Panama City had the second most followed by Port Manatee. Only two peer ports, Port Canaveral and Port of Palm Beach have cruise passenger terminals.

Air – Sarasota-Bradenton International Airport
The Sarasota-Bradenton International Airport is the only commercial and freight airport within the Sarasota/Manatee Urbanized Area and is one of the main facilities that tourists use to reach the area for
seasonal residency and vacation. Sarasota-Bradenton International Airport became an international gateway in November 1992 when the United States Customs Service placed a full time Customs Inspector at the airport. This has had a direct connection to the rise of international trade and tourism for the Sarasota/Manatee area. Currently four airlines serve Sarasota-Bradenton International Airport with regularly scheduled service to destinations like Atlanta, Charlotte, Chicago, New York-JFK, and Toronto. In 2015, Sarasota-Bradenton International Airport had over 1.2 million passengers pass through the airport which is nearly 2% more than in 2014.

Table 2-7 shows the number of planes and passengers in December 2015 and annually for 2015 verses 2014. The winter and spring months are usually the busiest time for the airport as this is the peak season for tourism in the Sarasota/Manatee area.

Table 2-7: Sarasota-Bradenton International Airport 2015 Plane and Passenger Statistics

<table>
<thead>
<tr>
<th>AIRCRAFT OPERATIONS</th>
<th>2015</th>
<th>2014</th>
<th>% CHANGE</th>
<th>2015 YEAR TO DATE</th>
<th>2014 YEAR TO DATE</th>
<th>% CHANGE</th>
<th>12 MONTHS ACTIVITY THRU DECEMBER</th>
<th>% CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRLINES</td>
<td>1,076</td>
<td>979</td>
<td>9.91%</td>
<td>11,432</td>
<td>10,498</td>
<td>8.90%</td>
<td>11,432</td>
<td>10,498</td>
</tr>
<tr>
<td>COMMUTER LINES</td>
<td>768</td>
<td>714</td>
<td>7.56%</td>
<td>7,188</td>
<td>6,198</td>
<td>15.97%</td>
<td>7,188</td>
<td>6,198</td>
</tr>
<tr>
<td>GENERAL AVIATION</td>
<td>4,287</td>
<td>4,373</td>
<td>-1.97%</td>
<td>53,866</td>
<td>51,928</td>
<td>3.73%</td>
<td>53,866</td>
<td>51,866</td>
</tr>
<tr>
<td>MILITARY</td>
<td>271</td>
<td>106</td>
<td>155.66%</td>
<td>2,692</td>
<td>2,413</td>
<td>11.56%</td>
<td>2,692</td>
<td>2,413</td>
</tr>
<tr>
<td>TOTAL ITINERANT</td>
<td>6,402</td>
<td>6,172</td>
<td>3.73%</td>
<td>75,178</td>
<td>71,037</td>
<td>5.83%</td>
<td>75,178</td>
<td>71,037</td>
</tr>
<tr>
<td>GENERAL AVIATION</td>
<td>2,734</td>
<td>1,783</td>
<td>53.34%</td>
<td>29,304</td>
<td>30,178</td>
<td>-2.90%</td>
<td>29,304</td>
<td>30,178</td>
</tr>
<tr>
<td>TOTAL OPERATIONS</td>
<td>9,136</td>
<td>7,955</td>
<td>14.85%</td>
<td>104,482</td>
<td>101,215</td>
<td>3.23%</td>
<td>104,482</td>
<td>101,215</td>
</tr>
<tr>
<td>TOTAL PASSENGERS:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OFF</td>
<td>58,838</td>
<td>54,171</td>
<td>8.62%</td>
<td>607,925</td>
<td>595,611</td>
<td>2.07%</td>
<td>607,925</td>
<td>595,611</td>
</tr>
<tr>
<td>TOTAL</td>
<td>111,454</td>
<td>104,895</td>
<td>6.25%</td>
<td>1,220,363</td>
<td>1,197,097</td>
<td>1.94%</td>
<td>1,220,363</td>
<td>1,197,097</td>
</tr>
</tbody>
</table>

Source: Sarasota-Bradenton International Airport Statistics

The Florida Freight Mobility and Trade Plan addresses deficiencies in the states airports and lists projects to make them more competitive for freight mobility and trade. The plan recommends 12 project for Sarasota-Bradenton International Airport to make it more competitive for cargo traffic, however all projects are listed as a low priority. Table 2-8 is a table listing the recommended projects for Sarasota-Bradenton International Airport from the Florida Freight Mobility and Trade Plan. The total cost of all recommended projects exceeds $67,000,000.
Table 2-8: Recommended Sarasota-Bradenton International Airport Projects from the Florida Freight Mobility and Trade Plan

<table>
<thead>
<tr>
<th>Projects</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design and construct Eastside Airport Access Road</td>
<td>$5,500,000</td>
</tr>
<tr>
<td>Design and construct FIS facility</td>
<td>$2,050,000</td>
</tr>
<tr>
<td>Design and construct maintenance Facility</td>
<td>$7,000,000</td>
</tr>
<tr>
<td>Design and construct rail extension to terminal, Phase 2</td>
<td>$13,500,000</td>
</tr>
<tr>
<td>Design rail access to airport</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>Intermodal rail extension, Phase 1</td>
<td>$20,400,000</td>
</tr>
<tr>
<td>Land acquisition aviation development Phase 1</td>
<td>$3,200,000</td>
</tr>
<tr>
<td>Land acquisition aviation development Phase 2</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>North Quad Access Road improvements</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>Phase 1 air center aprons</td>
<td>$5,000,000</td>
</tr>
<tr>
<td>Phase 2 air center aprons</td>
<td>$5,000,000</td>
</tr>
<tr>
<td>Rehabilitation airfield signs</td>
<td>$500,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$67,150,000</strong></td>
</tr>
</tbody>
</table>

Source: Florida Freight Mobility and Trade Plan

Railroads

In the Sarasota-Bradenton Region, there are only two rail lines, CSX, and the Seminole-Gulf Railway. The CSX railroad travels south from Hillsborough County into Manatee County, traveling parallel to the west of US 41 and I-75 and running adjacent to Port Manatee. The CSX rail line ends just south of downtown Bradenton near SR 70.

The existing rail line from SR 70 to just north of SR 72 is owned and operated by a short line railway, the Seminole-Gulf Railway. South of Port Manatee, rail traffic greatly decreases but serves the manufacturing and distribution facilities located along the rail line and US 301 corridor between Bradenton and Sarasota. Figure 2-6 is a map of the railroads located in the Sarasota/Manatee Region.
Figure 2-6: Map of Railroads in Sarasota/Manatee Region

Source: CSX Railroad
Section 3: Freight Generators

Freight generators are the activities that cause freight to move from location to another. As previously stated, employment and population growth drives freight growth. Employment is directly linked to industries and the largest industries in a region are usually the largest freight generators. The FDOT Florida Freight and Logistics Page lists the largest industries and freight generators in every county in Florida. In the Sarasota/Manatee Region the largest freight generators and industry are:

7. Tourism
8. Distribution
9. Agriculture
10. Manufacturing
11. Healthcare
12. Government and Military

This section will describe in detail the six major freight generators in the Sarasota/Manatee Region.

Tourism
Tourism is the single largest industry and freight generator in the Sarasota/Manatee Region. In 2015, the Sarasota/Manatee Region welcomed over 4 million visitors to the area according to the Sarasota Chamber of Commerce and the Manatee Chamber of Commerce, which is up 2.7% from 2014. This growth in tourism coincides with the growth in passenger traffic at Sarasota-Bradenton International Airport from 2014 to 2015. The economic impact is over $1.1 billion annually for the Sarasota/Manatee Region according to the Sarasota Chamber of Commerce and the Manatee Chamber of Commerce. Nearly 50,000 jobs in the region are tied to tourism. The barrier islands of Siesta Key, Lido Key, Longboat Key, and Anna Maria Island are the main destination points for tourists in the Sarasota/Manatee Region and where freight destined to serve the tourism industry is going.

Distribution
The distribution industry is the second largest freight generator in the Sarasota/Manatee Region. Grocery store chain Publix has a large distribution center in Sarasota and department store chain Beall’s, Inc. has their headquarters and distribution center in Manatee County. Publix employs over 3,300 people while Beall’s, Inc. has almost 1,700 employees in the region. Other companies with distribution centers in the region are Furniture Warehouse which has a distribution center along the US 301 corridor in Manatee County and FedEx which has a distribution center in Palmetto. As shown in Figure 2-3, the US 301 corridor between Bradenton and Sarasota is the major freight distribution corridor for the Sarasota/Manatee Region.

Agriculture
Agriculture has traditionally been a large industry in Florida and in the Sarasota/Manatee Region. Tropicana, Inc. was founded in 1947 in Bradenton. Tropicana, Inc. produces orange juice in Bradenton using oranges grown in Florida. One-third of the oranges grown in Florida are purchased by Tropicana, Inc. to produce orange juice and other related products.

Although the Sarasota/Manatee Region does not have as much land devoted to citrus production as it once did due to development and diseases infecting citrus crops. According to the Florida Farm Bureau, Manatee County ranks 10th in Florida for citrus production with 3.1 million trees and over 24,200 acres dedicated to citrus production. Sarasota County ranks 24th in Florida for citrus production. Citrus packing
houses in Sarasota and Bradenton still pack locally grown citrus to ship to markets in the Northeast and Midwest. In addition, fruits and vegetable are the number two largest import products at Port Manatee.

Cattle is another large agricultural industry in the Sarasota/Manatee Region. The Florida Farm Bureau states that in 2012, Sarasota County ranked 32nd out of 67 counties in Florida for cattle production over 15,600 head of beef cattle. Manatee County ranks 9th in Florida for cattle production with over 36,000 head of beef cattle and 3,300 head of dairy cattle. Most cattle are eventually shipped elsewhere for distribution.

Ornamental horticulture which includes growing things like sod and nursery plants are a large piece of the agricultural pie in the Sarasota/Manatee Region. The Florida Farm Bureau reports that Manatee County has 2,300 acres dedicated to sod farming and over 3,600 acres dedicated to nursery plants. Sarasota County ranks 25th in the state for ornamental horticulture.

Vegetable agriculture is the last large agricultural products grown in the Sarasota/Manatee Region. According to the Florida Farm Bureau, Manatee County has 55,700 acres for vegetable production. Most of the vegetables produced in the region are shipped to retailers elsewhere in Florida and around the nation.

Manufacturing
Manufacturing is large part of the Sarasota/Manatee economy according the Tampa Bay Business Journal. The Tampa Bay Business Journal reports that three of the four largest manufacturers in the eight county Tampa Bay Area are in the Sarasota/Manatee Region. PGT, Inc. in Venice is the largest manufacturer in the region with over 1,900 employees manufacturing custom windows and doors. Tropicana, Inc. in Bradenton is the second largest manufacturer in the region with 1,000 employees and produces orange juice and other fruit juices. Sun Hydraulics Corp. in Sarasota employs over 700 workers producing hydraulic cartridge valves and manifolds. The entire Sarasota/Manatee Region is home to more than 782 manufacturers in 2014 according to the Florida Department of Economic Opportunity’s Bureau of Labor Market Statistics. The vast majority of the goods produced are bound for markets outside of the Sarasota/Manatee Region.

Healthcare
The Sarasota/Manatee Region is home to six hospitals that employ thousands of people. Hospitals are generally large employment centers, often employing hundreds or workers, or in some cases thousands of workers. In addition to employees, these hospitals often see thousands of patients and visitors per day, driving the need for supplies, equipment, medications, and food, all of which are freight components.

The largest hospital in the region is Sarasota Memorial Hospital, which employees 5,000 people and has over 800 beds. This regional hospital is one of the largest public sector employers in the region and is a Level II trauma center. Manatee Memorial Hospital in Bradenton is the second largest hospital in the region with over 1,100 employees and over 300 beds. The third largest hospital in the region is Blake Medical Center in Bradenton with nearly 400 beds and over 800 employees followed by Venice Regional Hospital with over 300 beds and almost 900 employees. Doctors Hospital Sarasota checks in with over 150 beds and nearly 500 employees while the smallest hospital in the region, Lakewood Ranch Medical Center with approximately 120 beds.
Government

Often in regions, government is one of the largest employers in a region, whether it is federal, state, local governments, or military. In the Sarasota/Manatee Region, local governments and school districts make up the largest number of government employers. The largest government sector employers as of 2015 are as follows:

- Manatee County School District – 5,448 employees
- School Board of Sarasota County – 5,070 employees
- Sarasota County Government – 2,027 employees
- Manatee County Government – 1,625 employees
- Manatee County Sheriff’s Office – 1,081 employees
- Sarasota County Sheriff’s Office – 1,000 employees
- City of Sarasota – 619 employees
- City of North Port – 530 employees
- State College of Florida, Manatee-Sarasota – 500 employees
- City of Bradenton – 481 employees
- City of Venice – 280 employees
- Total – 18,661 employees

Over 18,500 people are employed by the public sector in the Sarasota/Manatee Region, making governments by far the largest employment group in the region. Government sector demands all kinds of freight from building supplies and equipment for buildings and roads, to food for jails and school cafeterias, school supplies, etc. to keep government operations running.

Land Use

Land use is another driver of freight movements. Figure 3-1 is the latest future land use map for Manatee County was adopted in March 2016. In October 2015 Sarasota County adopted their most current land use map which is found in Figure 3-2. In Manatee County, the most intense development in the future will continue to be west of I-75. Industrial uses are to continue along the US 301 corridor just as they do today. East of I-75, residential land uses will prevail with some commercial uses around Lakewood Ranch. The eastern half of Manatee County is anticipated to remain rural and conservation areas. Areas that are developed today are planned to be more intense in the future.

In the future, Sarasota County plans to keep most of its development west of I-75 just as it does today. I-75 will act as a sort of urban growth boundary, allowing the eastern half of the county to remain rural and in conservation areas. Because there is very little anticipated new development to take place east of I-75, much of the population growth and job growth will remain along and west of I-75 thus leading to more intense development and redevelopment. Major employment centers are projected to be along I-75 at all four Sarasota interchanges as well as the interchange of I-75 and Laurel Road near Venice.

The eight-county Tampa Bay Regional Strategic Freight Plan, produced in 2011, provided an in-depth freight and land use compatibility analysis using local comprehensive plans, special planning area data, and truck traffic statistics. The results of this process were used to identify high, medium, and low freight activity areas shown in Figure 3-3.
Figure 3-3: Freight Activity and Land Use Compatibility Analysis

Freight Intensity Area: ■ High  ■ Medium  ■ Low
Section 4: Conclusion

Florida, now being the third most populous state, continues to grow, so does the Sarasota/Manatee Region. Future growth will be concentrated in the same areas that are developed today, but all indications are that with more population and employment growth, the developed areas will become more intensely developed instead of new developments in existing undeveloped areas. As population and employment grow so does the increase in freight to supply goods to a growing region. As shown in Figures 2-1 and 2-2 show that freight movements will more than double into and out of Florida between 2010 and 2040. The recent completion of the Panama Canal Expansion presents a great opportunity for Port Manatee to grow because it is the closest U.S. port to the Panama Canal.

To meet this demand, the Florida Department of Transportation has begun identifying and funding improvements on the freight network. Figure 4-1 presents the planned improvements as of the time of this document’s development.

The Sarasota/Manatee MPO should develop a freight plan based on MAP-21 and the FAST Act goals that freight plans must follow. The Florida Department of Transportation (FDOT) has recently developed a set of goals and performance measures for MPOs across the state to follow as each one develops a freight mobility plan. The FDOT goals and performance measures are as follows:

- Capitalize on the freight transportation advantages of Florida
- Increase operational efficiency of goods movement
- Minimize costs in the supply chain
- Align public and private efforts for trade and logistics
- Raise awareness and support for freight movement investments
- Develop a balanced transportation planning and investment model that integrates all forms of transportation
- Consider all supply chain and freight mobility issues

More detail about the FDOT goals and performance measures can be found here:


Next Steps

The next steps the Sarasota/Manatee MPO should proceed with is a development of freight goals and objectives for the Sarasota/Manatee Region. The freight goals and objectives for the Sarasota/Manatee Region should be coordinated with FDOT District 1 and align with the goals and performance measures set forth by FDOT, MAP-21, and FAST Act legislation. In addition the freight goals that the MPO develop for the Sarasota/Manatee Region should reflect the nature of the types of freight and freight movements within the region to support the major economic bases such as tourism and agriculture. The population, employment, and economic numbers in the report provide a good starting point to develop a set of freight goals and objectives for the Sarasota/Manatee Region.
Figure 4-1: Planned Improvements to the Freight Network
Appendix A: Sources

To examine the efforts that the Sarasota/Manatee MPO are making to support state and national policy and strategies to incorporate freight movement within their MPO boundary, the following sources of information and data were reviewed:

1. Federal Register MAP 21 Legislature and Performance Measures -
2. Federal Highway Administration: Fixing America’s Surface Transportation Act (FAST ACT) page –
   https://www.fhwa.dot.gov/fastact/
3. 2015 FDOT Florida Seaport Profiles -
4. 2015 FDOT Florida Seaport System Plan -
5. 2015 FDOT Florida Seaport System Statistics -
6. US Department of Transportation 2012 Commodity Flows Survey -
7. 2015 FDOT Performance Report: Economy -
8. 2015 FDOT Performance Report: Mobility -
9. Florida’s Seaports in a Global Threshold 2016-2020 -
10. FDOT’s Florida Traffic Online - http://www2.dot.state.fl.us/FloridaTrafficOnline/viewer.html
11. FDOT 2015 Planning Statistics -
13. Florida Freight Mobility and Trade Plan: Policy Element -
15. Florida Freight Mobility and Trade Plan: Policy Element Implementation Guide -
16. FDOT SIS Plan FY2021/2022-FY 2025/2026 -
    http://www.dot.state.fl.us/planning/systems/programs/mspi/pdf/Approved_Second_Five.pdf
17. FDOT SIS Long Range Cost Feasible Plan 2024-2040 -
Appendix B: State Freight Planning Efforts and Goals

1. Capitalize on the freight transportation advantages of Florida through collaboration on economic development, trade and logistics programs.
   
   o Maximize the strategic advantage of Florida’s transportation hubs for trade logistics
     
     ▪ Characterize and highlight the unique strengths of each seaport
     ▪ Develop criteria for strategic port investments in tandem with private investments to respond to market needs nimbly and transparently
     ▪ Determine the operating characteristics of transportation hubs and improve the connecting distribution/transportation system to match their particular logistic needs and opportunities
     ▪ Develop a comprehensive plan to support and facilitate international exports and interstate commerce
   
   o Foster the development and deployment of Intermodal Logistics Centers (ILC) through cooperative efforts with industry
     
     ▪ Include ILCs in the SIS, roadways, and railways serving ILCs
     ▪ Expedite the resolution of local issues for ILC development
     ▪ Include onsite capacity to facilitate international exports
     ▪ Implement the ILC infrastructure support program
   
   o Support the branding of Florida as the Gateway to the Western Hemisphere for trade
   
   o Focus general collaboration with other agencies
     
     ▪ Host a joint website as a comprehensive portal for freight mobility and trade matters with Enterprise Florida, Workforce Florida, and the Florida Chamber of Commerce to facilitate manufacturers locating and expanding in Florida
     ▪ Include Enterprise Florida, Workforce Florida, and the Department of Economic Opportunity as ex officio members of the predominantly industry sector CEO Freight Leadership Group
   
   o Support Statewide Economic Development Strategic Plan led by the Department of Economic Opportunity (DEO)
     
     ▪ Factor logistics efficiency and sustainability into comprehensive economic development strategies
     ▪ Proactive participation by the FDOT economic development liaison to the DEO
     ▪ Coordinate and inform transportation programs with the initiatives and policies of the DEO
     ▪ Expand interagency collaboration and coordination
     ▪ Foster relationships with local government economic development staff
Collaborate with Enterprise Florida to address transportation and logistics needs for the targeted industries

- Identify and address transportation issues and challenges for each of the targeted industries
- Match trade and transportation needs of the targeted industries with the characteristics of the ports, airports, and ILCs as branding enhancements
- Inventory and brand beneficial transportation characteristics of the different regions to support economic development branding

Collaborate with Workforce Florida to develop a trade and logistics workforce

- Identify needed skills, abilities, and best strategies for attracting and developing the necessary workforce
- Develop jointly sponsored vocational and technical training academies for maritime operations, trade and logistics staff, and other skills needed for increased manufacturing, trade, and logistics operations in Florida

Explore mutual interests and highlight value that Florida can bring to neighboring states

- Participate in the update of the Latin American Transportation and trade Study
- Coordinate freight planning activities with states in our region as encouraged by federal legislation

2. Increase operational efficiency of goods movement

Identify the critical freight transportation network for the state, which includes the national freight network designated by the USDOT

Identify and implement freight movement gap-closing improvements

- Improve hub connections (last mile and beyond)
- Work with local governments to support and back-up efforts to maintain and improve freight movement access and reduce negative local impacts

Identify and implement freight movement efficiency enhancements

- Prioritize investments on connection (distribution hubs, ILCs, etc.)

Promote and support use of Intelligent Transportation Systems (ITS) technology to increase efficiency and reliability of freight movements

- Establish appropriate role to promote and support the use of best practice information technology among all Florida trucking companies
- Foster uniform information technology among all Florida seaports for trucking and rail operators
- Expedite the implementation of recommendations and lessons from the Freight Advanced Traveler Information System (FRATIS) pilot
Champion and support needed freight capacity expansions

- Identify and implement projects to eliminate freight bottlenecks
- Examine dedicated freight facilities or freight shuttles when existing capacity has been maximized
- Explore the appropriate role of marine highways or short-sea shipping
- Anticipate future freight facility needs
- Examine dedicated facilities for “non-freight” activity that serves to restore capacity for freight movement

Identify and implement safety and security enhancements

- Information technology cargo and truck, truck parking, dedicated truck lanes
- Employ alternative delivery mechanisms for rest-stops/lay-over areas and other safety enhancing facilities
- Facilitate the safe implementation of autonomous vehicles

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

- Conduct periodic strengths, weaknesses, opportunities, and threats (SWOT) analyses of the complete freight and logistics network

3. Minimize costs in the supply chain

- Advance the use of more environmentally friendly alternative fuels

- Support and facilitate the deployment of CNG/LNG use for hub logistics and long-haul trucking in collaboration with the Florida Department of Agriculture

- Explore alternative fuel corridors with suppliers and first-adopters
- Coordination initiatives for user conversions as market evolves

- Evaluate alternative fuel taxing options as a successor to gasoline taxes

- Assess impact of alternative tax or user fee proposals

- Advocate for regulatory reform and federal inspection agencies staffing to reduce impediments to goods movement

- Support manufacturing and assembly that reduces empty backhauling

- Expand Foreign Trade Zone (FTZ) benefits to ILCs with potential for manufacturing capacity
- Facilitate transportation and compressed natural gas (CNG)/liquefied natural gas (LNG) supply to support ILCs
- Strategize with freight forwarders on how to maximize freight forwarding opportunities for goods manufactured in other states for export through Florida
ports and airports

4. Align public and private efforts for trade and logistics

- Formalize CEO Freight Leadership Group from the Freight Mobility and Trade Plan Florida Freight Leadership Forum to function in the role of the freight advisory committee encourages by federal law
  - Focus public investment in long term infrastructure
  - Leverage private investment in technology and operational improvements
  - Solicit public-private partnership in infrastructure investments
- Bring business community into transportation planning process

5. Raise awareness and support for freight movement investments

- Tell the freight story – undertake a joint public-private communications campaign
  - To educate the public about the importance of freight transportation
  - To educate young people about the job opportunities in the freight and logistics field
  - To educate and inform elected officials about freight
- Develop a common lexicon of freight terms for transportation and business partners to use to minimize confusion over terms

6. Develop a balanced transportation planning and investment model that considers and integrates all forms of transportation

- Provide transportation and land use planning guidance and direction to local and regional agencies for enhanced economic development and freight efficiencies that support community goals
- Coordinate across state agencies to ensure consistency of regulations that impact freight operations and mobility
- Coordinate and integrate freight-related plans and programs of freight facility owners, local jurisdictions, MPOS, and the FDOT for expedited and informed decision making
- Facilitate and maintain regional partnerships for multi-jurisdictional consensus and collaboration
- Assign specific responsibility to FDOT leadership to ensure alignment of state and local freight transportation policies, plans, and programs

7. Transform the FDOT’s organizational culture to include consideration of supply chain and freight movement issues

- Integrate modal perspectives with multimodal supply chain perspective
  - Add freight factors to Strategic Investment Tool (SIT) prioritization process
- Add freight movement metrics to the FDOT performance measures
- Add criteria for inclusion of ILCs in the SIS
- Position and support emerging freight facilities

  - Instill goods movement perspective in the transportation planning process and decisions
    - Revise FDOT policies to incorporate freight movements in planning, design, and operations
    - Revise FDOT organization and processes to be more truly multimodal
    - Provide freight policy guidance to Districts and local agencies
    - Streamline FDOT procedures to respond nimbly to market changes

  - Prioritize freight projects across the modes
    - Establish procedures to identify critical infrastructure investments that reflect private sector and local goals and needs
    - Leverage freight infrastructure investments to amplify private sector investments
    - Establish return on investment or value criteria to focus investments
    - Develop multimodal investment and decision tools
    - Support freight infrastructure investments from the SIS, State Infrastructure Bank (SIB), Transportation Infrastructure Finance and Innovation Act (TIFIA), etc.