



Incorporating Freight Considerations into the Regional and MPO Planning Process



October 2013

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This White Paper is one in a series developed as part of the Tampa Bay Regional Goods Movement Study. The purpose of this series of White Papers is to provide background and information for the freight community in the Tampa Bay Region.

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The movement of freight and goods throughout the Tampa Bay region is a vital component of the area's economy. As part of the Tampa Bay Regional Goods Movement Study, the Florida Department of Transportation (FDOT) created a Good Movement Advisory Committee as a means for engaging freight stakeholders in the planning process in the Tampa Bay Region. This is an especially challenging task, as freight stakeholders include a wide range of individuals and organizations with very different priorities. Since the majority of freight improvement projects will be undertaken with funding from public sources, the active engagement of public agencies is important. However, freight movement is mostly undertaken by private sector organizations. Engagement of these organizations requires a keen sensitivity to the very different driving motivations of public sector and private organizations. Organizing various agency staff activities related to freight and also gaining private sector input are critical to the proper inclusion of freight considerations in MPO and regional LRTPs.

This report makes the case for relying substantially on the regional Goods Movement Advisory Committee (GMAC) as the primary staff and stakeholder forum for developing and prioritizing freight projects. The recommendations of the GMAC members can be vetted with the elected officials comprising the West Central Florida MPO Chairs Coordinating Committee. Finally, and critically important, projects can then be endorsed by elected officials of individual MPOs.

THE IMPORTANCE OF PLANNING FOR FREIGHT

In 2009, the value of freight transported in the United States was approximately \$15 trillion, and is expected to increase to nearly \$40 trillion by 2040, an increase of 167 percent (**Table 1**). During that period the population of the United States is expected to increase by 21 percent (34 percent for Florida) (**Table 2**). In terms of its value, freight is expected to grow nearly eight times faster than our population. Freight is also growing faster than the U.S. Gross National Product¹. Although our nation is currently coming out of an economic recession, as the recovery is gaining momentum, we can expect to see an even greater level of distribution and consumption of goods by both businesses and households².

Efficient freight transportation is critical to our economy and quality of life at the national, state, regional and local levels. Growth in freight traffic also is expected increase at a greater rate than transportation system capacity. Therefore, a strong integration of freight planning into the traditional transportation planning process is particularly important.

Within the Tampa Bay Region there are eight counties: Citrus, Hernando, Hillsborough, Manatee, Pasco, Polk, Pinellas, and Sarasota. Including the county governmental units, there are a total of 69 jurisdictions

¹ American Association of State Highway and Transportation Officials, *Transportation: Invest In Our Future—America's Freight Challenge*, May 2007.

² American Association of State Highway and Transportation Officials, *Transportation—Are We There Yet?: The Bottom Line Report*, 2009.

within the eight-county Tampa Bay Region. In 2012, there were approximately 4.2 million people within the eight-county area. By 2040, the area's population is expected to grow to nearly 5.7 million people, an increase of approximately 36 percent. Based on national estimates, freight needs within the greater Tampa Bay region will grow—most likely at a rate faster than our growth in population. Without question, the demand for the movement of freight in the greater Tampa Bay region will grow substantially in coming years.

Table 1: Forecasts of Freight Value Shipped by Mode (Billions of Dollars per Year)

Category	Year 2009	Year 2040
Truck	\$9,511	\$21,656
Rail	\$421	\$733
Water	\$263	\$412
Air, Air and Truck	\$884	\$4,347
Intermodal	\$2,639	\$10,520
Pipeline and Unknown	\$929	\$1,626
Total	\$14,647	\$39,294

Source: United States Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations —*Freight Facts and Figures Report*, 2010

Table 2: Forecasts of National and State Populations

Category	Year 2012	Year 2040
Florida	19,074,434	25,583,200
United States	313,914, 040	380,016,000

Source: Bureau of Economic and Business Research, University of Florida, *Florida Population Studies 2013*; and Population Division, U.S. Census Bureau, 2010.

FLORIDA'S FREIGHT MOBILITY AND TRADE PLAN (FMTP)

The leadership of the State of Florida has recognized the importance to Florida's economy of a robust system for moving freight. In June 2013 the Florida Department of Transportation released the Policy Element of the Florida Mobility and Trade Plan, and is currently developing the Investment Element. Florida DOT embraced an enormous amount of community involvement in the preparation of the plan, including a series of six regional listening sessions held in Miami, Orlando, Jacksonville, Panama City, Fort Myers, and Tampa. Subsequently, the preparation of the plan included a Florida Freight Leadership Forum, three business forums, and many opportunities for public comment. These provided for widespread and focused input from statewide freight stakeholders.

The FMTP identifies seven objectives:

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. Transforms the FDOT's organizational culture to include consideration of supply chain and freight movement issues

Each of these objectives has many associated detailed sub-objectives. The FMTP also includes the definition of a primary freight network and, as part of the Investment Element, is currently working through the development of prioritization criteria.

The Freight Mobility and Trade Plan established a framework for all freight and goods movement activity throughout the State of Florida. The Tampa Bay Regional Strategic Freight Plan is highly supportive of the statewide goals articulated by the FMTP.

PLANNING FOR FREIGHT IN THE TAMPA BAY AREA

Transportation planning for freight in the greater Tampa Bay region includes numerous public sector agencies: FDOT District 7; FDOT District 1; the six MPOs (Hernando County, Hillsborough County, Pasco County, and Pinellas County, Sarasota/Manatee, and Polk); the Citrus County Planning Department, the West Central Florida MPO Chairs Coordinating Committee, Florida's Turnpike Enterprise, Southwest Regional Planning Council, Tampa Bay Regional Planning Council, Central Florida Regional Planning Council, and the Withlacoochee Regional Planning Council. Each MPO (and Citrus County) has a governing Board that is responsible for prioritizing their cost-affordable transportation improvement needs. With this complicated structure of overlapping agency responsibilities, fully integrating freight into the transportation planning process presents unique challenges.

The Role of MPOs

MPOs play a key role in the planning and implementation of freight improvement projects. Projects need to find their way into the long range transportation plans and the prioritized projects in the transportation improvement program, so they can be reflected in the state transportation improvement program and implementation can proceed.

One option for integrating freight discussions into the planning process is for each MPO to have a freight advisory committee modeled after MPO technical, citizens, bicycle/pedestrian, and transportation disadvantaged committees. However, experience has shown this to be a difficult paradigm. MPOs commonly create a freight advisory committee when they are engaging in a major freight study and normally obtain a reasonable level of interest from the private sector. However, once the study is completed, it is difficult for MPOs to retain the interest of their private sector members. While most Florida MPOs have had freight advisory committees during the preparation of freight plans, only the Miami-Dade

MPO, Metroplan (Orlando) and the North Florida TPO (Jacksonville) have standing freight committees. MPOs in the Tampa Bay Region, including Hillsborough, Pinellas, Pasco, Hernando, Sarasota/Manatee, and Polk, all participate in the regional Goods Movement Advisory Committee, which is described in greater detail later.

There are a number of potential reasons for the difficulty of sustaining freight advisory committees at the MPO level. Many freight providers have interests across the entire state and even nationally. They are unlikely to be willing to assign resources to participate in the activities of 26 individual MPOs. Florida's predominance of single-county MPOs, with limited geographic range, further amplifies this factor.

Perhaps there is a lesson to be learned here. For those who work in the public sector, a major job responsibility involves coordinating with stakeholders, attending meetings, and maintaining a process of public decision making. On the other hand, the motivation of the private sector was aptly summarized by the former distinguished FDOT Secretary Ben Watts, following his transition to an executive management position in private consulting. Secretary Watts stated:

“There is a cost to everything in business including each tick of the clock. Employees do not show up for work unless they are paid. Even when their time is not billable they have to be paid. It all comes off of a company's bottom line.”

This important observation needs to be considered when government agencies look for ways to involve private freight interests. Clearly, freight transportation is vital to Florida's economy and needs to be afforded a high priority in the actions taken by FDOT and by MPOs. Yet the mechanism for involving freight interests needs to recognize the cost to business of participating in government functions. It should come as no surprise that when special purpose advisory committees are created, private freight transportation companies at first participate and try to get their points across as expeditiously as possible, so they can return to a productive business activity. Government should not be surprised that involvement wanes over time. This does not indicate a lack of interest, but a measured response on the part of the private sector to the financial imperative of delivering products or services. Because of the important financial constraints under which the private sector operates, efforts to involve them in the planning process need to be designed to obtain maximum input and participation with the shortest possible time commitment. Over time, many government agencies have refined public participation activities to respond to the specific needs of important special interest groups. This sensitivity needs to be applied to designing participatory mechanisms for private freight interests.

The approach for involving public and private sector representation in the freight planning process suggested in this report attempts to deal with this reality. **Table 3** summarizes the current practices used

by all 26 Florida MPOs to include freight stakeholders in the metropolitan planning process. While MPOs have had difficulty in sustaining freight advisory committees, it should be noted that many MPOs have freight interests such as port authorities and airports represented on their MPO boards and on their technical advisory committees.

The framework that is being recommended in this White Paper is for staff members from the various stakeholder organizations to work primarily through the regional Goods Movement Advisory Committee (GMAC). Freight plans that are developed through the GMAC can be vetted with the Chairs Coordinating Committee, and then ultimately endorsed by individual MPOs. Individual MPOs may choose to supplement these activities with additional interactions with the freight community. MPO staff members will need to brief their board members of the activities and recommendations of the GMAC so that the MPOs project prioritization process is informed by freight planning efforts of the GMAC.

In spite of the challenges MPOs face in gaining the continuous input from freight interests, it is important that MPO staff give full consideration to freight needs in the development of all their planning documents. Ultimately, it is the MPO's Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) that define spending priorities for the region. This means that MPO staff needs to be intimately involved in the preparation of freight planning studies so results can be shared with elected officials and the projects endorsed by the MPOs. This White Paper suggests a process for obtaining input to the regional freight planning process and to individual MPO LRTPs from both agency staff and private sector freight and economic development interests.

Recognizing the challenges of engaging freight stakeholders at the individual MPO level, the Tampa Bay Regional Good Movement Study partners have created an effective regional Goods Movement Advisory Committee and also a regional Transportation Providers Committee to facilitate stakeholder input to the regional freight planning process.

Table 3: Summary of Florida MPO Freight Stakeholders Activities

MPO	Standing Freight Committee	Standing Committee Membership	Meeting Frequency	Notes (Products/MPO Representation)	Special Study Stakeholders	Freight Document
Bay County TPO	No	N/A	N/A	Panama City Port Authority and Panama City/Bay County Airport sit on Technical Coordinating Committee (TCC); No formal freight committee but Bay County TPO, in conjunction with the Florida-Alabama TPO and Okaloosa-Walton TPO, have a Regional Freight Network Plan; Public and private freight stakeholders were involved in the Plan.	Stakeholders included: Okaloosa County Econ. Development Council, Walton Area Chamber of Commerce, Walton County Economic Development Alliance, Pensacola Bay Area Chamber of Commerce, Santa Rosa Chamber, Bay County Economic Development Alliance, TEAM Santa Rosa, Bay County Engineering/Public Authority, Northwest FL Transportation Corridor Authority, Santa Rosa County Planning and Zoning, Santa Rosa County Engineering, FDOT District 3, Northwest FL Regional Airport, Panama City Port Authority, Eglin Air Force Base, Port of Pensacola, Pensacola Airport, Bay Line Railroad	http://www.wfrpc.org/uploaded_files/Regional_Freight_Network_Draft_Plan_March_2010.pdf
Broward MPO	No	N/A	N/A	South Florida Regional Transportation Authority/Tri-Rail sits on MPO Board and TCC; Broward County Aviation and Port Everglades sit on TCC; No formal freight committee but Broward MPO, in conjunction with the Palm Beach MPO and Miami-Dad MPO, have a Regional Freight Network Plan	N/A	http://www.browardmpo.org/userfiles/files/South%20Florida%20Regional%20Freight%20Plan_2010.pdf
Capital Region TPA	No	N/A	N/A	Tallahassee Regional Airport sits on the Technical Advisory Committee (TAC).	N/A	N/A
Charlotte County-Punta Gorda MPO	No	N/A	N/A	N/A	N/A	N/A
Collier County MPO	No, but Freight and Goods Mobility Analysis lists developing a Freight Advisory Committee (FTAC) as a strategy	N/A	N/A	City of Naples Airport Authority and Collier County Airport Authority sit on TAC (Freight Provider Rep VACANT); No formal freight committee but Collier County MPO, in conjunction with Lee County MPO, has a Freight and Goods Movement Analysis Report	Stakeholders included: FDOT Rail Office, FDOT District 1, Southwest FL Regional Planning Council, Southwest FL Transportation Initiative, Nat'l Association of Rail Passengers, Seminole Gulf Rail, Southwest FL Int'l Airport, Collier County Transportation Planning, Collier County Engineering Services, Collier County Economic Development Council, City of Naples, Naples Chamber of Commerce, City of Everglades City, Immokalee, Immokalee Regional Airport, Florida Citrus Growers, Edison Oil, Better Roads, Inc., Rinker Materials, Swissport Fueling, Airport Fuel Consortium, FedEx, Advantage Transportation Trucking Company, Bill McDaniel - Mine Owner	http://www.colliermopo.com/modules/showdocument.asp?documentid=524

MPO	Standing Freight Committee	Standing Committee Membership	Meeting Frequency	Notes (Products/MPO Representation)	Special Study Stakeholders	Freight Document
Florida-Alabama TPO	No	N/A	N/A	Pensacola International Airport and Port of Pensacola sit on TCC; No formal freight committee but Florida-Alabama TPO, in conjunction with the Bay County TPO and Okaloosa-Walton TPO, have a Regional Freight Network Plan; Additionally, public and private freight stakeholders were involved in the Plan.	Stakeholders included: Okaloosa Cty Econ. Development Council, Walton Area Chamber of Commerce, Walton County Economic Development Alliance, Pensacola Bay Area Chamber of Commerce, Santa Rosa Chamber, Bay County Economic Development Alliance, TEAM Santa Rosa, Bay County Engineering/Public Authority, Northwest FL Transportation Corridor Authority, Santa Rosa County Planning and Zoning, Santa Rosa County Engineering, FDOT District 3, Northwest FL Regional Airport, Panama City Port Authority, Eglin Air Force Base, Port of Pensacola, Pensacola Airport, Bay Line Railroad	http://www.wfrpc.org/freightnetworkplan
Gainesville MTPO	No	N/A	N/A	Gainesville Regional Airport is a member of their Technical Advisory Committee	N/A	N/A
Hernando County MPO	Participate in the Regional Goods Movement Advisory Committee (GMAC)	Public and Private Stakeholders- FDOT 7, FDOT 1, Hillsborough, Pinellas, Pasco, Hernando, Citrus, Polk, Manatee, and Sarasota Counties; Tampa Bay Regional Planning Council, Cities of Tampa, Clearwater, St. Petersburg, Inverness, Zephyrhills, Lakeland, Bradenton, Sarasota, Northport, and Venice; and the following Transportation Providers: Averitt Express, CSX, Cypress Truck Lines, National Defense Transportation Agency, Publix, UPS and Walmart	Quarterly	Hernando County Airport sits on TAC; Hernando County MPO does not have a standing freight committee but is a member of a regional freight committee.	N/A	http://www.tampabayfreight.com/freight-plan.php
Hillsborough County MPO	Participate in the Regional Goods Movement Advisory Committee (GMAC)	Public and Private Stakeholders- FDOT 7, FDOT 1, Hillsborough, Pinellas, Pasco, Hernando, Citrus, Polk, Manatee, and Sarasota Counties; Tampa Bay Regional Planning Council, Cities of Tampa, Clearwater, St. Petersburg, Inverness, Zephyrhills, Lakeland, Bradenton, Sarasota, Northport, and Venice; and the following Transportation Providers: Averitt Express, CSX, Cypress Truck Lines, National Defense Transportation Agency, Publix, UPS and Walmart	Quarterly	Hillsborough County Aviation Authority and Tampa Port Authority sit on MPO Board and TAC; Hillsborough County MPO does not have a standing freight committee but is a member of a regional freight committee.	N/A	http://www.tampabayfreight.com/freight-plan.php
Indian River County MPO	No	N/A	N/A	N/A	N/A	N/A
Lake-Sumter MPO	No	N/A	N/A	Florida Central Railroad sits on MPO Board; Included in study area of MetroPlan Orlando FAC	N/A	http://www.metroplanorlando.com/files/view/regional-freight-study-2013-draft-recommendations-and-solutions.pdf

MPO	Standing Freight Committee	Standing Committee Membership	Meeting Frequency	Notes (Products/MPO Representation)	Special Study Stakeholders	Freight Document
Lee County MPO	No, but Freight and Goods Mobility Analysis lists developing a Freight Advisory Committee (FTAC) as a strategy	N/A	N/A	Port Advisory Committee Member sits on TAC; No formal freight committee but Lee County MPO, in conjunction with Collier County MPO, has a Freight and Goods Movement Analysis Report;	Stakeholders included: FDOT Rail Office, FDOT District 1, Southwest FL Regional Planning Council, Southwest FL Transportation Initiative, Nat'l Association of Rail Passengers, Seminole Gulf Rail, Lee County Port Authority, Lee County DOT, Lee County Community Development, Lee County Economic Development Office, Collier County Transportation Planning, Collier County Engineering Services, Collier County Economic Development Council, City of Naples, Naples Chamber of Commerce, City of Everglades City, City of Immokalee, Immokalee Regional Airport, Florida Citrus Growers, Edison Oil, Better Roads, Inc., Rinker Materials, Swissport Fueling, Airport Fuel Consortium, FedEx, Advantage Transportation-Trucking Company, Bill McDaniel - Mine Owner, Alex Grant- Former Council of Bonita Springs	http://www.leempo.com/content/PR/Lee%20County%20Goods%20and%20Freight%20Study.pdf
Martin MPO	No	N/A	N/A	Witham Airport Management sits on TAC	N/A	N/A
MetroPlan Orlando	Maintain a standing Freight Advisory Council	Membership includes local government agency representatives, airports, air cargo companies (FEDEX and UPS), CSX, East Central Florida RR, FEC, Disney, industrial real estate interests, BAGS, Inc. (freight forwarder), Metro One	Varies; during active study process, meets monthly; otherwise quarterly	Kissimmee Gateway Airport, Greater Orlando Aviation Authority, and Orlando-Sanford Airport sit on MPO Board; Kissimmee Gateway Airport and Greater Orlando Aviation Authority sit on Transportation Technical Committee	N/A	http://www.metroplanorlando.com/files/view/regional-freight-study-2013-draft-recommendations-and-solutions.pdf
Miami-Dade MPO	Standing Committee - Freight Transportation Advisory Committee (FTAC)	23 voting members with one FTAC member appointed by each member of the MPO Governing Board. (http://www.miamidade.gov/mpo/downloads/MPO_ftac_bylaws.pdf)	Generally meets every 1-2 months	Miami-Dade Aviation Department and South Florida Regional Transportation Authority/ Tri-Rail (SFRTA) sit on Transportation Planning Council (TPC); Miami-Dade Aviation Dept., Miami-Dade Seaport Dept., and SFRTA sit on the Transportation Plan Technical Advisory Committee	Reps appointed by MPO Board Members representing: Cities, Commissioner Districts, Miami-Dade Expressway, and School Board	http://www.browardmpo.org/userfiles/files/South%20Florida%20Regional%20Freight%20Plan_2010.pdf
North Florida TPO	Logistics Advisory Group (LAG)	Includes reps from major logistics companies, transportation agencies, community leaders, and transportation specialist.	Quarterly	JAXPORT, Jacksonville Airport Authority, St. Augustine Airport Authority, Nassau County Ocean Highway & Port Authority, and US NAVY sit on TCC; LAG is Industry-Led Executive Committee and the group is affiliated with Jacksonville Regional Chamber of Commerce	N/A	http://www.northfloridatpo.com/images/uploads/docs/Freight_Logistics_Intermodal_Framework_Plan.pdf
Ocala/Marion County TPO	No	N/A	N/A	UPWP FY 2013/2014 states the MPO is looking to do a localized freight movement study dependent on receipt of additional funding; Included in study area for MetroPlan Orlando FAC	N/A	http://www.metroplanorlando.com/files/view/regional-freight-study-2013-draft-recommendations-and-solutions.pdf

MPO	Standing Freight Committee	Standing Committee Membership	Meeting Frequency	Notes (Products/MPO Representation)	Special Study Stakeholders	Freight Document
Okaloosa-Walton TPO	No	N/A	N/A	Eglin Air Force Base, Mid Bay Bridge Authority, and County Airport Manager sit on TCC; No formal freight committee but Okaloosa-Walton TPO, in conjunction with the Florida-Alabama TPO and Bay County TPO, have a Regional Freight Network Plan; Additionally, public and private freight stakeholders were involved in the Plan.	Stakeholders included: Okaloosa Cty Econ. Development Council, Walton Area Chamber of Commerce, Walton County Economic Development Alliance, Pensacola Bay Area Chamber of Commerce, Santa Rosa Chamber, Bay County Economic Development Alliance, TEAM Santa Rosa, Bay County Engineering/Public Authority, Northwest FL Transportation Corridor Authority, Santa Rosa County Planning and Zoning, Santa Rosa County Engineering, FDOT District 3, Northwest FL Regional Airport, Panama City Port Authority, Eglin Air Force Base, Port of Pensacola, Pensacola Airport, Bay Line Railroad	http://www.wfrpc.org/freightnetworkplan
Palm Beach MPO	No	N/A	N/A	Port of Palm Beach, Palm Beach County Airports Dept., and South Florida Regional Transportation Authority/Tri-Rail sit on TAC; No formal freight committee but Palm Beach MPO, in conjunction with the Broward MPO and Miami-Dad MPO, have a Regional Freight Network Plan	N/A	http://www.browardmpo.org/userfiles/files/South%20Florida%20Regional%20Freight%20Plan_2010.pdf
Pasco County MPO	Participate in the Regional Goods Movement Advisory Committee (GMAC)	Public and Private Stakeholders- FDOT 7, FDOT 1, Hillsborough, Pinellas, Pasco, Hernando, Citrus, Polk, Manatee, and Sarasota Counties; Tampa Bay Regional Planning Council, Cities of Tampa, Clearwater, St. Petersburg, Inverness, Zephyrhills, Lakeland, Bradenton, Sarasota, Northport, and Venice; and the following Transportation Providers: Averitt Express, CSX, Cypress Truck Lines, National Defense Transportation Agency, Publix, UPS and Walmart	Quarterly	Pasco County MPO does not have a freight specific committee but is a member of a regional freight committee.	N/A	http://www.tampabayfreight.com/freight-plan.php
Pinellas County MPO	Participate in the Regional Goods Movement Advisory Committee (GMAC)	Public and Private Stakeholders- FDOT 7, FDOT 1, Hillsborough, Pinellas, Pasco, Hernando, Citrus, Polk, Manatee, and Sarasota Counties; Tampa Bay Regional Planning Council, Cities of Tampa, Clearwater, St. Petersburg, Inverness, Zephyrhills, Lakeland, Bradenton, Sarasota, Northport, and Venice; and the following Transportation Providers: Averitt Express, CSX, Cypress Truck Lines, National Defense Transportation Agency, Publix, UPS and Walmart	Quarterly	St.Pete/Clearwater Int'l Airport sits on TCC; Pinellas County MPO does not have a freight specific committee but is a member of a regional freight committee.	N/A	http://www.tampabayfreight.com/freight-plan.php

MPO	Standing Freight Committee	Standing Committee Membership	Meeting Frequency	Notes (Products/MPO Representation)	Special Study Stakeholders	Freight Document
Polk TPO	Participate in the Regional Goods Movement Advisory Committee (GMAC)	Public and Private Stakeholders- FDOT 7, FDOT 1, Hillsborough, Pinellas, Pasco, Hernando, Citrus, Polk, Manatee, and Sarasota Counties; Tampa Bay Regional Planning Council, Cities of Tampa, Clearwater, St. Petersburg, Inverness, Zephyrhills, Lakeland, Bradenton, Sarasota, Northport, and Venice; and the following Transportation Providers: Averitt Express, CSX, Cypress Truck Lines, National Defense Transportation Agency, Publix, UPS and Wal-Mart	Quarterly	There is a Joint Airport Zoning Board with reps from cities and the county; Polk TPO does not have a freight specific committee but is a member of one regional freight committee and also included in the study area of the MetroPlan Orlando FAC	N/A	http://www.tampabayfreight.com/freight-plan.php
Sarasota/Manatee MPO	Participate in the Regional Goods Movement Advisory Committee (GMAC)	Public and Private Stakeholders- FDOT 7, FDOT 1, Hillsborough, Pinellas, Pasco, Hernando, Citrus, Polk, Manatee, and Sarasota Counties; Tampa Bay Regional Planning Council, Cities of Tampa, Clearwater, St. Petersburg, Inverness, Zephyrhills, Lakeland, Bradenton, Sarasota, Northport, and Venice; and the following Transportation Providers: Averitt Express, CSX, Cypress Truck Lines, National Defense Transportation Agency, Publix, UPS and Walmart	Quarterly	The Sarasota-Manatee Airport Authority sits on the MPO Board; Sarasota/Manatee MPO does not have a freight specific committee but is a member of one regional freight committee and included in the study area of the MetroPlan Orlando FAC	N/A	http://www.tampabayfreight.com/freight-plan.php
Space Coast TPO	No	N/A	N/A	Canaveral Port Authority sits on TPO Board; Canaveral Port Authority, Melbourne Airport Authority, Titusville-Cocoa Airport Authority, Space Florida, and Valkaria Airport sit on TAC; Included in study area of MetroPlan Orlando FAC	N/A	http://www.metroplanorlando.com/files/view/regional-freight-study-2013-draft-recommendations-and-solutions.pdf
St. Lucie TPO	No	N/A	N/A	The St. Lucie County Airport sits on the Technical Advisory Committee (TAC).	N/A	N/A
Volusia TPO	No	N/A	N/A	The Daytona Beach Int'l Airport sits on the Technical Coordinating Committee (TCC); Included in study area of MetroPlan Orlando FAC	N/A	http://www.metroplanorlando.com/files/view/regional-freight-study-2013-draft-recommendations-and-solutions.pdf

Tampa Bay Regional Goods Movement Advisory Committee

The Tampa Bay Regional Goods Movement Study has very successfully employed the use of the regional Goods Movement Advisory Committee (GMAC), and also a Transportation Providers Committee. These groups were instrumental in the preparation of the Tampa Bay Regional Strategic Freight Plan and their continued involvement will assure implementation of needed freight improvement projects.

The Goods Movement Advisory Committee guides and informs the strategic freight planning process in the Tampa Bay region. It includes representation from transportation and land use planning agencies, intermodal entities, economic development groups, and the trucking industry. The GMAC is a working group of agency professionals and freight providers who prepare detailed plans for adoption by various decision-making organizations. The GMAC has the following key roles and responsibilities:

- Provide a framework to address freight mobility issues in the transportation planning process;
- Ensure meaningful participation of the freight industry and economic development interests in the planning process;
- Identify improvements and strategies to facilitate the safe and efficient movement of freight while minimizing impacts to community and environmental assets; and
- Recognize and develop transportation and land use policies that support freight mobility and economic development.

Membership in the regional Goods Movement Advisory Committee includes representation from a wide range of interested stakeholders:

- **Florida DOT** District One and District Seven
- **Hillsborough County** Aviation Authority, Department of Economic Development, Metropolitan Planning Organization, and Department of Public Works
- **Tampa Port Authority**
- **Pinellas County** Department of Economic Development, Metropolitan Planning Organization, Department of Public Works, and Department of Engineering and Environmental Services
- **St. Petersburg—Clearwater Airport**
- **Pasco County** Department of Economic Development, Growth Management Department, Metropolitan Planning Organization, Public Works Department, and Traffic Operations
- **Hernando County** Department of Business Development, Metropolitan Planning Organization, Department of Public Works, and Airport
- **Citrus County** Engineering Department, Planning Department, and Public Works Department
- **Polk County** Planning Department and Transportation Planning Organization
- **Tampa Bay Regional Planning Council**
- **City of Tampa** Department of Public Works

- **City of Clearwater** Department of Development & Neighborhood Services and Traffic Operations Department
- **City of St. Petersburg** Transportation and Parking Department
- **City of Inverness Department of Development Services**
- **City of Zephyrhills** Department of Development Services, Department of Economic Development, and Municipal Airport Authority
- **City of Lakeland** Planning Department, Department of Public Works, and Department of Economic Development
- **Bradenton** Downtown Development Authority
- **Manatee County** Department of Planning, Department of Public Works, and Port Authority
- **Sarasota County** Planning Department
- **Sarasota/Manatee** Airport and Metropolitan Planning Organization
- **City of Sarasota** Engineering Department
- **City of Northport**
- **City of Venice** Engineering Department

Transportation Providers Committee

The Transportation Providers Committee consists of freight providers including rail and trucking companies, warehousing/distribution industries, and other members of the regional freight industry. It serves as an ad-hoc subcommittee of the Goods Movement Advisory Committee and is relied on to provide insights about conditions and issues affecting freight transportation in the Tampa Bay region. The TPC shares challenges and opportunities from the all-important perspective of the private freight provider. Their input is vital to the success of any freight planning efforts in the Tampa Bay region. Included are representatives of the following organizations:

- Averitt Express
- CSX Transportation
- Cypress Truck Lines
- National Defense Transportation Agency
- Publix Corporation
- United Parcel Service
- Wal-Mart

Over time, outreach efforts will be made to broaden the membership of the Transportation Providers Committee with additional private sector organizations.

The GMAC generally meets on a quarterly basis. The agenda varies from meeting to meeting, and could include field tours of various freight facilities; continued prioritization of regional freight projects, and is responsive to the stated needs of the freight stakeholders.

The West Central Florida MPO Chairs Coordinating Committee

The Chairs Coordinating Committee is composed of chairpersons from the seven member MPOs along with Citrus County. The FDOT District One and District Seven Secretaries, Florida's Turnpike Authority, four Regional Planning Councils, and the Tampa Bay Regional Transportation Authority (TBARTA) are represented on the CCC in a non-voting capacity. The CCC meets quarterly to develop regional solutions to transportation problems and to ensure a consistent regional planning approach among the member agencies.

The CCC is responsible for the following activities:

- Cost Affordable Regional Long Range Transportation Plan
- Regional Congestion Management System
- Air Quality Management Planning Process
- Regional Multi-Use Trails Element
- Major Investment Studies Coordination
- Regional Data Sharing and Mapping

In its decision making role, the CCC encourages input from citizens, elected officials and professional staff from member MPOs and various transportation related agencies throughout the region. The Joint Citizens Advisory Committee, which is drawn from the Citizens Advisory Committees of the member MPOs, provides input and citizen perspective to the CCC.

While the GMAC and the TPC are excellent staff level technical and advisory groups, ultimately the individual MPOs need to endorse proposed projects as part of their LRTP and their Transportation Improvement Program. The Chairs Coordinating Committee can provide an excellent forum for elected officials to consider GMAC recommendations and proposals, which they can then take back to their individual MPOs.

SUMMARY

This White Paper has presented a recommended approach to stakeholder participation in the various freight planning initiatives as part of the Tampa Bay Regional Goods Movement Study and in the preparation and maintenance of the Tampa Bay Regional Strategic Freight Plan. It has emphasized the importance of active stakeholder participation in the planning and development of freight improvement projects. It has also dealt with some of the practicalities of obtaining private sector participation. These include interests that include regional, state, and even national geographies; inability to participate in MPO processes of 26 Florida MPOs; and the private sector productivity imperative.

To counter these challenges, the Good Movement Advisory Committee and the Transportation Providers Committee have been created to bring together public and private stakeholders in the greater Tampa Bay

region to address regional freight transportation priorities. By including freight interests on a regional basis the freight issues in an eight county area are addressed in a consolidated and comprehensive manner. Compared to participating in eight individual county planning processes, the private sector realizes enormous economies in their participation through the GMAC.

The GMAC also provides a central focus for government agency staff to meet and discuss freight issues, which are mostly regional in nature. We often speak of how personal travel does not respect municipal and county boundaries. This is even more the case when it comes to freight. The movement of raw materials and consumer products almost always involves cross-jurisdictional activity.

While the GMAC and the TPC provide a good forum for public and private interests to develop plans and priorities, there is also a need for formal endorsement by elected policy-makers. The West Central Florida MPO Chairs Coordinating Committee serves an excellent role in reviewing and endorsing the recommendations of the GMAC. Ultimately the individual MPOs need to reflect projects and priorities in their individual long range transportation plans and in their transportation improvement program. This will no doubt require MPO staffs to adequately brief MPO board members of the progress, activities, and recommendations of the GMAC.

It is expected that a framework for decision making related to freight mobility and economic development that uses the existing organizational structures of the GMAC and TPC, the WCFCCC, and individual MPOs will provide the best opportunities for stakeholder input to the Tampa Bay Regional Goods Movement Study and to the future updates to the Strategic Freight Plan.