



# *2010 SIS Strategic Plan Update*

## *Trade and Logistics Breakout Group Update to the Leadership Committee*

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# *Key Questions for Breakout Group*

1. How can the SIS prepare for anticipated growth in global trade over the next few decades?
2. Should there be proactive efforts to develop inland ports and distribution networks?
3. How should this opportunity be addressed in the SIS Strategic Plan?



# Overview of Breakout Group Discussion

## Rising Demand for Freight Movement

Freight Volume in Millions of Tons

<b>Mode</b>	<b>2002 (Estimate)</b>	<b>2035 (Forecast)</b>	<b>Change</b>
Total	851	1,680	97%
Truck	623	1,295	108%
Rail	114	183	60%
Water	88	142	61%
Air (air and truck)	0.7	1.8	157%
Employment* (millions)	7.2	12.3	52%

\* 2035 employment is extrapolation only.

Source: Modes - FHWA Freight Analysis Framework, 2002, [http://www.ops.fhwa.dot.gov/freight/freight\\_analysis/faf/state\\_info/faf2/fl.htm](http://www.ops.fhwa.dot.gov/freight/freight_analysis/faf/state_info/faf2/fl.htm)  
 Employment – Bureau of Labor Statistics



# *Draft Policy Recommendations*

## **A.** The SIS Strategic Plan should develop strategies to:

- Better coordinate freight mobility and investment decisions across all modes, including the identification of freight projects of statewide significance that could be priorities for state and federal funding; and
- Enable freight investments to respond to market conditions.

## **B.** Understanding the market will determine the future development of intermodal infrastructure, FDOT should:

- Work with industry to identify, through a trade flow analysis, the markets driving the future distribution of goods to guide investment in key freight hubs, corridors, and connectors on the SIS as well as links between the SIS and regional and local facilities needed to complete the supply chain; and
- Allow for flexibility to respond to changing market opportunities.



# *Draft Policy Recommendations (cont.)*

## **C.** To support the strategic nature of the SIS, FDOT should:

- Consider using current designation criteria for existing freight hubs to determine designation of future freight terminals such as intermodal logistic centers, inland ports, and freight villages as necessary; and
- Encourage flexibility in eligibility of funding criteria that consider the entire supply chain.





*Questions or Comments?*

*Buckle up, every trip, every time!*

