

Rapid Advancement Of Freight Initiatives

A PROPOSAL FOR SOUTHEAST FLORIDA

CARGO2040

Southeast Florida is one of the primary goods movement hubs of the United States. It is uniquely situated between the Latin American and large North American markets both physically and culturally. In addition, it is well positioned for East/West trade lanes as the Panama Canal expansion nears completion and the Suez Canal traffic continues to grow. As trade between the U.S. and its trading partners to the south increases, and the Atlantic and Gulf Coast ports prepare for growth in East/West trade with Europe and the Far East, the relationship between transportation and land-side infrastructure is critical to position Florida for an increased share of global trade. Florida's jobs and economic health depend on maximizing return on the state's assets in a competitive worldwide marketplace.

The Governor, Legislature and FDOT have promoted a renewed emphasis on the importance of goods movement to the State. At the planning level, FDOT recently completed the Florida Freight Mobility and Trade Plan Policy Element and is moving forward with development of the Investment Element over the next year. At the programmatic and project level, significant investments in Intermodal Logistics Centers (ILCs), port infrastructure and dredging, and rail infrastructure projects have been prioritized and are underway to help strengthen Florida's position in the global marketplace. While many of these elements are or have recently become eligible for state funding, many of the private sector investments necessary to support industrial development on private lands are not eligible, or may only be eligible for the transportation connection. In order for Florida to compete with states like Alabama and Georgia for new trade and manufacturing related businesses, additional flexibility for state investment options should be considered to help promote specific types of developments.

Putting the necessary mechanisms in place to ensure the shortest possible timeframe for these investment decisions also will be critical to help realize the full economic impact of the State's investments, and make sure that local communities receive the benefits both in jobs and economic impacts on a schedule consistent with the needs of private sector goods shippers. Re-use of state and local transportation and land assets should be part of a first tier screening of industrial development opportunities.



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The goals of this proposal are straightforward:

- Identify available state and local transportation and land assets that could be used to meet existing and future goods movement needs and supply chain strategies
- Identify regulatory and land use policy barriers that impede southeast Florida's ability to respond to private-sector trade and industrial opportunities
- Identify strategies to mitigate these barriers and promote investments in projects that support Florida's goals of doubling Florida-origin exports and becoming a global logistics hub

- Identify and implement a demonstration project that shows how the barriers between the investment in assets and the needs of the marketplace can be better integrated to create jobs and economic impact quickly through a coordinated effort of state decision making and local land use policies
- Identify key lessons learned that can be applied throughout Florida to promote timely investments in transportation and industrial/trade related infrastructure



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SCOPE

- Identify underutilized state and local assets that can be used to quickly promote job creation and economic impact
- Identify the unmet needs of the goods movement industry with a particular focus on domestic and international shipping

- Identify private-sector industry leaders with the ability to not only identify issues but craft responses and commit resources to bridge current resources and needs
- Quantify the economic potential of bringing these land and transportation assets online for industrial and supply chain uses
- Quantify the likely economic impact of removing barriers to swift action, including the enhanced ability to compete with other states
- Work with state and local leaders in addition to the private sector to implement a demonstration project that shows how it is possible to have substantial positive impacts on the economy and jobs in a 12 month period by taking advantage of “low hanging fruit”, existing assets, smart policies and private-sector coordination
- Summarize lessons learned to support other investments throughout Florida

This effort will complement the Southeast Florida Regional Freight Plan currently being updated. The primary geographic focus will be Broward, Miami-Dade, and Palm Beach counties, although Martin, St. Lucie and Indian River counties will be incorporated largely as gateways to South Florida and as home to several ILC developments. As noted above, the strategies developed are anticipated to be transferrable to other areas in Florida as well as being supportive of multi-region or statewide initiatives.

ANTICIPATED SCHEDULE

All efforts related to this effort will be completed within 12 months of notice-to-proceed.