



Tampa Bay Regional Goods Movement



◆ Why are we conducting this study?

△ Enhance freight mobility

- Trucks are everywhere and are not going away
- Other modes depend on trucks to complete the "final mile" delivery
- Statistics from FHWA show that the percentage increase in truck traffic is rising faster than the percentage of automobile traffic
- Trucks contribute to congestion due to their unique operating characteristics and needs
- Port of Tampa expansion and need to efficiently move freight on/off the port
 - Expanded container capacity
 - Panama Canal expansion (what does it mean to Tampa?)
 - Gateway to South America?
- Modal shift from truck to rail for out of region goods movement
 - Rail capacity limitations

△ Sustain and stimulate the economy

- Regionally, goods movement supports 9,800 businesses, 164,000 jobs, and nearly \$7 billion in payroll
- Industry depends on an efficient freight transportation system
 - Higher paying and not easily transferable industrial jobs vs. moderate paying, easy to relocate office operations

△ Preserve communities

- Land use policies that preserve freight corridors
- Ensure designated truck routes support efficient truck movement. (i.e. designated truck routes should meet truck operational standards)

△ Create an effective freight planning framework

- Structure that supports MPO process
 - Assessment of freight issues and needs
 - Project identification and implementation
 - Monitoring and feedback
- Regional Strategic Freight Plan
- Regional and local freight advisory groups
- Include freight initiatives in LRTP
- Develop a comprehensive new freight database to support planning effort
- Develop action plans and implement them

◆ What will be the end result?

△ Regional Goods Movement Advisory Committee (RGMAC)

△ Freight Advisory Committees or similar at each of the MPOs (FACs)

△ Dedicated and knowledgeable freight staff member in each MPO

△ Identification of freight goals and objectives in the LRTPs

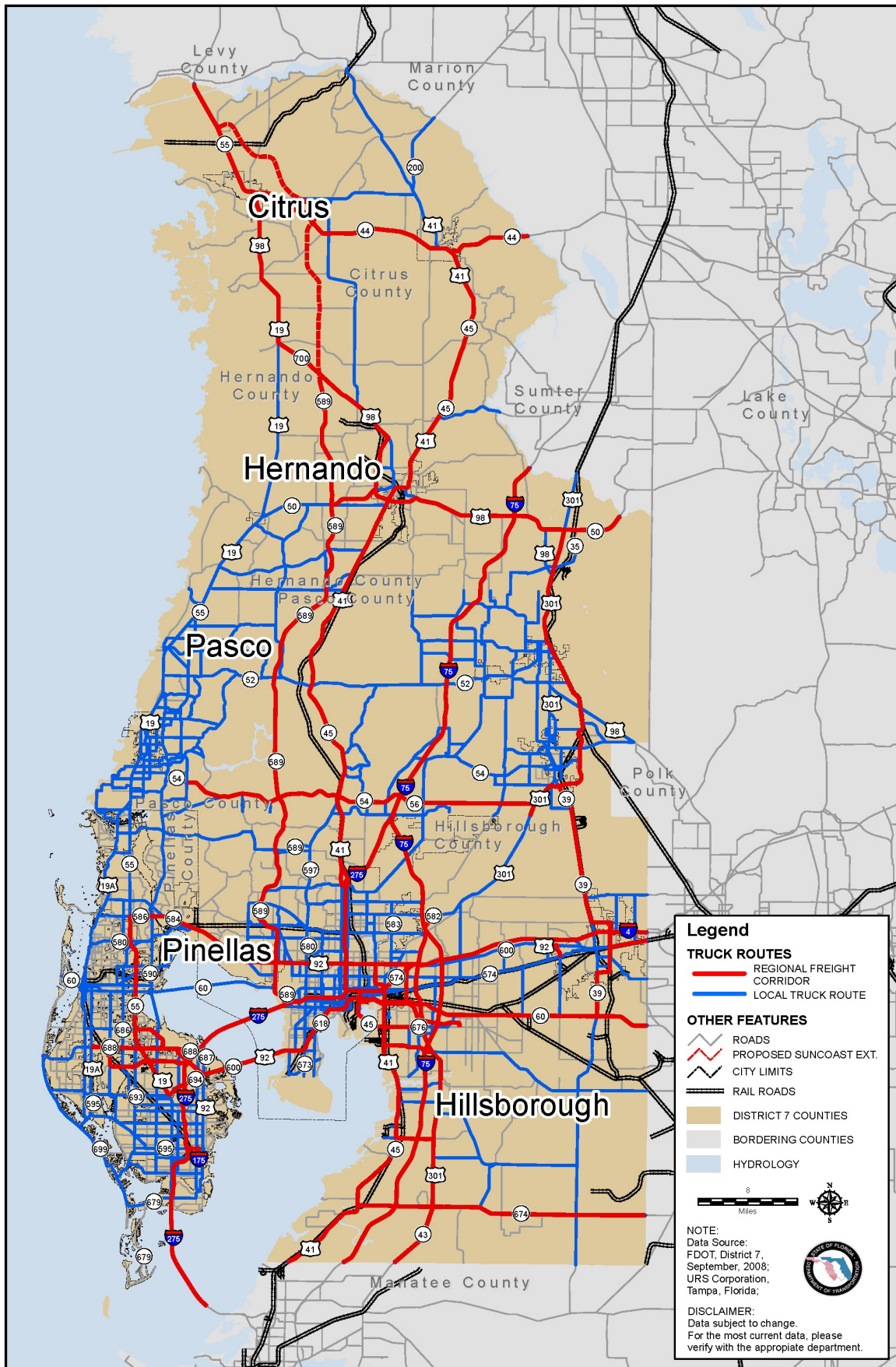
△ Identification of freight projects in LRTPs, TIPs and CIPs

△ Regional freight database accessible by MPO and County planners

△ Regional freight plan/strategy that:

- Guides local freight planning efforts
- Promotes economic development
- Results in transportation projects that improve freight and non-freight mobility

Tampa Bay Regional Goods Movement Study Area



Legend

TRUCK ROUTES

- REGIONAL FREIGHT CORRIDOR (Red line)
- LOCAL TRUCK ROUTE (Blue line)

OTHER FEATURES

- ROADS (Thin black line)
- PROPOSED SUNCOAST EXT. (Red line with cross-ticks)
- CITY LIMITS (Dashed black line)
- RAIL ROADS (Black line with cross-ticks)
- DISTRICT 7 COUNTIES (Tan shaded area)
- BORDERING COUNTIES (Light gray shaded area)
- HYDROLOGY (Blue shaded area)

8 Miles

NOTE:
Data Source:
FDOT, District 7,
September, 2008;
URS Corporation,
Tampa, Florida;

DISCLAIMER:
Data subject to change.
For the most current data, please
verify with the appropriate department.

