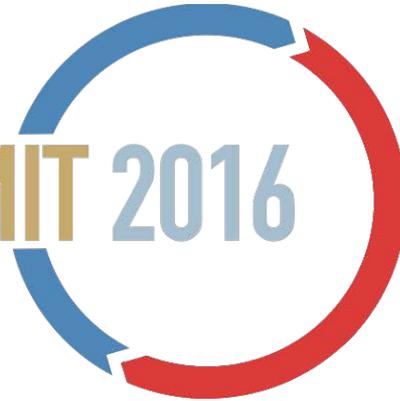


Results

PERFORMANCE **SUMMIT** 2016
FOR TRANSPORTATION PARTNERS



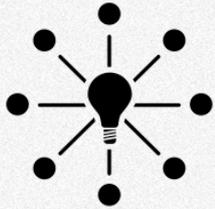
Economy

FDOTPERFORMS.ORG



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Economy Results



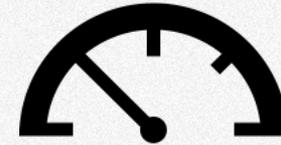
IDEAS

- Last mile transportation choice availability at airports & seaports
- Expand virtual truck screening to increase efficiency
- Drones used for delivery of packages from truck to door
- Explore opportunities to combine and pool performance data between organizations



ISSUES TO CONSIDER

- Understanding workforce travel needs and factors influencing travel choices
- Measuring the “value” of tourism to Florida and the transportation component/ROI specifically
- Economic indicators that go beyond the traditional cost/benefit approach
- Combining quantitative and qualitative measures for a more robust assessment of performance



POTENTIAL MEASURES

- Travel time by mode
- Delivery time trends
- Shipping cost trends
- Job growth: transportation related
- Economic measures used by DEO and the Florida Chamber
- Connectivity measures including cost and time savings
- Expanded and improved SIS investments
- Reduction of freight bottlenecks

Comments

We asked Summit participants to complete a survey

The *Performance Summit for Transportation Partners Economy* Webinar was held on May 11. The Summit focused on varied topics related to the impact of Florida's transportation system on the economy.

Participants were asked to complete a survey. Space was provided to identify possible performance measures, successful outcomes, or other related perspectives.

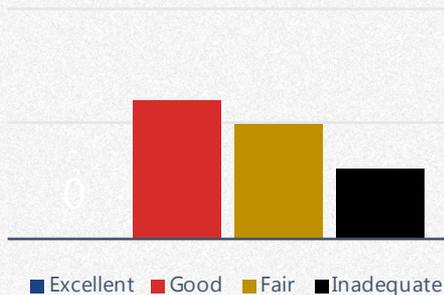
During the Summit, the participants asked questions, and explored ideas for further consideration

Panelists and participants asked questions, suggested potential performance measures, ideas and issues to consider. Many of the most thought provoking suggestions have been included in the Performance Summit Results.

This Summit provided a forum to explore partnering for improved transportation system performance.

Workforce

— how well Florida's transportation system provides employers with access to the workforce and vice versa. This may also include access to educational and training facilities. It can also consider the transportation workforce (e.g. commercial vehicle operators).



IDEAS

- Partner with workforce agency to provide information and training
- The workforce development community is doing a great job capturing the skill sets that already exist. Companies are putting more energy into the University system to produce the next generation of workers
- Increase the number of students in transportation trucking/freight industries at the local level
- Work with the Department of Education to educate students on job opportunities within trucking/freight industry, because we see interest when students are young
- Hillsborough MPO recently established a joint fellowship with USF's URP graduate program to bring in interns every semester
- Impact of transportation on variables which lead educated workers to relocate here

ISSUES TO CONSIDER

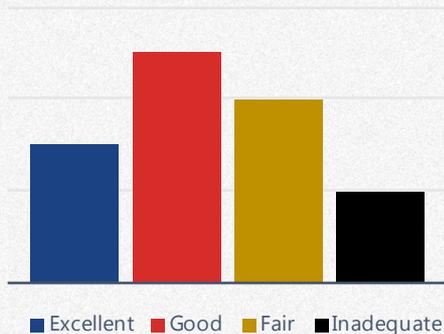
- MPO performance reporting in standard ways
- Increase the number of skilled workers in Florida's transportation-related industries
- How do we prepare for jobs in these emerging industries? What development is needed?
- Number of modes available
- Accommodation for transit-dependent workers
- Thorough understanding of travel needs, factors influencing driver behavior and decisions

POTENTIAL MEASURES

- Travel time by mode comparisons
- Use EDC job creation data
- Average commute time
- Average commute cost

Transportation Dependent Industries

—how well Florida’s transportation infrastructure and services support job growth, particularly in transportation dependent industries.



IDEAS

- Need to have constant connectivity, not only for safety but for the business community
- Vision to guide performance collaboration among public and private stakeholders
- Give people different options to provide feedback, be flexible
- Collaboration needs to be based on meeting the needs of private industry
- Companies do not want to provide information that a competitor company can use to their advantage
- Identify workforce hubs and collect data on connectors on SIS

ISSUES TO CONSIDER

- Are there strategic investments we should be making that we haven't been making before?
- Provide transportation infrastructure and services to support job growth in transportation-dependent industries and clusters
- One of the larger problems we see with providing transportation infrastructure to support job growth/economic development is FHWA's approval based on economic development. FHWA has been very reluctant to allow economic development to be the purpose and need for improvements.
- Car dependence and daily directional splits from Broward to Miami indicates that the jobs are in Miami but people travel long distances since housing costs less in Broward

POTENTIAL MEASURES

- PORTS: PIERS data reports, YTD, monthly, quarterly reports, review trends, Annual Commerce Report, and Waterborne Commerce chart
- Project-specific regional economic impact analysis for new and modified capital infrastructure
- Delivery times, shipping costs

Visitors

—how well Florida's transportation infrastructure and services support the mobility and access needs of business and personal travelers.



IDEAS

- Align complementary/related mobility measures across FDOT, MPO, transit agency, local government, and other plans
- Mapping routes of rental cars to determine where and how they are used
- Survey visitors concerning success in being able to travel within the state
- Understanding how visitors travel, particularly international travelers
- Explore options for travel (e.g., commuter rail) for needs that are not currently met
- Number of alternatives to rental cars

ISSUES TO CONSIDER

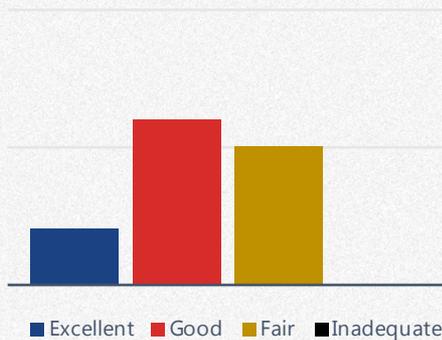
- How do we measure the “value” of tourist that come to visit Florida?
- Southwest coast only meets needs of visitors who prefer to drive everywhere and don't mind being stuck in traffic jams; successful outcomes would be real modal choice at a variety of price points with actual travel time savings
- Better transit options
- Availability of public transportation, both bus and taxi, visitor accommodation capacity at airports & seaports

POTENTIAL MEASURES

- Travel time by mode comparisons

Trade/Freight/ Supply Chain

—how well Florida's transportation system effectively and efficiently supports global and domestic trade and the efficient movement of freight and goods and commodities of all type.



IDEAS

- Virtual trucking inspections – increases efficiency
- Increase transportation connectivity between Florida's economic centers
- Impact of rapid package deliveries all over the world
- Drones may be used to deliver packages from truck to door
- Consider "logistics centers" needs
- Development in trucking technology through an Uber like platform - real time tracking, availability and location of truck to push economic efficiency
- Higher use of rail and pipelines

ISSUES TO CONSIDER

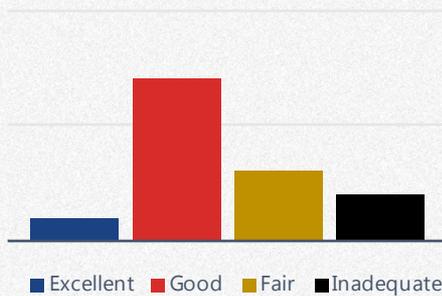
- Identify business, financial, and asset utilization strategies to drive port's future growth and development
- Increase transportation connectivity between Florida and global and national trading partners
- Lots of organizations/agencies collect data – we should look at combining these various collectors of data to pool our resources together
- How autonomous vehicles will impact movement of goods
- With technology developments and trends in online ordering and small package delivery, does it make sense to research and invest in airspace infrastructure- the heavily discussed drone delivery?
- Future for drone delivery and personal car deliveries (driverless cars?) How is technology change measured?

POTENTIAL MEASURES

- Measure connectivity based on cost or time
- Best measure to assess economic competitiveness is trade flow balance
- Travel time by mode comparisons

Return on Transportation Investments (ROI)

—how well Florida’s transportation infrastructure investments help to attract, expand, and retain employers across the various sectors of our diverse economy.



IDEAS

- Direct relationship between US Trade and US Prosperity/growth
- Criteria to quantify ROI by comparing
 - Modal projects
 - Operational projects
 - Capacity increasing projects
- Economy performance measures worthy of joint partner monitoring
- Opportunities to sit down with private industry to discuss long-term plans
- A number of key metrics to contribute to ROI: Jobs, average salary, capital investment, supply chain volume, impact to non-transportation industries (i.e. GPS value to banking, communication satellite value to retail)
- Collaborate with universities and transport organizations to study
- More dense development and cooperation from cities on parking rates downtown

ISSUES TO CONSIDER

- Return on Investment/Cost Benefit Analysis (ROI/CBA) may not tell the entire “story” of port projects
- Performance measures may not capture all relevant policy considerations
- Should quantitative measures outweigh qualitative factors?
- The time and expense of government regulation
- Develop economic indicators that extend beyond the typical cost/benefit approach

POTENTIAL MEASURES

- Use more customer-based surveys
- Job growth

Other

Please identify any additional aspects of Economy not covered above:

IDEAS

- Opportunities for performance measurement collaboration among transportation partners and stakeholders
- Find ways to increase data by asking for information that we are already collecting, and provide some sort of reward for contributing data/information
- Offering specific trucking lanes on off commuter peak times? Specific carpool lanes/buslanes on peak hours
- New insights, think out of the box, new products and innovative ideas = opportunities for performance measurement
- Agencies working together for a clear understanding of needs in Florida (transportation, agriculture, Department of Business Regulation, etc.)
- Emphasize inter-modal and multi-modal hubs

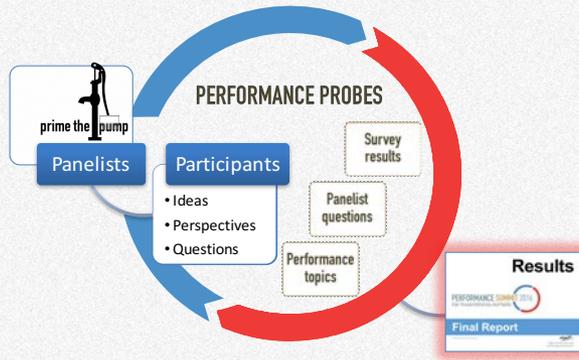
ISSUES TO CONSIDER

- EDCs and Chambers collect significant amounts of data. Can FDOT partner with DEO to identify economic measures that are already being tracked that would be appropriate for measuring economic success?
- Truck VMT does not illustrate truck impacts on the roadways. Does the Pavement Management Performance Measure Program have any measures to evaluate impacts of vehicle weight/payload?
- A model can be based on the International City/County Management Association or on the Florida Benchmarking Consortium. These groups have a performance management program where they maintain the information database that agencies can access, and they provide training opportunities for how to do performance measurements.

POTENTIAL MEASURES

- Travel time by mode comparisons

Panelists



Three panelists helped to "prime the pump" by providing their performance perspectives

View the recording:

<http://www.dot.state.fl.us/planning/performance/summit/recordings/EconomySession.mp4>

View the presentation (PDF):

<http://www.dot.state.fl.us/planning/performance/summit/presentations/EconomySession.pdf>

In summary:

- Tisha Keller explained how trucking drives the economy, and is constantly evolving
- Dr. Natacha Yacinthe shared how the ports are a significant economic force, and how they use performance measures
- Mark Bontrager provided a high level perspective of the future of the space industry

Mark Bontrager

Space Florida



Tisha Keller

Florida Trucking Association



Natacha Yacinthe

Port Everglades



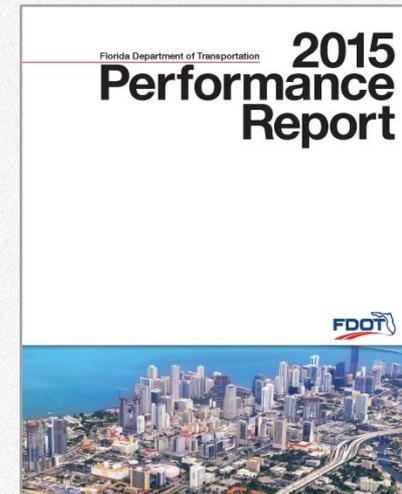
How these results will be used

The ideas and issues demanding attention will all be considered as FDOT develops the Implementation Element of the Florida Transportation Plan.

floridatransportationplan.com

They will also be a key component of the FDOT Performance Workshops that will drive the development of the 2016 Performance Report.

FDOTperforms.org



*Florida Transportation Plan:
To inform the Implementation
Element of the plan.*



*Performance Reports
Comments will be considered
for the 2016 Report*