How Should MPO's Engage in Setting Freight Priorities?

Presented to
MPOAC Freight Subcommittee

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Key Questions

- How do MPOs identify and prioritize freight projects today?
- What programs do these priorities feed?
- Is there consistency among MPOs? Should there be?
- How does FDOT identify and prioritize freight projects today?
- What role should MPOs take in setting state freight priorities?
- How should off-state-network projects be addressed?

How do MPOs identify and prioritize freight projects today?

- Not all MPOs identify and prioritize freight projects
- Needs are often identified through a variety of activities:
  - Bottleneck analyses, stakeholder surveys/partner input, capital improvement plans/master plans
  - Overall capacity improvements are typically included
- Non-roadway improvements are often included in LRTPs through reference (e.g., port master plans)
- Projects are prioritized based on freight volumes, freight intensity, mode, economic impact, system efficiencies, and more

Case Study Example: Southeast Florida's Freight Prioritization Process

SEFTC's Project Prioritization Methodology

- Methodologies developed during 2010 Regional Freigth Plan for highways, seaports, rail, and air projects
- Process was vetted and approved by RTTAC/SFTEC
- Prioritized lists were provided to RTP for consideration
- Same methodology has been used for the 2014 RFP with minor updates

RANK	Facility	From	To	Project Type	Description	Total Points
1	SR 826/Palmetto Expressway	NW 87th Avenue on I-75	SR 836	Freeway Capacity Improvements	Add managed lanes	86
1	SR 826/SR 836	NW 25th Street to SW 8th Street	NW 87th Avenue to 57th Avenue	Freeway Capacity Improvements	Interchange/Add lanes - DT2495811	86
3	I-95 Managed Lanes System	South Palm Beach County Line	Linton Blvd	Freeway Capacity Improvements	4 Managed Lanes/widening I-95	85
4	I-95 Managed Lanes	I-595	Palm Beach County Line	Freeway Capacity Improvements	4 Managed Lanes/widening I-95	82
5	SR 826/Palmetto Expressway	US 27/Okeechobee Road	SR 874	Freeway Capacity Improvements	Interchange improvements	81
6	NW 12th Street	NW 107th Avenue	SR 826	Arterial Capacity Improvements	Widen from 4 lanes to 6 lanes, improve signal coordination	79
6	NW 20th Street	NW 27th Avenue	I-95	Arterial Capacity Improvements	Roadway infrastructure improvements	79
6	SR 826/Palmetto Expressway	Golden Glades	Dadeland	Freeway Capacity Improvements (Unfunded)	Create separate barriered truck lane with manageable entry/exit	79
6	Florida's Tu					
10	Medley Bric Improveme					
10	NW 25th St					
10	NW South F					

Seaport	Projects	Total Score	Rank
Port Everglades	ACOE Deepening and Widening-Design	90	1
Port Everglades	Turning Notch Extension	90	1
Port Miami	Purchase 4 Additional Gantry Container Cranes	80	3
Port Everglades	Slip 1 New Bulkheads and Reconfiguration - (Berths 9 & 10)	80	3
Port Everglades	ACOE Deepening and Widening-Construction	80	3

Rail	Projects	Total	Rank
CSX/FEC	CSX TO FEC Pompano Connection	75	1
CSX/FEC	IRIS Connection from CSX Mainline to FEC Mainline (FECR movement south from Tri-Rail's rail yard to FECR Hialeah yard)	75	1
FEC	FEC Miami Freight Forwarding Yard	70	3
FEC	FEC N. Miami to Ojus Double Track	70	3
FEC	NE 203rd St & NE 215th St Intersection Improvements between US-1 & W Dixie Hwy	60	5
SFRC	MR MIC Double Track Last Mile of SFRC	60	5
FEC	FEC N. Miami to Little River Track Upgrade	55	7
SCFE			
FEC			
CSX			
CSX			

Airport	Project	Total Score	Rank
MIA	Additional Air Cargo Apron	100	1
PBI	Palm Beach International Cargo Facilities Access	75	2
FLL	Runway 9R/27L Extension (8,000' x 150')	65	3
MIA	Fuel Tanker Parking Facility	55	4
MIA	Perimeter Road Widening & Realignment	55	4
MIA	Miami-Dade Aviation GPS Landing System	55	4
FLL	ILS for Runway 9R-27L	55	4
FLL	Cross-field taxiways from 9R-27L	55	4
FXE	Construct Customs Building And Apron	55	4
FXE	Construct Eastern Perimeter Road	55	4
MIA	Northeast Apron And Drainage Improvements	50	11
MIA	Acquisition Of FODequipment	50	11
MIA	Taxiway S Rehabilitation	50	11
MIA	Taxiway T Rehabilitation	50	11
Opa-Locka	Rehab Aprons	50	11
Opa-Locka	Opf Taxiway Repair	50	11
FXE	Taxiway C, E, F, S Rehab	50	11
FXE	Runway 8/26 & 13/31 Pavement Rehab	50	11
FXE	Rehab Airfield Lighting	50	11
PBI	Taxiway C Rehab	50	11
LNA	Rehab Itinerant Apron	50	11

SEFTC's Project Prioritization Methodology

Highway Projects

2040 Southeast Florida Regional Freight Plan

Truck Traffic - 40 Points					
Percentage (20 pts)	1-20 pts	Volume (20 pts)	1-20 pts		
≥30%	20 pts	>10,000	20 pts	Truck Percent Score (1-20)	
25-29%	19 pts	9,501-10,000	19 pts	Truck Volume Score (1-20)	
21-24%	18 pts	9,001-9,500			
18-20%	17 pts	8,501-9,000			
16-17%	16 pts	8,001-8,500			
15%	15 pts	7,501-8,000			
14%	14 pts	7,001-7,500			
13%	13 pts	6,501-7,000			
12%	12 pts	6,001-6,500			
11%	11 pts	5,501-6,000			
10%	10 pts	5,001-5,500			
9%	9 pts	4,501-5,000	9 pts		
8%	8 pts	4,001-4,500	8 pts		
7%	7 pts	3,501-4,000	7 pts		
6%	6 pts	3,001-3,500	6 pts		
5%	5 pts	2,501-3,000	5 pts		
4%	4 pts	2,001-2,500	4 pts		
3%	3 pts	1,501-2,000	3 pts		
2%	2 pts	1,001-1,500			
1%	1 pts	<1,000			

> 30	25 pts
27-29	24 pts
24-26	23 pts
22-23	22 pts
21	21 pts
20	20 pts
...	... pts
1	1 pts

2040 Southeast Florida Regional Freight Plan

categorized into the following groups: Infrastructure, ory/Institutional/Other. "Infrastructure" includes projects that orridor. "Operational/Technology" includes projects that sing capacity. "Regulatory/Institutional/Other" includes projects projects that could not be categorized into the two preceding

Truck Activity Centers - 25 Points		
Number of Establishments	1-25 pts	"Truck Activity Center" Score (1-25):
> 30	25 pts	
27-29	24 pts	
24-26	23 pts	
22-23	22 pts	
21	21 pts	
20	20 pts	
...	... pts	
1	1 pts	

Facility Type Score: _____

tifies whether a project improves access to an intermodal facility.

nts
10 pts "Intermodal Connectivity" Score: _____

Intermodal Connectivity - 10 Points		
Connectivity to three or more modes	10 pts	"Intermodal Connectivity" Score:
Connectivity to two modes	7 pts	
Connectivity to one mode	4 pts	
None	0 pts	

SEFTC's Project Prioritization Methodology

Air Projects

Category	Measure	Points
Project Type	Capacity	20
	Operations	10
	Maintenance	5
Type of Traffic	Freight	25
	Both	5
Public Funding/State Work Program	Yes	20
	No	0
Level of Impact	High	15
	Low	0
Timeframe	Short	20
	Medium	10
	Long	5
Total		100

SEFTC's Project Prioritization Methodology

Rail Projects

Category	Measure	Points
Project Type	Capacity	20
	Operations	10
	Maintenance	5
Type of Traffic	Freight	15
	Both	5
Public Funding/State Work Program	Yes	15
	No	0
Project Impact	High	15
	Low	0
Intermodal Connectivity	Port	15
	Truck	5
Timeframe	Short	20
	Medium	10
	Long	5
Total		100

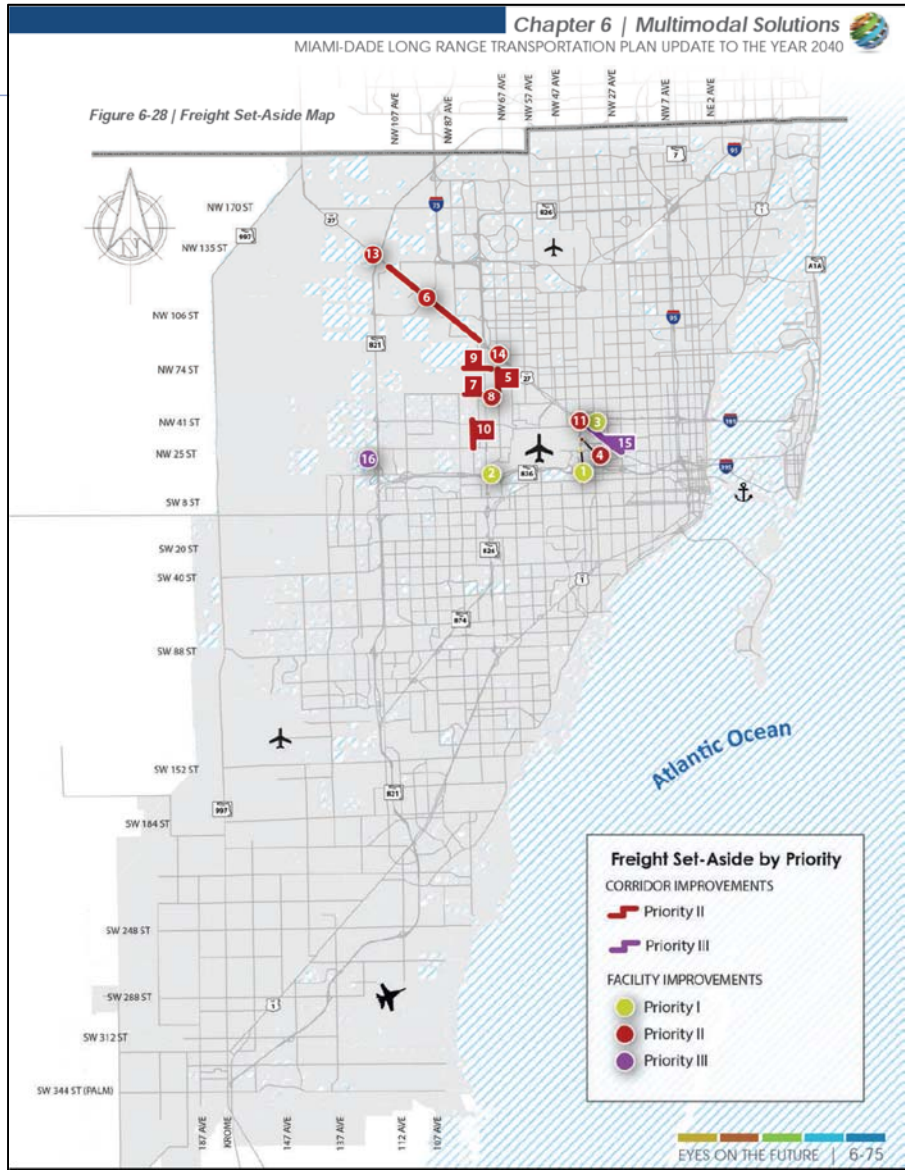
SEFTC's Project Prioritization Methodology

Seaport Projects

Category	Measure	Points
Project Type	Capacity	20
	Operations	10
	Maintenance	5
Type of Traffic	Freight	15
	Both	5
Project in Established Plan	Yes	10
	No	0
Level of Impact	High	15
	Low	0
Intermodal Connectivity	Rail	20
	Water	10
	Truck	5
Timeframe	Short	20
	Medium	10
	Long	5
Total		100

What programs do these priorities feed?

- Long Range Transportation Plans (LRTP)
- Regional Transportation Plans (RTP)
- Transportation Improvement Programs (TIP)
- Capital Improvement Plans (CIP) (airports, seaports, railroads)
- FMTP Freight Needs Database
- FDOT Work Program (SIS, Multimodal)



Is there consistency among MPOs? Should there be?

- Each MPO has developed its own project prioritization methodology
  - Some address freight and some don't
  - Partners often identify priorities
- Regional planning efforts have helped introduce consistency among MPOs
- MPO-specific freight priorities should feed into FDOT's process, where applicable
  - Does it matter how MPOs establish their priorities?

How does FDOT identify and prioritize freight projects today?

- Prioritization criteria were developed for each FMTP objective
- Freight projects can be suggested by any stakeholder and are scored based on data provided
- Priorities are based in part on data provided – not just project value
- Annual updates will improve quality of scoring

FMTP Objectives	Criteria Name with FMTP Strategy Number*	Prioritization Criteria
FMTP Objective 1 (5 Criteria)	Targeted Industry *(1.6.1)*	Project addresses a specific transportation challenge for an Enterprise Florida identified targeted industry.
	Freight Hub Access *(1.1.3)*	Project improves access to/from an existing or developing freight hub.
	Intermodal Logistics Center (ILC) Exports *(1.2.3)*	Project improves Intermodal Logistics Center's (ILCs) export capability/capacity.
	Unique Niche *(1.1.1)*	Project supports/strengthens the unique niche of a seaport, airport, spaceport, rail freight terminal, or Intermodal Logistics Center (ILC).
	Identified Market Need *(1.1.2)*	Project is in response to an identified market need.
FMTP Objective 2 (7 Criteria)	Florida Freight Network *(2.1)*	Project is on a facility designated as the Florida Freight Network.
	Freight Bottleneck *(2.5.1)*	Project eliminates a freight bottleneck.
	Dedicated Freight Facility *(2.5.2)*	Project provides a dedicated freight facility or freight shuttle that restores capacity for freight movement.
	Intelligent Transportation Systems (ITS) *(2.4)*	Project uses Intelligent Transportation Systems (ITS) technology to improve system operations.
	Truck Parking *(2.6.1)*	Project improves a truck parking situation.
	Rest Stop Safety and Security *(2.6.2)*	Project improves safety and security at rest-stops/layover areas/other facilities.
	Marine Highways *(2.5.3)*	Project stimulates use of marine highways/short-sea shipping.
FMTP Objective 3 (3 Criteria)	Empty Backhaul *(3.5)*	Project reduces empty backhaul movements to cut shipping costs.
	Alternative Fuels Access *(3.1)*	Project improves access to Compressed Natural Gas (CNG)/Liquefied Natural Gas (LNG) or other alternative fuels.
	Supply Chain Costs *(3.5)*	Project minimizes costs through the entire supply chain to support manufacturing.
FMTP Objective 4 (1 Criteria)	Private Funding Amount *(4.2.2; 4.2.3 and 7.3.2)*	Project private funding (applicant to provide percentage of private funding proposed).
FMTP Objective 6 (2 Criteria)	Local Freight Plans *(6.3)*	Project is in a local freight plan (applicant must cite the local freight plan and any applicable project priority).
	Statewide Modal Plans *(6.3)*	Project is consistent with a statewide modal plan (applicant must cite the statewide modal plan and any applicable project priority).
FMTP Objective 7 (3 Criteria)	Emerging Freight Facilities *(7.1.4)*	Project supports an emerging freight facility (spaceport, marine highway, etc.)
	Benefits *(7.3.3)*	Project benefits to taxpayers (applicant to provide detailed list of benefits).
	Intermodal *(7.3.4.1)*	Project provides significant intermodal benefits (multiple freight modes).
Best Practices (5 Criteria)	Cost	Project total cost (applicant to provide detailed total project cost estimate).
	Non-FDOT Funding Status	Funding Status (applicant to provide the current status of any non-FDOT sources of revenue committed or eligible-full/partial/eligible/unfunded).
	Timing and Readiness	Project timing and readiness (applicant to provide project status).
	TIP/STIP	TIP/STIP Inclusion (applicant must cite the plan).
	Dependency	Dependency (applicant to provide list of any associated projects)

What role should MPOs take in state freight priorities?

- State freight priorities should address the most strategic freight needs (major freight hubs, corridors, connectors)
- MPOs drive project development and priorities within their urban settings
- Some of these projects have statewide significance
- How can MPOs communicate critical priorities to the state?
  - Ensure completion of all fields in FMTP database?
  - Communicate key priorities through District Freight Coordinators?
  - Formal submission of MPO priorities to FDOT?
  - Other ideas?

How should off-state-network projects be addressed?

- FMTP needs database and priorities address state eligible facilities
- MPO freight plans identify all freight needs; not all are eligible for state funding
- How can these "off-state-network" needs be addressed?
  - New connector designation criteria?
  - ILC Grant Program?
  - Freight Logistics Zones?
  - Recognition of regional freight networks and priorities?

What have we missed?

- MPOAC policy for freight needs prioritization?
- Minimum freight needs screening and prioritization by all MPOs?
- Modifications to FDOT process?
- Role of FDOT Freight Coordinators?

Questions & Discussion