

Establishing Urban Freight Project Priorities as Input to FDOT's Work Program

Presented to
MPOAC Freight Advisory Committee

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Agenda

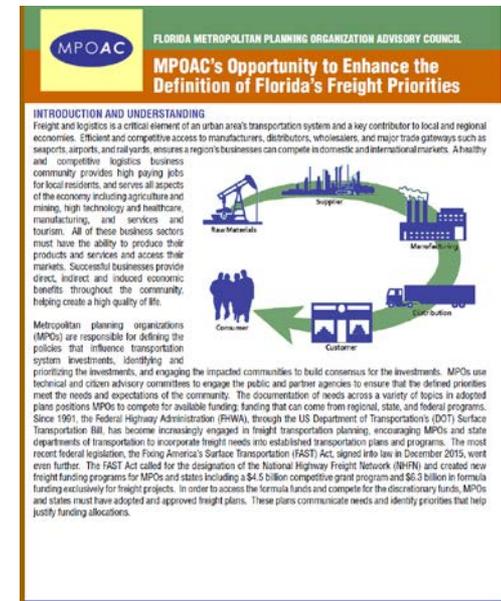
- Review purpose and need
- Describe methodology
- Demonstrate methodology
- Discuss next steps



Review Purpose and Need

How Did We Get Here?

- FMTF Policy and Investment Elements completed in 2013 and 2014
- MPOAC Freight Advisory Committee formed in 2013
- How Should MPOs Engage in Setting Freight Priorities, October 29, 2015
- FAST Act signed December 2015
- Continuing the Discussion, July 18, 2016
- MPOAC's Opportunity to Enhance the Definition of Florida's Freight Priorities, October 2016
- **MPOAC Freight Committee Workshop, April 6, 2017**
- **Florida Freight Advisory Committee (FL FAC) Inaugural Meeting, April 21, 2017 (key objective was to select projects for FAST Act funding)**



Review Purpose and Need

Where Are We Going?

- MPOAC Freight Committee agreed there is a benefit to having an additional mechanism to ensure urban freight priorities, as identified by MPOs and their partners, are identified and considered in the state's freight program
- The goal is to ensure MPOs have an opportunity to identify high priority urban freight projects on an annual basis, and that the MPOAC, as the association representing all MPOs in Florida, has the opportunity to promote and endorse these priorities on behalf of its members, for consideration by the FDOT
- Next step is to define the methodology to identify and promote urban freight priorities



Review Purpose and Need

Why is the Setting of Priorities Important?

- Florida's MPOs must have every advantage possible to compete for available funding
- State freight priorities address the most strategic freight needs; many of these priorities fall within urbanized areas
- MPOs drive project development and priorities within urban settings
- Each MPO should include freight considerations in project prioritization methodologies
- Unified input by MPOs and the MPOAC to FDOT on freight priorities will help ensure local and regional freight needs are addressed in funding decisions



Review Purpose and Need

Key Assumptions

- FAST Act has strengthened federal guidance requiring states and MPOs to ensure freight considerations are an integrated component in established transportation planning programs
- FDOT has an established freight program and FMTP and is actively in the process of updating the FMTP to be FAST Act compliant
- FDOT is engaged in prioritizing and funding freight improvement projects funded by the FAST Act
- FDOT has additional funding programs that allocation funds to freight projects, many of which fall within urban areas (e.g., SIS, Discretionary Intermodal Funds, other modal funding programs)



Review Purpose and Need

Key Assumptions

- MPOs are responsible for transportation planning within the urban environment
- MPOs have an opportunity and responsibility to integrate freight mobility considerations into short and long term transportation planning programs
- MPOAC Freight Committee provides an opportunity to help ensure urban freight needs are identified, recognized, and funded



Describe Methodology

Steps to Establish Process/Methodology

- Each MPO can submit up to 3 freight projects annually (located within the MPO planning boundary) for inclusion in the urban freight priority list; initial process will focus on roadway projects falling on state facilities
- A screening check list must be completed for each project; this information will illustrate the project is an urban freight priority
- Screening will focus on project benefits, community support, program readiness, and funding; assumption is priorities will represent projects requiring funding in the state's 5 year work program
- As an annual process, the intent is to influence funding decisions relating to the new 5th year of FDOT's work program as well as any changes to years 1 thru 4; longer term projects falling in 2nd 5 year work program will also be considered, as appropriate



Describe Methodology

Steps to Establish Process/Methodology

- MPOAC Freight Committee will review and approve the aggregated list annually; approved list will then be presented to MPOAC Executive Committee for endorsement/approval
- Approved list will be transmitted to FDOT FLP Office with cc to each District Freight Coordinator
- MPOAC leadership will work with FDOT leadership to ensure this list of urban freight priorities is incorporated into the state's funding allocation process



Describe Methodology

Proposed Schedule

- MPOs will submit project applications by mid March
- Project applications reviewed by MPOAC Freight Committee; any requests for clarifications or additional information will be distributed
- Projects will be approved at MPOAC Freight Committee Meeting in April
- List of projects will be presented to Governing Board for approval in July
- Approved list transmitted to FDOT in July for consideration in development of work program



Describe Methodology

Draft Project Application Form

MPOAC Urban Freight Priorities Application				
MPO Name:		Year:		
Project Number:				
Facility Name:				
	From:	To:		
Extent of Project:				
Project Name:				
Project Description:				
Describe freight usage of the facility (volumes, connections, etc.):				
Screening Questions	Yes	No	Comments/Description	URL/Link (if applicable)
Is the project identified as a freight priority by the MPO or its partners (i.e. seaport, airport, railroad)? If yes, how was this priority determined?				
Is the project included in an adopted plan (freight plan, LRTP, TIP, CIP, master plan)? If yes, which one(s)?				
Is the project on a priority freight network (e.g., NHFN, CURC, CRFCs, SIS, regional freight network)? Please describe.				
Does the project support one or more FTP goals? If so, which ones?				
Does the project have community support? Please describe the community stance (pros/cons).				
Does the project improve economic competitiveness? If yes, please describe.				
Does the project add capacity or improve operations? Identify which and describe the associated mobility improvements.				
Is the project a critical next step in a series of linked projects? If yes, please describe.				
Is the project "program ready"? Please define project status/schedule.				
Please provide the year(s) of your funding request.				

Describe Methodology

Key Screening Questions

1. Is the project identified as a freight priority by the MPO or its partners (i.e. seaport, airport, railroad)? If yes, how was this priority determined?
2. Is the project included in an adopted plan (freight plan, LRTP, TIP, CIP, master plan)? If yes, which one(s)?
3. Is the project on a priority freight network (e.g., NHFN, CURC, CRFCs, SIS, regional freight network)? Please describe.
4. Does the project support one or more FTP goals? If so, which ones?
5. Does the project have community support? Please describe the community stance (pros/cons).



Describe Methodology

Key Screening Questions

6. Does the project improve economic competitiveness? If yes, please describe.
7. Does the project add capacity or improve operations? Identify which and describe the associated mobility improvements.
8. Is the project a critical next step in a series of linked projects? If yes, please describe.
9. Is the project "program ready"? Please define project status/schedule.
10. Please provide the year(s) of your funding request.



Describe Methodology

Florida Transportation Plan – Goals

1. Safety and security for residents, visitors, and businesses
2. Agile, resilient, and quality infrastructure
3. Efficient and reliable mobility for people and freight
4. More transportation choices for people and freight
5. Transportation solutions that support Florida's global economic competitiveness
6. Transportation solutions that support quality places to live, learn, work, and play
7. Transportation solutions that support Florida's environment and conserve energy



Describe Methodology

Definition of “Program Ready”

General information

1. Are project limits clearly defined?
2. Are all the project elements applying to the project identified?
3. Is there a project map illustrating location and relevant information?
4. Is there a typical cross section?

Purpose and Need

1. Have the goals and objectives achieved by the project been identified?
2. Are transportation problems clearly identified and verified with recent data?
3. Have multiple solutions that solves the transportation problems been identified?
4. Are reasons provided as to why the proposed solution best solves the problems?
5. Have expected outcomes been identified?

Support and Funding

1. Is there a resolution from the governing board of the project sponsor approving the specific project and a commitment to fund its' operation and maintenance?
2. If the project is located along a facility that is not owned by the project sponsor, is there a letter of support from the owner?
3. Is there documented public support for the project?

Demonstrate Methodology

Case Study: Broward MPO

- Southeast Florida Regional Freight Plan established freight priority methodologies for roadways, seaports, rail, and air projects
- Southeast Florida Regional LRTP designated a regional roadway network
- Methodology has been used for 2010 and 2014 Regional Freight Plan

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-95	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 Turnpike					

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

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

Demonstrate Methodology

Case Study: Broward MPO

MPOAC Urban Freight Priorities Application				
MPO Name:	Broward MPO	Year:	2017	
Project Number:	1			
Facility Name:	I-95 Managed Lanes			
Extent of Project:	From:	To:	ILLUSTRATIVE EXAMPLE	
Project Name:	I-595	PB County Line		
Project Description:	NA			
Describe freight usage of the facility (volumes, connections, etc.):	Four managed lanes/widening of I-95			
	I-95 corridor is one of the highest truck corridors in South Florida with ADDTT greater than 17K			
Screening Questions	Yes	No	Comments/Description	URL/Link (if applicable)
Is the project identified as a freight priority by the MPO or its partners (i.e. seaport, airport, railroad)? If yes, how was this priority determined?	X		Regional Freight Plan prioritization process	
Is the project included in an adopted plan (freight plan, LRTP, TIP, CIP, master plan)? If yes, which one(s)?	X		LRTP, Southeast Regional Freight Plan	
Is the project on a priority freight network (e.g., NHFN, CURC, CRFCs, SIS, regional freight network)? Please describe.	X		NHFN, SIS, regionally significant corridor	
Does the project support one or more FTP goals? If so, which ones?	X		2, 3, 4, 5	
Does the project have community support? Please describe the community stance (pros/cons).	X		Project included in adopted LRTP; project included in FDOT SIS Plan which was reviewed and approved by MPO Board	
Does the project improve economic competitiveness? If yes, please describe.	X		Added capacity reduces delay; saved time has economic benefit	
Does the project add capacity or improve operations? Identify which and describe the associated mobility improvements.	X		Project adds capacity	
Is the project a critical next step in a series of linked projects? If yes, please describe.	X		Yes. The managed lane network is being implemented in phases	
Is the project "program ready"? Please define project status/schedule.	X		Partially funded and under construction	
Please provide the year(s) of your funding request.				2022

Demonstrate Methodology

Case Study: MetroPlan Orlando

- Central Florida Regional Freight Plan defined a network, identified priority corridors, and established ranking methodology

June 2016

APPENDIX F: PRIORITIZATION OF REGIONAL FREIGHT MOBILITY CORRIDORS

The existing and planned transportation system serving freight traffic in the MetroPlan includes nearly 3,000 centerline miles of roadway. These roads range from interstate highways to local streets. MetroPlan Orlando is committed to supporting and enhancing freight movement in Seminole, Orange, and Osceola Counties; but must focus its resources in the areas where mobility will be most critical. This prioritization plan assumes that analyzing the needs (freeway) facilities is done by the Florida Department of Transportation (FDOT), and that Orlando will work with local partners to provide input on prioritizing non-access limited including regional arterials that facilitate significant freight movement (referred to in this plan as "Regional Freight Mobility Corridors").

The arterial network of Regional Freight Mobility Corridors consists of approximately 5 miles of roadway. This appendix focuses on this arterial network and identifies the four serve the highest volume of freight traffic and roadway segments that serve important functions, even if their current freight volumes are smaller than in other prioritized segments. The significance of the prioritization plan is the understanding that certain road segments have a relatively significant role in mobility for other modes (e.g., pedestrians, transit, etc.) and efforts conducted by MetroPlan Orlando and its partner agencies. As with the rest of the Orlando Freight Network, the objective is to provide quality freight access to commercial hubs while being sensitive to community impacts.

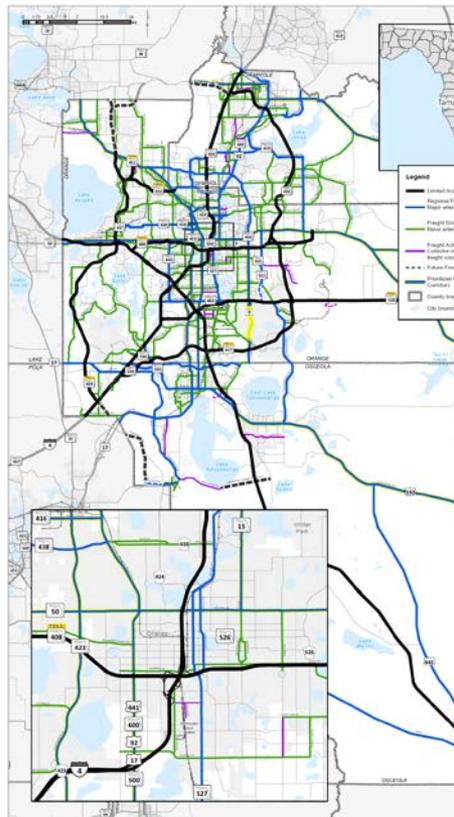
The prioritization process involved sorting the arterial freight routes by their existing volume of freight traffic. The highest volume segments were reviewed for conflicting priorities. High freight volume corridors that were also identified to have transit or non-motorized priorities were not included in the prioritized list, while alternate segments with lower conflicting demand were prioritized instead. The significance of the roadway for MetroPlan Orlando's communities was also evaluated. Corridors that simply pass through the three-county area (i.e., they do not connect MetroPlan Orlando communities) were not prioritized. Appendix Figure 1 illustrates this process.

The prioritized regional freight mobility corridors are listed in Appendix Table 1 and mapped in Figure F1.

Appendix Figure 1: Prioritization



Prioritized Regional Freight Mobility Corridor



Appendix Table 1: Prioritized Regional Freight Mobility Corridors

Corridor	From	To	Daily Truck Volume	Notes
US 17-92	SR 423	SR 50	841	Alternative route to Orange Ave which serves more multimodal uses
SR 423/Lee Road	John Young Pkwy	US 17-92	2,900	
SR 423/John Young Parkway	Lee Rd	US 192	2,500 – 5,000	
Cypress Parkway	Pleasant Hill Rd	Polk County	4,800	An extension of this route is part of the future freight network.
US 441/Orange Blossom Trail	Lake County	SR 417	2,400 – 3,400	Could absorb additional freight traffic to off load SR 527 conflict corridor
US 192	Florida's Turnpike	Brevard County	3,200	
SR 416/Silver Star Road	SR 438	US 441	2,800	High freight volume connection to US 441
SR 436/Semorán Boulevard	OIA	SR 408	2,200	
Jeff Fuqua Road	SR 528	SR 417	N/D	Key connectivity north and south of the airport
SR 535/ Vineland Road	SR 417	I-4	2,200	Reduces VMT for EB I-4 access
SR 536/World Center Drive	SR 417	I-4	2,200	Theme park access route
SR 50/Colonial Drive	Lake County	Brevard County	1,400 – 2,100	Important east-west business access
SR 46	Lake County	US 17-92	1,900	High freight volume
SR 46	US 17-92	Volusia County	1,700	High freight volume

Demonstrate Methodology

Case Study: MetroPlan Orlando

MPOAC Urban Freight Priorities Application				
MPO Name:	MetroPlan Orlando	Year:	2017	
Project Number:	1			
Facility Name:	SR 423/Lee Road			
	From:	To:		
Extent of Project:	John Young Parkway	US 17-92		
Project Name:	NA			
Project Description:	Interchange Modification			
Describe freight usage of the facility (volumes, connections, etc.):	2900 daily trucks using corridor			
Screening Questions	Yes	No	Comments/Description	URL/Link (if applicable)
Is the project identified as a freight priority by the MPO or its partners (i.e. seaport, airport, railroad)? If yes, how was this priority determined?	X		Central Florida Regional Freight Plan identified priority corridors; project falls on primary regional freight corridor	
Is the project included in an adopted plan (freight plan, LRTP, TIP, CIP, master plan)? If yes, which one(s)?	X		LRTP, Central Florida Regional Freight Plan	
Is the project on a priority freight network (e.g., NHFN, CURC, CRFCs, SIS, regional freight network)? Please describe.	X		Regional Freight Mobility Corridor	
Does the project support one or more FTP goals? If so, which ones?	X		1, 2, 3, 5	
Does the project have community support? Please describe the community stance (pros/cons).	X		Project navigated the public involvement processes of the LRTP and the Central Florida RFP; project also is on the "prioritized project list" which went through a separate approval process	
Does the project improve economic competitiveness? If yes, please describe.	X		Provides better access to established industrial activity centers	
Does the project add capacity or improve operations? Identify which and describe the associated mobility improvements.	X		Improves intersection operations for traffic accessing I-4 as well as passing through the interchange	
Is the project a critical next step in a series of linked projects? If yes, please describe.	X		Expands on ultimate I-4 interchange modification, improving access between two corridors	
Is the project "program ready"? Please define project status/schedule.		X	Project isn't shovel ready; next step will be for a PD&E	
Please provide the year(s) of your funding request.				2019

ILLUSTRATIVE EXAMPLE

Discuss Next Steps

What Questions Need to be Answered?

- Are you comfortable with the assumptions?
- Does the methodology make sense?
- Does the screening form ask the right questions?
- What role should the MPOAC take in verifying projects submitted by the MPOs?
- Is there agreement to present to executive leadership in November?
- Can you all provide three example project applications for October/November meetings?
- Other questions?

