



2019 Freight Priorities Program

Next Steps Workshop

Florida Metropolitan Planning Organization Advisory Council
Freight Subcommittee Meeting
November 1st, 2018 | 9:00 AM – 10:30 AM



Agenda

- How Did We Get Here?
- What Have We Learned about Freight Setting Priorities?
- Where Would We Like to Go?
- Open Discussion
 - Implementation in 2019
 - Potential Ways to Expand the Program in the Future
- Questions/Answers

How Did We Get Here?

- 2013 - MPOAC Freight Advisory Committee is created
- 2014 - Outreach Survey and Resolution for Rapid Advancement of Freight Initiatives completed
- 2016 - Educational brochures on importance of freight created
- 2015-2018 - Freight Project Prioritization Program created and implemented

How Did We Get Here?

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- Outreach Survey and Resolution for Rapid Advancement of Freight Initiatives completed in 2014
- Educational brochures on importance of freight created in 2016
- Freight Project Prioritization Program created and implemented 2015 through 2018

How Did We Get Here?

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Freight and the MPO

WHY IS EFFECTIVE FREIGHT PLANNING CRITICAL TO AN MPO?
An MPO's elected officials direct, guide and prioritize the transportation investments funded and advocated by a community. These projects preserve and enhance the mobility and safety of the movement of people and freight. For most urbanized areas, conflict exists between transportation system users. The effective movement of people – via auto, transit, bike and pedestrian can impede the competitive movement of cargo – via truck, rail, plane and vessel. MPOs help evaluate options and balance the needs of both groups to ensure a high quality of life and a competitive and prosperous business environment. It is critical that an MPO's elected officials promote an investment program that achieves this balance.

HOW IS FREIGHT DEFINED?
Within the realm of an MPO's planning world, the definition of "freight" encompasses more than simply the trucks on roadways. While the word "freight" is commonly used to refer to tangible goods being moved from one location to another, the dimensions of the "freight system" include the transportation and logistics processes that are involved in moving products from raw material producers to industry to consumers – and all the steps in-between.

The "freight system" therefore consists of the roads, rails, airports, seaports, and other facilities, such as pipelines, used to

move goods from place to place, as well as the manufacturers, warehouses, distribution centers, foreign trade zones, and wholesale and retail establishments that generate, advance and store goods available for consumption.

This freight system consists of a mix of public and private facilities, which can further complicate the ability of an MPO to invest in critical improvements. Many aspects of the transportation system are used to move both passengers and freight. The balancing of often divergent needs can be challenging.

Florida is home to a diverse and growing freight industry:

- Armelien Express Lines is the largest American floral motor carrier serving Miami International Airport.
- Maersk Lines, APL, Crowley Lines, and Zim Container Line are just a few of the steam ship lines serving Florida's seaports;
- CSX and Florida East Coast Railway provide service throughout Florida;
- Flagler Development, Prologis and many more developers are investing in Florida's logistics infrastructure;
- Publix Supermarkets serves all of Florida and the Southeast relying on a private fleet of trucks; and
- U.S. Post Office, FedEx, and UPS operate in the majority of Florida's commercial airports.

Every product made by Florida's 19,000 plus manufacturers has a unique supply chain, and relies on the freight system to move goods between businesses and consumers. Florida's freight system and freight industry are a significant contributor to Florida's economy.

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Investing for Business Success

WHY SHOULD THE FREIGHT COMMUNITY ENGAGE WITH MPOs?
MPOs help support investments in a wide range of projects that address the transportation needs of the freight community. These efforts include identification of freight needs and priorities, inclusion of freight projects in investment programs (Long Range Transportation Program, Transportation Improvement Program), participation in freight master planning activities, conducting stakeholder outreach and educational activities, preparing grant applications for available funding programs (e.g., FASTlane, TIGER), and implementing ongoing performance evaluations. The business industry needs to engage in these activities to ensure key freight related improvements are prioritized and funded and to ensure the larger community understands how important freight mobility is.

WHAT IS THE ROLE OF THE MPO IN FREIGHT TRANSPORTATION?
The "MPO" or Metropolitan Planning Organization is a local organization that deals with transportation issues for areas with over 50,000 residents. MPOs work with state and local government to make transportation policy, create plans, and fund projects. Many of Florida's MPOs have been engaged in freight transportation planning for many years, with some as early as the mid 1990s. MPOs play an important role in freight planning. They are responsible for developing regional freight plans, identifying key freight assets, and evaluating critical freight needs and investment priorities to ensure goods are delivered as efficiently as possible. An efficient and reliable freight transportation system, balanced against community needs, contributes to efforts to minimize transportation's impact on the environment and its residential communities.

HOW DOES FREIGHT IMPACT AN MPO?
The movement of freight has a significant impact on the people and infrastructure in a region. Within the MPO's planning world, the definition of "freight" encompasses more than simply the trucks on roadways. While the word "freight" is commonly used to refer to tangible goods being moved from one location to another, the dimensions of the "freight system" include the transportation and logistics processes that are involved in moving products from raw material producers to industry to consumers – and all the steps in-between.

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The freight community impacts an MPO's planning area in many ways. Truck traffic patterns and volumes are one of the most visible impacts. The presence of trucks and ease of their movements dramatically impacts business operations as well as conflicts with other system users. At a larger scale, freight transportation impacts a region's economic competitiveness and can even be used to help attract and retain companies that rely on competitive freight services.

Florida MPOs promote and guide transportation investments throughout the state's urbanized areas

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MPOAC's Opportunity to Enhance the Definition of Florida's Freight Priorities

INTRODUCTION AND UNDERSTANDING
Freight and logistics is a critical element of an urban area's transportation system and a key contributor to local and regional economies. Efficient and competitive access to manufacturers, distributors, wholesalers, and major trade gateways such as seaports, airports, and rail yards, ensures a region's businesses can compete in domestic and international markets. A healthy and competitive logistics business community provides high paying jobs for local residents, and serves all aspects of the economy including agriculture and mining, high technology and healthcare, manufacturing, and services and tourism. All of these business sectors must have the ability to produce their products and services and access their markets. Successful businesses provide direct, indirect, and induced economic benefits throughout the community, helping create a high quality of life.

Metropolitan planning organizations (MPOs) are responsible for defining the policies that influence transportation system investments, identifying and prioritizing the investments, and engaging the impacted communities to build consensus for the investments. MPOs use technical and citizen advisory committees to engage the public and partner agencies to ensure that the defined priorities meet the needs and expectations of the community. The documentation of needs across a variety of topics in adopted plans positions MPOs to compete for available funding; funding that can come from regional, state, and federal programs. Since 1991, the Federal Highway Administration (FHWA), through the US Department of Transportation's (DOT) Surface Transportation Bill, has become increasingly engaged in freight transportation planning, encouraging MPOs and state departments of transportation to incorporate freight needs into established transportation plans and programs. The most recent federal legislation, the Fixing America's Surface Transportation (FAST) Act, signed into law in December 2015, went even further. The FAST Act called for the designation of the National Highway Freight Network (NHFN) and created new freight funding programs for MPOs and states including a \$4.5 billion competitive grant program and \$6.3 billion in formula funding exclusively for freight projects. In order to access the formula funds and compete for the discretionary funds, MPOs and states must have adopted and approved freight plans. These plans communicate needs and identify priorities that help justify funding allocations.



How Did We Get Here?

Freight Prioritization Program

Fact Sheet

Program Overview

The Metropolitan Planning Organization Advisory Council (MPOAC), in partnership with the Florida Department of Transportation (FDOT), has developed the **Freight Prioritization Program (FPP)** to **identify and promote** high priority freight projects within the planning boundaries of Florida's Metropolitan/Transportation Planning Organizations **for consideration in FDOT's 5-Year Work Program** and other potential funding sources. **The FPP's objective is to foster collaboration** among the MPOAC's members and **to develop a comprehensive list of projects that represents the unified input of the MPOAC.** The MPOAC will update and endorse the FPP's final list on an annual basis.

How it Works

Development of the FPP consists of **three (3) key steps**: Project Submittal and Verification; List Development and Endorsement; and Transmittal to FDOT for Consideration.

- Project Submittal and Verification - March**
Each year, the MPOAC will ask its members to submit up to three (3) projects by mid-March. Project information will be verified by the MPOAC Freight Committee for completeness. Requests for additional information may be made if project information is incomplete.
- List Development and Endorsement - April**
The freight priority list will be developed based on all submitted and verified projects. A letter recommending formal endorsement of the list will be prepared by the MPOAC Freight Committee Chair in April. The list will be presented to the MPOAC Governing Board for final endorsement in June.
- Transmittal to FDOT for Consideration - June**
After the MPOAC Governing Board endorses the freight priority list in June, it will be transmitted with a formal letter of endorsement to FDOT Central Office and to each District Freight Coordinator for consideration as part of the annual Work Program update.

Requirements for Project Inclusion

MPOAC member organizations can submit **up to three (3) freight projects annually** to be included. Projects must:

- Be located within the planning boundary of the proposing MPO/TPO;
- Demonstrate an improvement to the movement of goods statewide;
- Be identified as a freight priority for its reading region;
- Have progressed through or are currently undergoing a Project Development and Environment (PD&E) study; and
- Demonstrated that it is incorporated in adopted plans.

To help ensure these requirements are met, **a checklist must be completed** with each project submission. The checklist helps evaluate how well a project addresses the goals of FDOT's Florida Transportation Plan.

Submittal and Verification

Florida's MPOs and TPOs

MPO Priority Freight Projects

March

List Development and Endorsement

MPOAC

Freight Committee and Governing Board

Finalized List of Priority Freight Projects

April

Transmittal to FDOT for Consideration

FDOT

5-Year Work Program and Other Funding Sources

June

The Florida Metropolitan Planning Organization Advisory Council

Commissioner Nick Maddox
Chair

Mike Dew, Secretary
Florida Department of Transportation
605 Suwannee Street
Tallahassee, FL 32399-0450

Dear Secretary Dew,

On behalf of the Florida Metropolitan Planning Organization Advisory Council (MPOAC), we are pleased to transmit our **2018 Freight Priorities Program** project list to FDOT for your consideration. As noted in previous correspondence, this new annual program provides Florida's MPOs with the opportunity to identify and promote freight priority projects throughout the state that facilitate freight mobility, promote economic growth, and support the goals of The Florida Transportation Plan (FTP).

This list represents projects on State Roadways that are construction ready. Each project was reviewed and evaluated by the MPOAC to ensure consistency and relevance, and the project list has been approved by the Freight Advisory Committee, the Staff Directors' Advisory Committee, and the Executive Board Committee.

With our approval process complete, the MPOAC respectfully submits the attached list of 37 projects (representing 16 MPOs and seven (7) FDOT Districts) to FDOT. We request that the Department reviews and considers these priorities during the annual update to FDOT's Five-Year Work Program. The list is organized alphabetically by MPO within each FDOT District with each project representing a high priority ranking. In addition, a summary sheet is attached to share program highlights for this year's submissions.

If you have any questions about the program or the process, please do not hesitate to contact Carl Mikyska, and please reach out directly to your MPO partners to discuss specific projects.

Thank you for your continued support!

Commissioner Nick Maddox, Chair
MPOAC

Carl Mikyska, Executive Director
MPOAC

Attachments:
2018 Freight Priorities Project List and Map
2018 Program Summary Sheet

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What Have We Learned about Setting Priorities?

- 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

What Have We Learned about Setting Priorities? (Cont.)

- 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 will fall within MPO planning boundaries
- MPOs drive project development and priorities within their planning boundaries
- 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

Where Would We Like to Go?

- Continue with the Implementation of the FPP for 2019, taking into consideration the **Lessons Learned** from the 2018 FPP
- Explore opportunities to expand and enhance the Program create:
 - A Program List of MPOAC identified freight projects with statewide significance traversing multiple MPO boundaries
 - #1 Priority from *2018 MPOAC Freight Committee Next Steps Survey*
 - A Program List of MPOAC identified multimodal freight projects
 - #2 Priority from *2018 MPOAC Freight Committee Next Steps Survey*



Open Discussion

MPOAC

Potential Ways to Expand the Program

- A Program List of MPOAC identified freight projects with statewide significance crossing multiple MPO jurisdictions
 - How would we define the types of projects that would get included? Are we looking at multimodal projects or limiting it to roadway corridors?
 - How are you including them in your plans now? How are they programmed?
 - How are MPOs and FDOT Districts engaging in discussions for projects of this type?
 - How are these projects being funded?
 - What is the value added for having the MPOAC endorse a list like this? What influence are we looking for MPOAC to have?
- Are we comfortable advancing this topic in the coming year(s)?

Potential Ways to Expand the Program

- A Program List of MPOAC identified multimodal freight projects
 - How would we define the types of projects that would get included? Are we looking at all modes (e.g., rail, seaport, airport, non-state roadways)?
 - Would we be looking for 3 top projects for each mode, or 3 top multimodal projects?
 - How are you including them in your plans now? How are they programmed?
 - How are MPOs and FDOT Districts engaging in discussions for projects of this type?
 - How are these projects being funded?
 - What is the value added for having the MPOAC endorse a list like this? What influence are we looking for MPOAC to have?
- Are we comfortable advancing this topic in the coming year?



Questions and Answers

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MPOAC