



# *Freight Mobility and Trade Plan*

Technical Memorandum 10  
FHWA Division Review Checklist

April 2020



## Certification of a FAST Act Compliant State Freight Plan

ITEM FOR REVIEW		ASSESSMENT		
		Yes	No	N/A
<b>Section 70202 Requirements</b>				
(a) <i>IN GENERAL.</i> — Each State that receives funding under section 167 of title 23 shall develop a freight plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight.		✓		
<i>Observations:</i>	The Florida Freight Mobility and Trade Plan is a comprehensive document which is focused on both – short term, tactical improvements to improve freight in Florida today and to sustain and grow the economy over the long term.			
b) <i>PLAN CONTENTS.</i> —A freight plan described in subsection (a) shall include, at a minimum –		✓		
(1) an identification of significant freight system trends, needs, and issues with respect to the State;		✓		
<i>Observations:</i>	<ul style="list-style-type: none"> <li>- <b>Technical Memorandum 2: Systems and Assets</b> <ul style="list-style-type: none"> <li>o The systems and assets are identified and quantified in this Technical Memorandum.</li> <li>o The major freight system designations (state and national) are identified and quantified in this Technical Memorandum.</li> </ul> </li> <li>- <b>Technical Memorandum 3: Performance and Conditions</b> <ul style="list-style-type: none"> <li>o The performance measures identified in Technical Memorandum 1 were populated in this memorandum – establishing clear quantitative trends on overall freight system performance</li> <li>o Section: Identification of Issues and Trends – details several modal specific needs, issues, and looks at heavy haul roads.</li> <li>o Used state and federal performance measures to ID/evaluate trends/needs and issues as they relate to safety, congestion, reliability, bottlenecks, state of goods repair, empty backhauls, etc.</li> </ul> </li> <li>- <b>Technical Memorandum 4: Trends</b> <ul style="list-style-type: none"> <li>o Entire document is dedicated to identify internal and external trends that impact Florida – this includes a discussion on how freight supports the economy.</li> <li>o Section: Commodity Flow Analysis – details commodity flow for existing and horizon year for different modes.</li> </ul> </li> <li>- <b>Technical Memorandum 5: Needs, Issues and Scenario Planning</b> <ul style="list-style-type: none"> <li>o Deeper dive on several trends to capture specific needs and issues organized my mode and includes multimodal items.</li> <li>o Specific looks at funding constraints, land use, freight bottlenecks, state of good repair, and larger freight issues</li> <li>o Section: Scenario Planning: Scenario planning used to identify needs and specific recommendations for “futures” that embrace technology, resiliency and economic growth</li> <li>o Section: SWOT Analysis - The document concludes with a thorough SWOT analysis organize and focus the development of strategies, improvements and initiatives in the subsequent TMs.</li> </ul> </li> </ul>			
(2) a description of the freight policies, strategies, and performance measures that will guide the freight-related transportation investment decisions of the State;		✓		
<i>Observations:</i>	<ul style="list-style-type: none"> <li>- <b>Technical Memorandum 1: Policies, Performance Measures and Outreach</b> <ul style="list-style-type: none"> <li>o Section: Building for the Future                             <ul style="list-style-type: none"> <li>▪ FMTP designed to integrate FDOT’s Modal Plans (goals/strategies) and serve as the “parent” freight plan with overarching freight objectives that directly support the Florida Transportation Plan and federal freight goals.</li> <li>▪ FMTP objectives integrate the Florida Chamber’s Trade and Logistics work/Six Pillars</li> </ul> </li> <li>o Section: Modal Plans                             <ul style="list-style-type: none"> <li>▪ Each modal plan captures specific freight policies and strategies the support freight movement</li> <li>▪ Specific strategies and recommendations are captured in Appendix C.</li> </ul> </li> <li>o Section: Performance Measures                             <ul style="list-style-type: none"> <li>▪ This section details adopted state and federal freight performance measures and identifies new potential measures/indicators for consideration. These additional measures were used to help prioritize freight projects in Technical Memorandum 7.</li> </ul> </li> <li>o Appendix C list all the freight related studies, plans and initiatives in state of Florida.</li> </ul> </li> </ul>			



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<b>Section 70202 Requirements</b>				
	<ul style="list-style-type: none"> <li>- <b>Technical Memorandum 3: Performance and Conditions</b> <ul style="list-style-type: none"> <li>o Each formally adopted performance measure identified in Technical Memorandum 1 were populated in this document</li> <li>o Section: Identification of Issues and Trends – details several modal specific needs and issues, and looks at heavy haul roads.</li> </ul> </li> <li>- <b>Technical Memorandum 6: Project Prioritization and Selection</b> <ul style="list-style-type: none"> <li>o Using the performance measures formally enacted by FDOT and new measures identified in Technical Memorandum 1 – the project selection process was driven by these measures to achieve the FMTP Objectives and ultimately the FTP and federal freight goals.</li> <li>o Appendix D explains the quantitative process.</li> </ul> </li> <li>- <b>Technical Memorandum 8: Recommendations, Funding and Implementation</b> <ul style="list-style-type: none"> <li>o Section: Recommendations                             <ul style="list-style-type: none"> <li>▪ Includes a series of recommendations and strategies to achieve the FMTP objectives</li> <li>▪ Specific recommendations to work with other states to solve multi-state corridor</li> </ul> </li> <li>o Section: Funding                             <ul style="list-style-type: none"> <li>▪ Details current funding availability, constraints and opportunities for the future – including P3s and across organizations.</li> </ul> </li> <li>o Section: Implementation                             <ul style="list-style-type: none"> <li>▪ Details an implementation strategy to solve the key issues identified in the FMTP – including short term initiative and long term, larger projects.</li> <li>▪ Also – focuses on a multi-agency, multi-partner approach to solving freight solutions, last miles solutions and a comprehensive focus on improving livability for Florida’s residents.</li> </ul> </li> </ul> </li> </ul>			
	(A) multimodal critical rural freight facilities and corridors designated within the State under section 70103 of this title; and	✓		
	(B) critical rural and urban freight corridors designated within the State under section 167 of title 23	✓		
<b>Observations:</b>	<ul style="list-style-type: none"> <li>- <b>Technical Memorandum 2: Systems and Assets</b> <ul style="list-style-type: none"> <li>o Section: National Freight and Freight Related System Designations                             <ul style="list-style-type: none"> <li>▪ Details critical rural and urban freight corridors</li> </ul> </li> <li>o Section: National Freight and Freight Related System Designations                             <ul style="list-style-type: none"> <li>▪ The multimodal critical rural freight corridors and facilities are identified in multiple national and statewide designation identified in earlier sections. The major designations which include critical rural freight corridors and facilities are highlighted in the designations listed below:                                     <ul style="list-style-type: none"> <li>• National Multimodal Freight System</li> <li>• Strategic Intermodal System (SIS)</li> <li>• Multi-use Corridors of Regional Economic Significance corridors (M-CORES)</li> </ul> </li> </ul> </li> </ul> </li> </ul>			
	(4) a description of how the plan will improve the ability of the State to meet the national multimodal freight policy goals described in section 70101(b) of this title and the national highway freight program goals described in section 167 of title 23;	✓		
<b>Observations:</b>	<ul style="list-style-type: none"> <li>- <b>Technical Memorandum 1: Policies, Performance Measures and Outreach</b> <ul style="list-style-type: none"> <li>o This technical memorandum discusses this extensively. Each FMTP objective was deliberately designed to support the Florida Transportation and the national freight goals. This relationship (including a line-by-line cross-reference document) can be found in the TM and its associated appendix.</li> <li>o The FMTP is a performance driven document. Performance measures were established in this TM that were used throughout the document – but in particular to prioritize projects and the implementation plan. Effectively - because the FMTP’s objectives were built to support the federal freight goals- the goals drove decision making throughout the process/document.</li> </ul> </li> <li>- <b>Technical Memorandum 8: Recommendations, Funding and Implementation</b> <ul style="list-style-type: none"> <li>o Recommendation sections is laid out by different FMTP objectives.</li> </ul> </li> </ul>			
	(5) a description of how innovative technologies and operational strategies, including intelligent transportation systems, that improve the safety and efficiency of freight movement, were considered;	✓		
<b>Observations:</b>	<ul style="list-style-type: none"> <li>- The concept that technology and operational efficiencies can improve safety and freight efficiency was a main driver for the development of this chapter. As such, technology is interwoven in each Technical Memorandum. The following list details areas where technological and operational strategies were specifically identified:</li> </ul>			



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<b>Section 70202 Requirements</b>				
	<ul style="list-style-type: none"> <li>- <b>Technical Memorandum 5: Needs, Issues and Scenario Planning</b> <ul style="list-style-type: none"> <li>o Scenario planning to identify needs and specific recommendations for “futures” that embrace technology, resiliency and economic growth. All three scenarios lead to technological and operational strategies.</li> <li>o SWOT analysis specifically calls out “Opportunities” presented by technology.</li> </ul> </li> <li>- Technical Memorandum: Project Prioritization and Selection               <ul style="list-style-type: none"> <li>o The process evaluated projects for their ability to integrate TSM&amp;O and alternative energy initiatives</li> </ul> </li> <li>- Technical Memorandum: Investment Element               <ul style="list-style-type: none"> <li>o This fiscally constrained Freight Investment Plan identifies several funded ITS projects directed at freight</li> </ul> </li> <li>- <b>Technical Memorandum 8: Recommendations, Funding and Implementation</b> <ul style="list-style-type: none"> <li>o Section: Recommendations                   <ul style="list-style-type: none"> <li>▪ Includes a series of recommendations and strategies to achieve the FMTP objectives</li> </ul> </li> <li>o Section: Funding                   <ul style="list-style-type: none"> <li>▪ Details current funding availability, constraints and opportunities for the future – including P3s and across organizations.</li> </ul> </li> <li>o Section: Implementation                   <ul style="list-style-type: none"> <li>▪ Details an implementation strategy to solve the key issues identified in the FMTP – including short term initiative and long term, larger projects.</li> <li>▪ Specifically calls out using ITS and operational strategies to solve congestion and safety issues</li> </ul> </li> </ul> </li> </ul>			
	(6) in the case of routes on which travel by heavy vehicles (including mining, agricultural, energy cargo or equipment, and timber vehicles) is projected to substantially deteriorate the condition of roadways, a description of improvements that may be required to reduce or impede the deterioration;	✓		
<b>Observations:</b>	<ul style="list-style-type: none"> <li>- <b>Technical Memorandum 3: Performance and Conditions</b> <ul style="list-style-type: none"> <li>o Section: Highway Performance               <ul style="list-style-type: none"> <li>▪ Heavy volume roads were identified.</li> </ul> </li> <li>o Section: Identification of Issues and Trends – details several modal specific needs and issues, and looks at heavy haul roads.               <ul style="list-style-type: none"> <li>▪ Specific attention paid to facilities with heavy truck tonnage – in relation to the high overall state of goods repair on the SHS.</li> </ul> </li> <li>o Florida Department of Transportation – Transportation Asset Management Plan lists the Financial Plan and Investment Strategies for maintaining condition of roadways.</li> </ul> </li> <li>- <b>Technical Memorandum 4: Trends</b> <ul style="list-style-type: none"> <li>o Section on Highways – discusses trends that will likely impact roadways with heavy vehicles.</li> </ul> </li> <li>- <b>Technical Memorandum 6: Project Prioritization and Selection</b> <ul style="list-style-type: none"> <li>o This performance driven process identified projects that focus on heavily used trucking facilities               <ul style="list-style-type: none"> <li>▪ Specific criteria used in this process include (but are not limited to): Truck bottlenecks, Truck AADT, roadways in freight intensive areas, roadway functionality, etc.</li> </ul> </li> </ul> </li> <li>- <b>Technical Memorandum 7: Investment Element</b> <ul style="list-style-type: none"> <li>o This fiscally constrained Freight Investment Plan identifies several projects directed at the long-term maintenance of heavy vehicles corridors. This includes traditional improvements but also technological/operational improvements as well.</li> </ul> </li> <li>- <b>Technical Memorandum 8: Recommendations, Funding and Implementation</b> <ul style="list-style-type: none"> <li>o Section: Recommendations               <ul style="list-style-type: none"> <li>▪ Includes a series of recommendations and strategies to achieve the FMTP objectives.</li> </ul> </li> <li>o Section: Funding               <ul style="list-style-type: none"> <li>▪ Details current funding availability, constraints and opportunities for the future – including P3s and across organizations.</li> </ul> </li> <li>o Section: Implementation               <ul style="list-style-type: none"> <li>▪ Details an implementation strategy to solve the key issues identified in the FMTP – including short term initiative and long term, larger projects.</li> </ul> </li> </ul> </li> <li>- <b>Technical Memorandum 9: Action Plan</b> <ul style="list-style-type: none"> <li>o One of the objective recommendations is to maintain a state of good repair, the strategies to do so are laid out in the Action Plan tech memo.</li> </ul> </li> </ul>			



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(7) an inventory of facilities with freight mobility issues, such as truck bottlenecks, within the State, and for those facilities that are State owned or operated, a description of the strategies the State is employing to address those freight mobility issues;		✓		
<b>Observations:</b>	<ul style="list-style-type: none"> <li>- <b>Technical Memorandum 1: Policies, Performance Measures and Outreach</b> <ul style="list-style-type: none"> <li>o Section: Modal Plans                             <ul style="list-style-type: none"> <li>▪ Each modal plan captures specific freight policies and strategies the support freight movement</li> <li>▪ Specific strategies and recommendations are captured in Appendix C.</li> </ul> </li> </ul> </li> <li>- <b>Technical Memorandum 6: Project Prioritization and Selection</b> <ul style="list-style-type: none"> <li>o This performance driven process prioritized projects.                             <ul style="list-style-type: none"> <li>▪ Specific criteria used in this process include (but are not limited to): Truck bottlenecks, Truck AADT, roadways in freight intensive areas, roadway functionality, etc.</li> </ul> </li> </ul> </li> <li>- <b>Technical Memorandum 7: Investment Element</b> <ul style="list-style-type: none"> <li>▪ This fiscally constrained Freight Investment Plan identifies several projects directed reducing freight bottlenecks through traditional capacity projects, ITS and other freight initiatives (truck parking, etc.)</li> </ul> </li> <li>- <b>Technical Memorandum 8: Recommendations, Funding and Implementation</b> <ul style="list-style-type: none"> <li>o Section: Recommendations                             <ul style="list-style-type: none"> <li>▪ Includes a series of recommendations and strategies to achieve the FMTP objectives</li> </ul> </li> <li>o Section: Funding                             <ul style="list-style-type: none"> <li>▪ Details current funding availability, constraints and opportunities for the future – including P3s and across organizations.</li> </ul> </li> <li>o Section: Implementation                             <ul style="list-style-type: none"> <li>▪ Details an implementation strategy to solve the key issues identified in the FMTP – including short term initiative and long term, larger projects.</li> </ul> </li> </ul> </li> </ul>			
(8) consideration of any significant congestion or delay caused by freight movements and any strategies to mitigate that congestion and delay;		✓		
<b>Observations:</b>	<ul style="list-style-type: none"> <li>- <b>Technical Memorandum 1: Policies, Performance Measures and Outreach</b> <ul style="list-style-type: none"> <li>o Section: Modal Plans                             <ul style="list-style-type: none"> <li>▪ Each modal plan captures specific freight policies and strategies the support freight movement</li> <li>▪ Specific strategies and recommendations are captured in Appendix D.</li> </ul> </li> </ul> </li> <li>- <b>Technical Memorandum 2: Performance Measures and Conditions</b> <ul style="list-style-type: none"> <li>o Quantifies the major truck bottlenecks across the state using FHWA'S NPMRDS data. This list of bottlenecks is used as part of project prioritization and selection process.</li> </ul> </li> <li>- <b>Technical Memorandum 5: Needs, Issues and Scenario Planning</b> <ul style="list-style-type: none"> <li>o Scenario Planning: Technology as a solution for congestion caused by rapid fulfillment</li> <li>o SWOT Analysis: Identifies roadway congestion as a weakness</li> </ul> </li> <li>- <b>Technical Memorandum: Project Prioritization and Selection</b> <ul style="list-style-type: none"> <li>o This performance driven process identified traditional projects to reduce congestion and delay.</li> <li>o Specific criteria used in this process include (but are not limited to): Truck bottlenecks, Truck AADT, roadways in freight intensive areas, roadway functionality, etc.</li> <li>o The process also evaluated projects for their ability to integrate TSM&amp;O and alternative energy initiatives</li> </ul> </li> <li>- <b>Technical Memorandum: Investment Element</b> <ul style="list-style-type: none"> <li>o This fiscally constrained Freight Investment Plan identifies several projects directed reducing congestion and delay through traditional capacity projects, ITS and other freight initiatives (truck parking, etc.)</li> </ul> </li> <li>- <b>Technical Memorandum 8: Recommendations, Funding and Implementation</b> <ul style="list-style-type: none"> <li>o Section: Recommendations                             <ul style="list-style-type: none"> <li>▪ Includes a series of recommendations and strategies to achieve the FMTP objectives</li> </ul> </li> <li>o Section: Funding                             <ul style="list-style-type: none"> <li>▪ Details current funding availability, constraints and opportunities for the future – including P3s and across organizations.</li> </ul> </li> </ul> </li> </ul>			



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<b>Section 70202 Requirements</b>				
	<ul style="list-style-type: none"> <li>o Section: Implementation</li> <li>o Details an implementation strategy to solve the key issues identified in the FMTP – including short term initiative and long term, larger projects.</li> </ul>			
	(9) a freight investment plan that, subject to subsection (c)(2), includes a list of priority projects and describes how funds made available to carry out section 167 of title 23 would be invested and matched; and	✓		
<b>Observations:</b>	<ul style="list-style-type: none"> <li>- <b>Technical Memorandum 7: Investment Element</b> <ul style="list-style-type: none"> <li>o It serves as the fiscally-constrained Freight Investment plan. Appendix A and B call out projects (and phases – where applicable) specifically using NHFP dollars and assigned non-federal match.</li> </ul> </li> </ul>			
	(10) Consultation with the State freight advisory committee, if applicable.	✓		
<b>Observations:</b>	<ul style="list-style-type: none"> <li>- <b>Technical Memorandum 1: Policy, Performance Measures and Outreach</b> Section: FMTP Stakeholder Engagement and Outreach           <ul style="list-style-type: none"> <li>o Details three Florida Freight Advisory Committee (FLFAC) in March, July and September 2019 that focused on identifying and developing the FMTP’s objectives, trends/issues and ultimate project weighting for the prioritization process.</li> <li>o Additionally, seven regional freight forums were held to capture wider public and private stakeholder input. The results of this forum were directly tied to the trends and issues/needs identified in the Trends, and Needs and Issues Technical Memorandums.</li> </ul> </li> </ul>			
<b>(c) RELATIONSHIP TO LONG-RANGE PLAN.—</b>		✓		
	(1) INCORPORATION. ---A freight plan described in subsection (a) may be developed separate from or incorporated into the statewide strategic long-range transportation plan required by section 135 of title 23.	✓		
	(2) FISCAL CONSTRAINT. ----The freight investment plan component of a freight plan shall include a project, or an identified phase of a project, only if funding for completion of the project can reasonably be anticipated to be available for the project within the time period identified in the freight investment plan.	✓		
<b>Observations:</b>	<ul style="list-style-type: none"> <li>- <b>Technical Memorandum 1: Policies, Performance Measures and Outreach</b> <ul style="list-style-type: none"> <li>o Section: Building for the Future               <ul style="list-style-type: none"> <li>▪ FMTP designed to integrate FDOT’s Modal Plans (goals/strategies) and serve as the “parent” freight plan with overarching freight objectives that directly support the Florida Transportation Plan and federal freight goals</li> </ul> </li> </ul> </li> <li>- <b>Technical Memorandum 7: Investment Element</b> <ul style="list-style-type: none"> <li>o TM 7 serves as the FMTP’s fiscally constrained Freight Investment Plan</li> </ul> </li> </ul>			



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