

US 27 Mobility Stakeholder Working Group – District One

Keith Robbins
District Freight & Seaport Coordinator
FDOT District One



Agenda



Freight Mobility thru the Heartland of Florida



- Introductions and Administrative Remarks
- Freight Coordinator Update
- US 27 Corridor (Polk County) Study Update
- Inland Ports Discussion and Exercise
- Closing Remarks

Introductions and Administrative Remarks



- Restrooms
- Emergency Procedures
- Ground Rules for What is Presented
- Introductions
 - Who you are and what you do for your company/organization
 - What your company or organization does

Purpose and Intent for the Working Group



Purpose: To provide an opportunity to share and exchange information relating to the US 27 Highway Corridor with stakeholders from the public and private sector, and allow for discussion among those stakeholders that could result in the genesis of future efforts to improve and/or preserve the efficient mobility of freight among all other users of the corridor.

Intent: What We Hope to Accomplish

- Raise awareness and support for freight mobility issues through updates on related projects, concepts, and studies
- Re-invigorate the Future Corridors Initiative to focus effort on the Heartland Corridor for potential transformation of US 27
- Cultivate interaction among stakeholders to collaborate on potential ideas for protecting and preserving the corridor for freight movement
- Use previous studies/reports for reference and guidance when and where applicable to capitalize on work already done



Keith Robbins
District Freight & Seaport Coordinator
District One, FDOT

Telling The Freight Story – US 27 Corridor

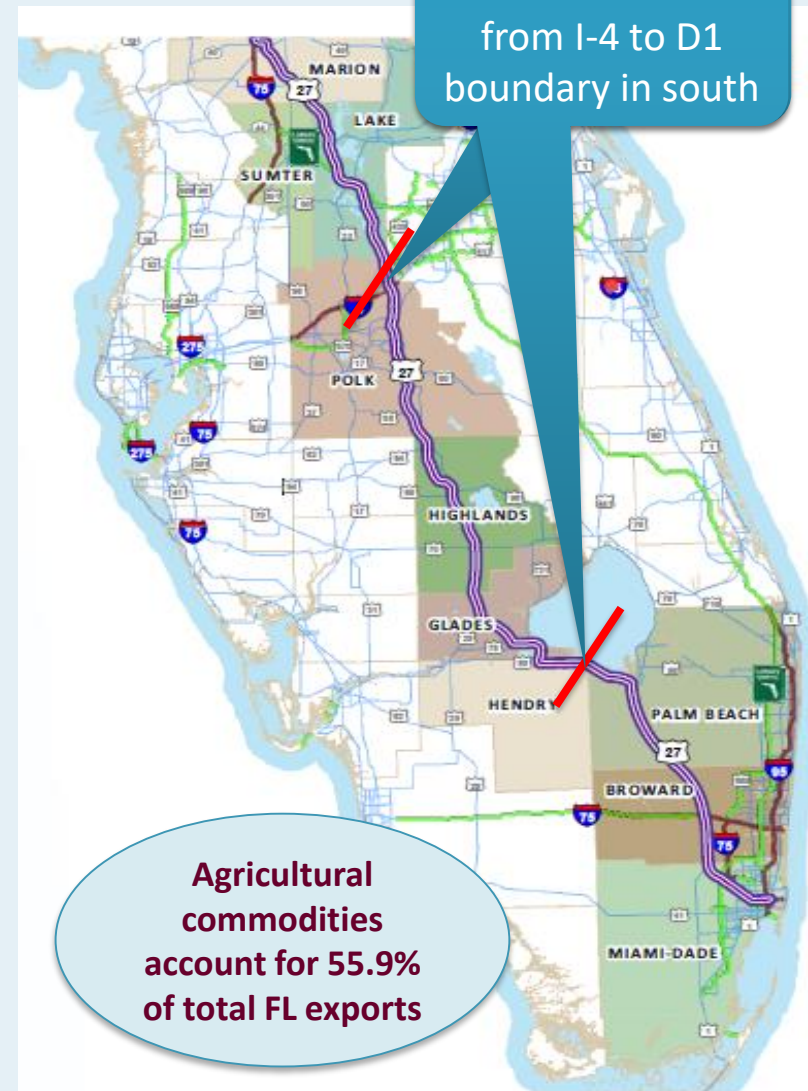


Key Agenda items from the December 2018 meeting:

- Review of activities since the June 2018 meeting
- US 27 Mobility Study (Polk County)
- Update from America's Gateway
- Inland Ports Presentation

Activities since the December meeting:

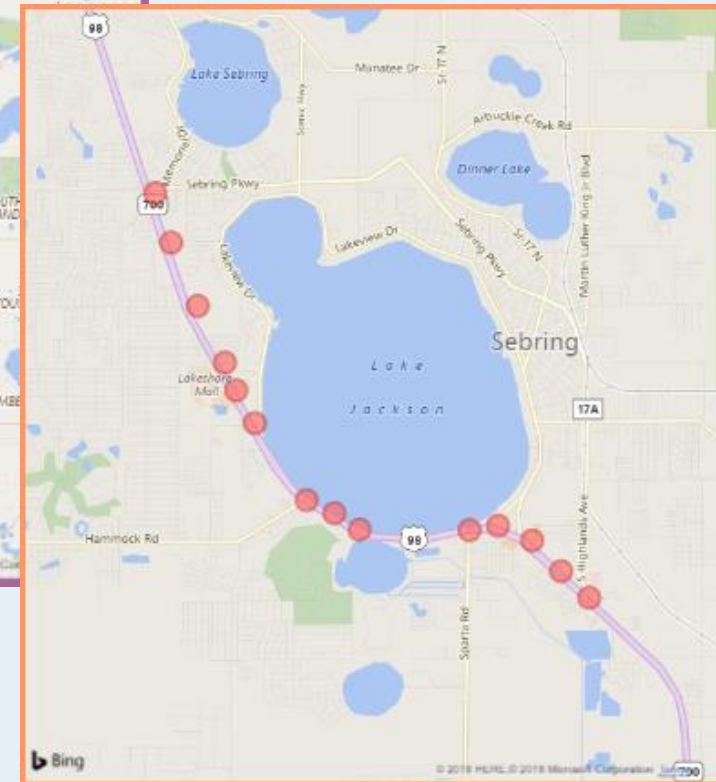
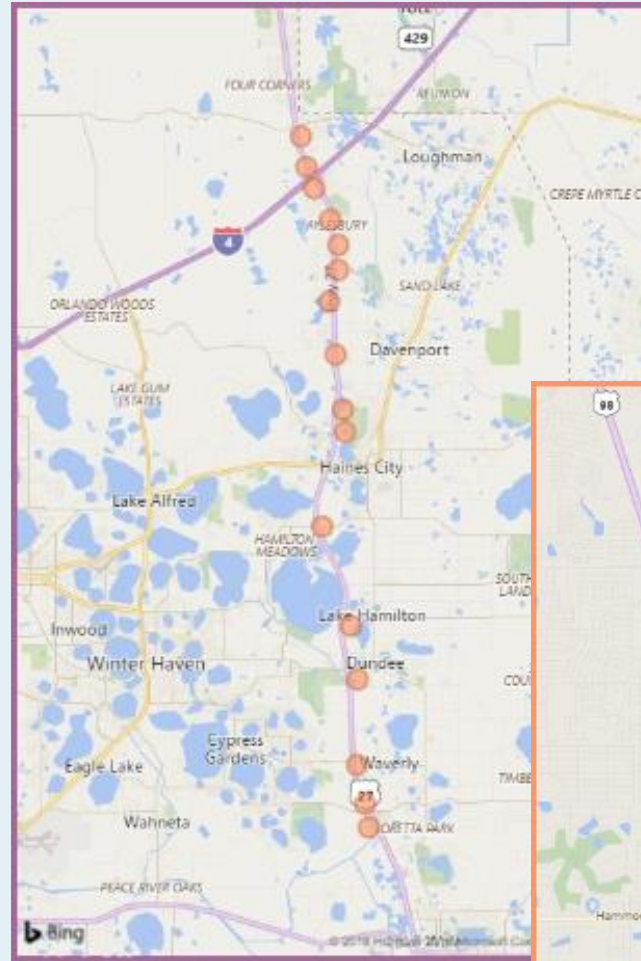
- Completed Districtwide Freight Activity Center Connector Identification/Definition and Evaluation
- Completed Port Manatee Site Utilization & Network Analysis Study
- Completed SR 29 Bridge project in LaBelle
- Completed Phase II Districtwide Highway-Rail Grade Separation Suitability Model and Evaluation
- Agriculture Stakeholder Forum in Immokalee
- Began work on 2019 Update to the State FMTP
- Work in various areas to aid in truck parking issue at the local, state and national level – new rest area computation form
- Scoping a new TWO for study on logistics development near airports and related traffic impacts in the region
 - New Rest Area Computation Form in staffing for adoption



Adaptive Signals System Deployments



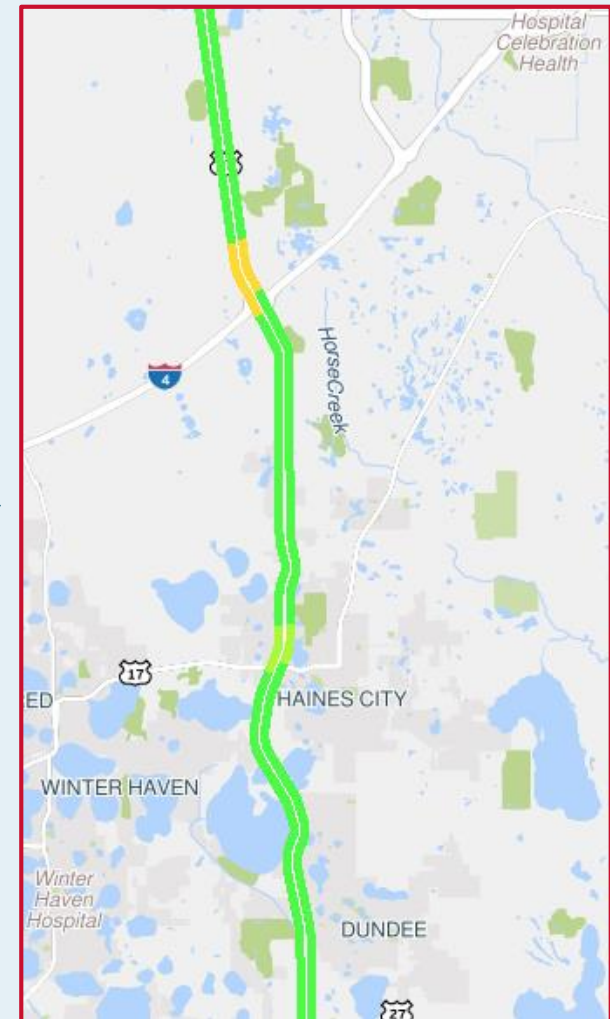
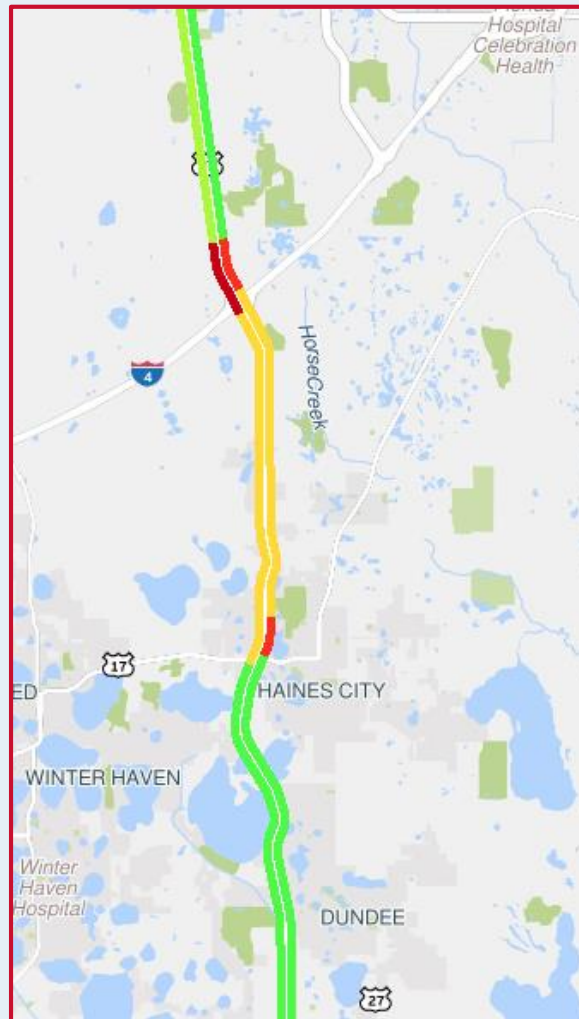
- **US 27 from Eagle Ridge Mall to Dean Still Rd / Ronald Reagan Pkwy**
 - 23 signals
 - Online in Fall of 2018
 - Optimal signal timing synchronization
- **US 27 from Highlands Ave to Sebring Pkwy**
 - 14 signals
 - Planned deployment 2022



Adaptive Signals Benefits



- Better progression
- Increased throughput
- Decreased delay



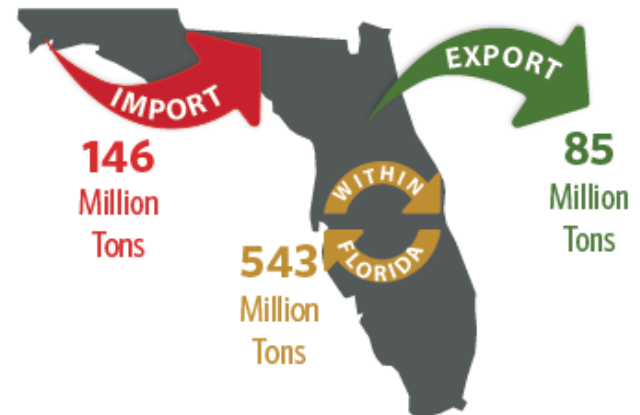
State FMTP Update



District 3		District 1	
May 20, 2019	1:00 – 4:00pm CT	May 22, 2019	9:00am – 12:00pm ET
Northwest Florida State College Building 400 100 East College Boulevard, Niceville, FL 32578		South Florida State College Highlands Campus, Classroom B-112 600 West College Drive Avon Park, FL 33825	
District 2		District 5	
May 23, 2019	9:00am – 12:00pm ET	May 28, 2019	1:00 – 4:00pm ET
FDOT Jacksonville Urban Office Training Center 2198 Edison Avenue, Jacksonville, FL 32204		FDOT Deland Cypress A&B Conference Room 719 South Woodland Boulevard, DeLand, FL 32720	
District 7		District 6	
May 29, 2019	9:00am – 12:00pm ET	June 11, 2019	9:00am – 12:00pm ET
FDOT Tampa Auditorium 11201 McKinley Drive, Tampa, FL 33612		FDOT Miami Auditorium 1000 NW 111th Avenue, Miami, FL 33172	
District 4			
June 12, 2019		9:00am – 12:00pm ET	
FDOT Fort Lauderdale Manatee Conference Room 3400 West Commercial Boulevard, Ft. Lauderdale, FL 33309			

The Objectives

- 1 Leverage continued collaboration to capitalize on Florida's transportation advantages
- 2 Increase operational efficiency of goods movement
- 3 Minimize costs in the supply chain
- 4 Align public and private efforts for trade, logistics and improved goods flow
- 5 Raise awareness and support for freight movements investments
- 6 Develop a balanced multi-modal transportation planning and investments model
- 7 Continued integration of supply chain and freight movement considerations into FDOT culture



Source:
FHWA, 2011 Freight Analysis Framework 3.4



Sarah Catala
District SIS Coordinator
District One SWAO, FDOT

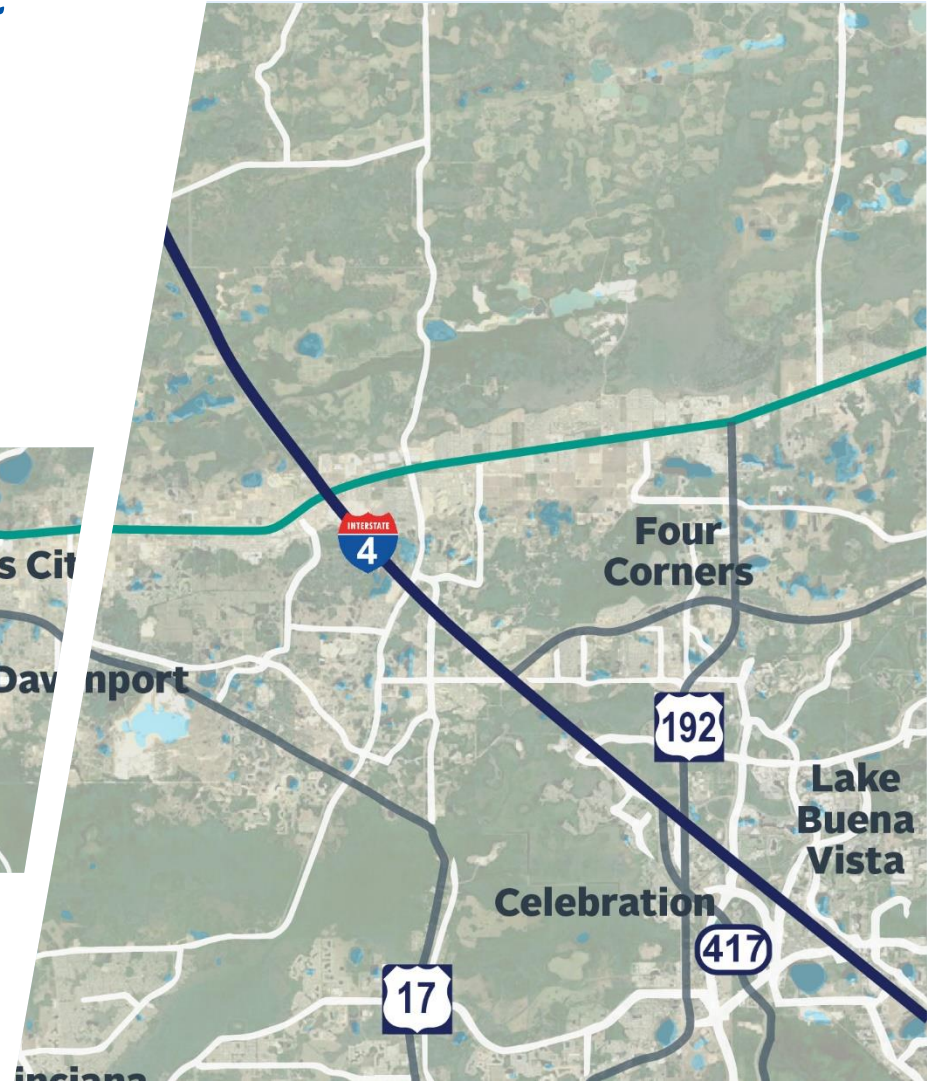
NE Polk County US 27 Mobility Study from SR 60 to Lake County Line



FPID 440320-1-22-01

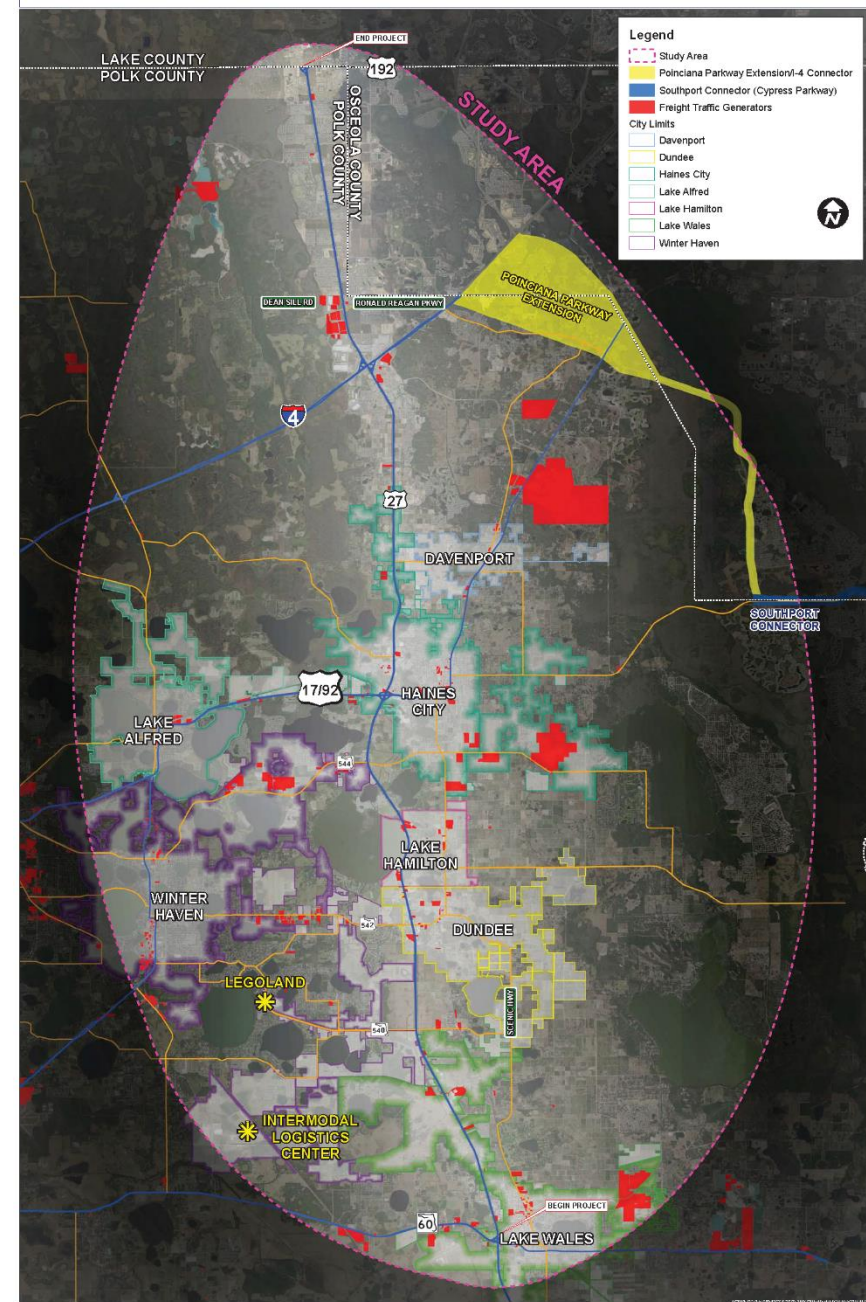
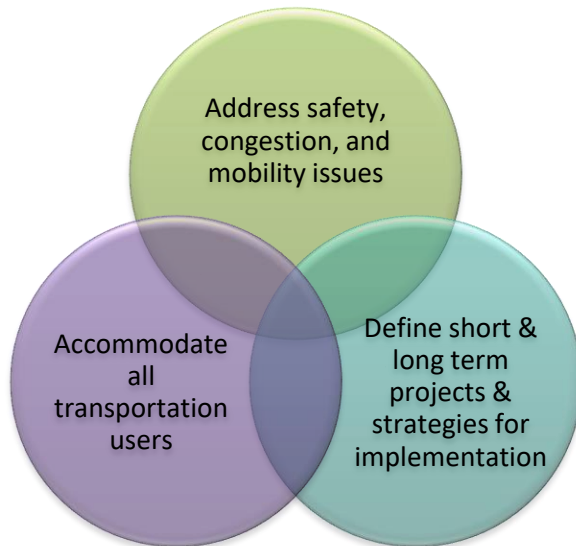
US 27 Mobility Stakeholder Working Group Briefing

May 8, 2019



Study Purpose

- » Evaluate the study area along US 27 and the surrounding roadway network.
- » Define a multimodal program of projects and strategies to improve the mobility, safety, and livability within and served by the US 27 corridor.



Stakeholder Input



Polk County
Commissioners

Municipalities

Freight
Operators

Economic/Tourism

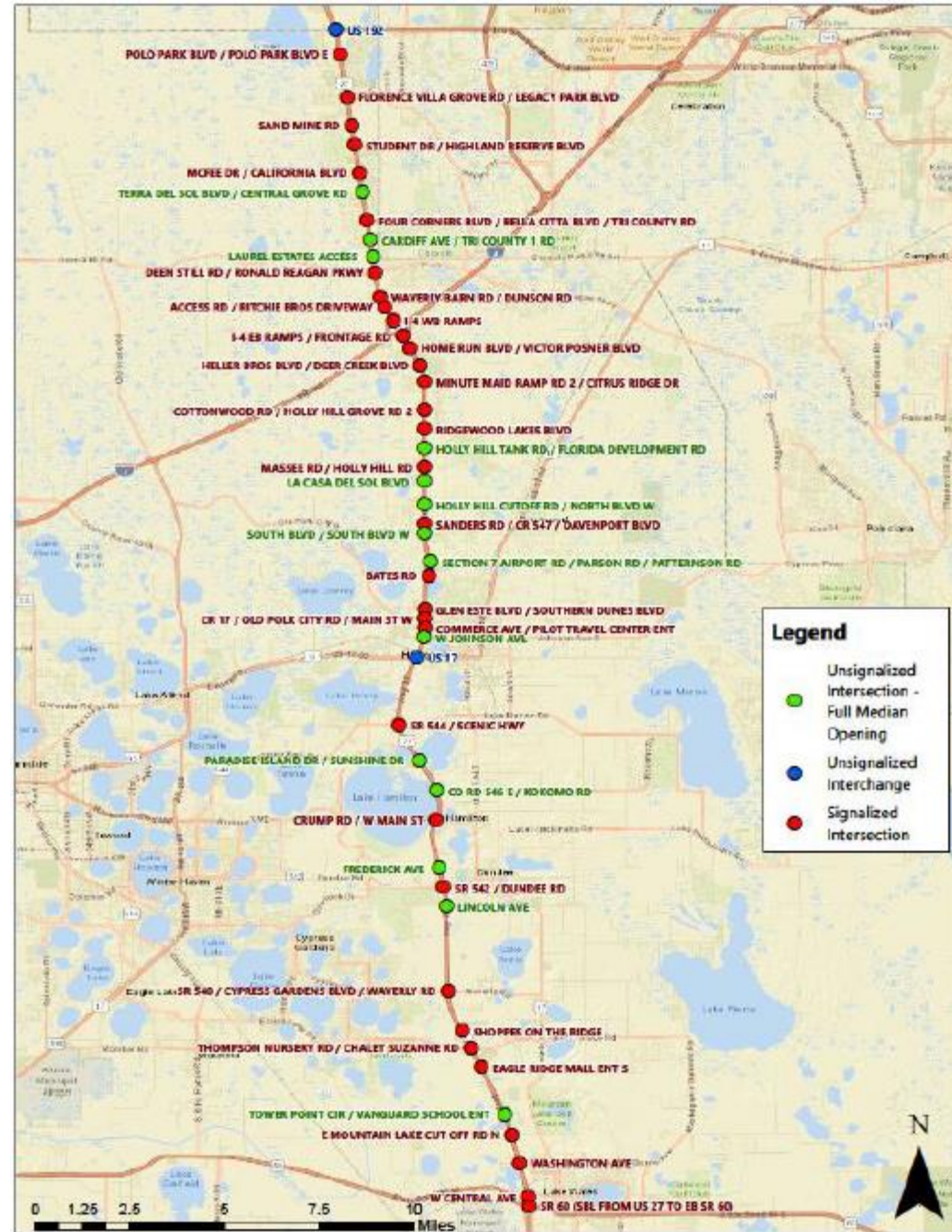
Stakeholder Theme	BOCC	Municipalities	Freight	EDC
Balance the needs of multiple users	X	X	X	X
Develop alternative routes	X	X	X	X
Safety	X	X	X	X
Improve access	X	X	X	X
Support economic activities (including freight movement)	X	X	X	X
Communication	X	X	X	X
Accommodate growth	X	X		X
Provide connectivity	X	X	X	X
Expand transit/multimodal network	X	X		X

Data Collection Effort

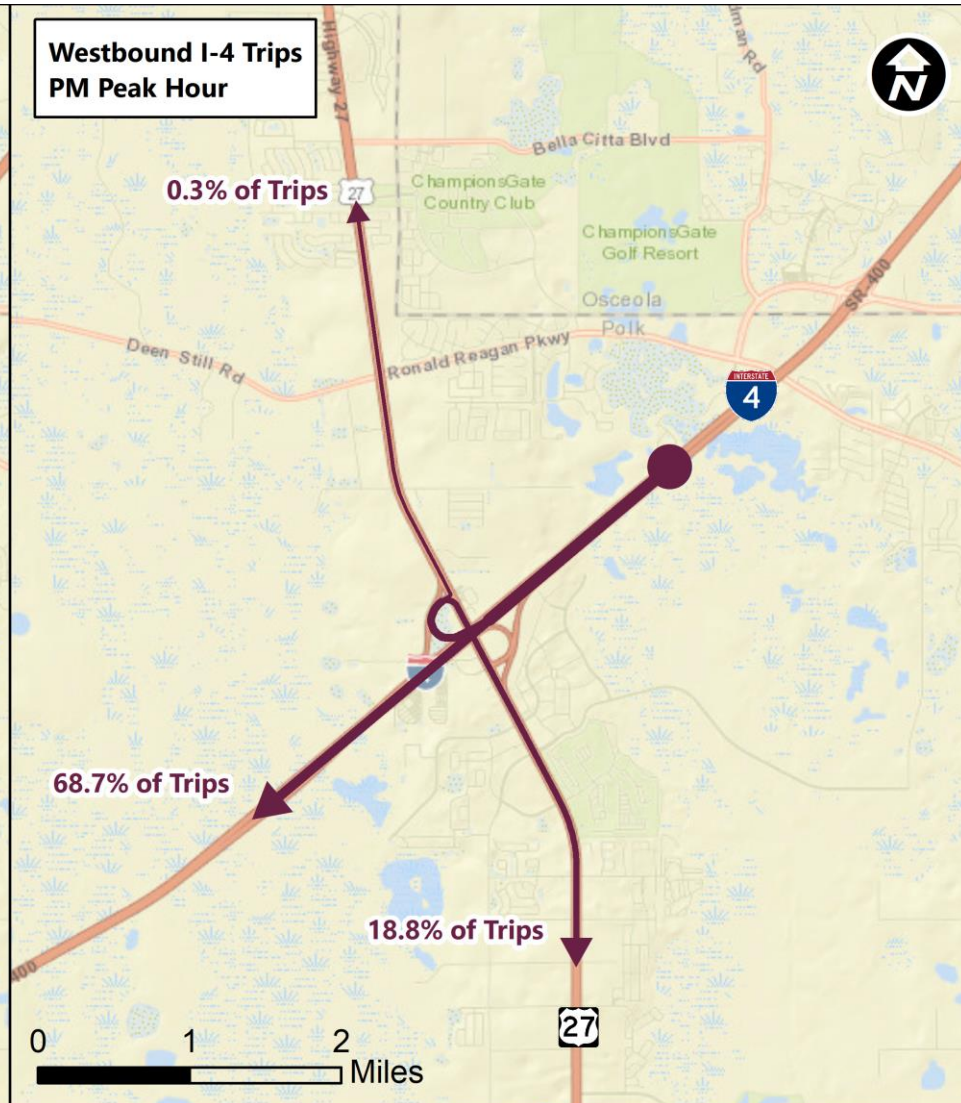
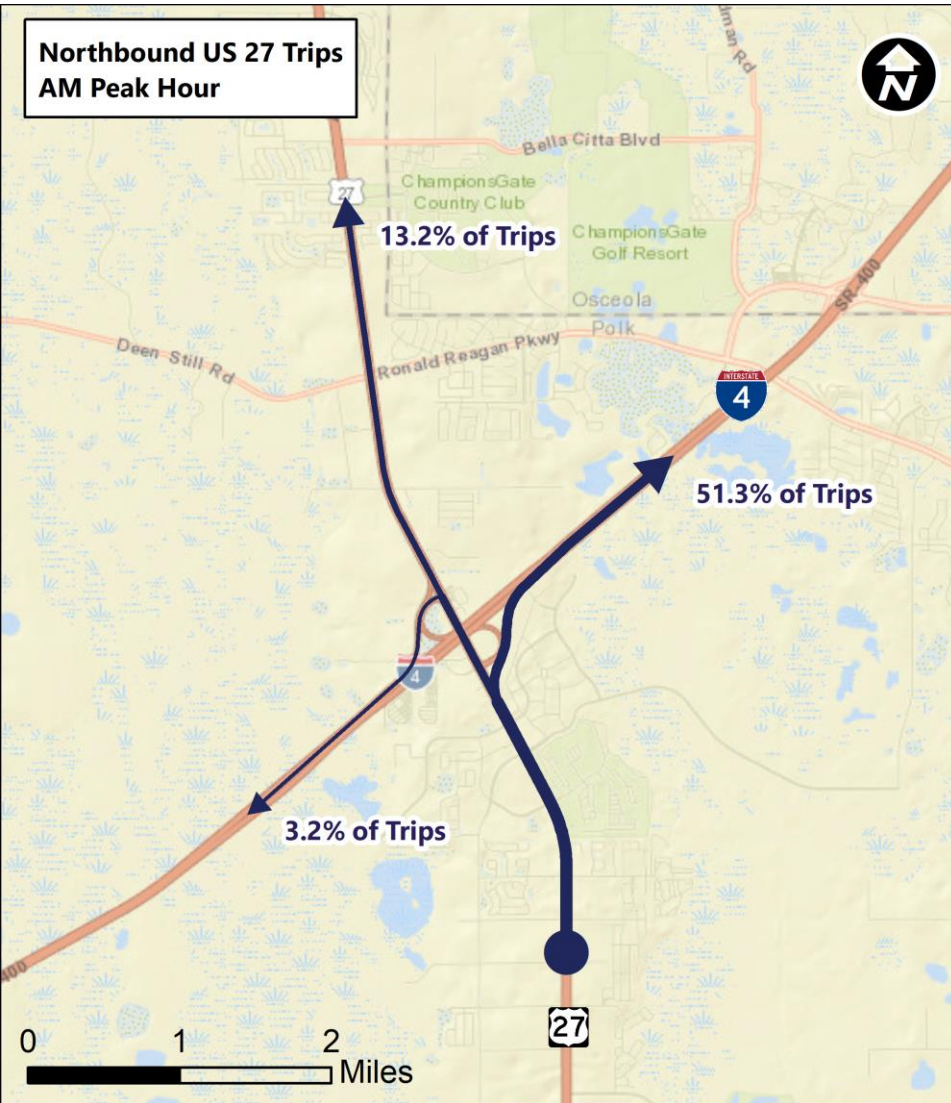


- » **Traffic Counts along US 27**
 - » **49 study intersections (signalized and unsignalized)**
- » **Streetlight Data**
- » **Road Safety Audits**
 - » **Performed on April 23, 2019**
- » **FDOT Central Office Existing Conditions Report**
 - » **Completed February 2019**
- » **D1 Regional Planning Model**
 - » **Validated**

Study Intersections



Streetlight Data



Road Safety Audit Locations

» Ten intersections

1. Polo Park Blvd
2. Legacy Park Blvd/Florence Villa Grove Rd
3. Sand Mine Rd
4. California Blvd/McFee Dr
5. Dean Still Rd/Ronald Reagan Pkwy
6. US 17/92 Interchange
7. Sunshine Dr/Paradise Pl
8. SR 570/Waverly Rd
9. Thompson Nursery Rd
10. Tower Point Cir

» Two road segments

1. California Blvd to Legacy Park Blvd
2. Dean Still Rd to California Blvd



FDOT Central Office Existing Conditions Report



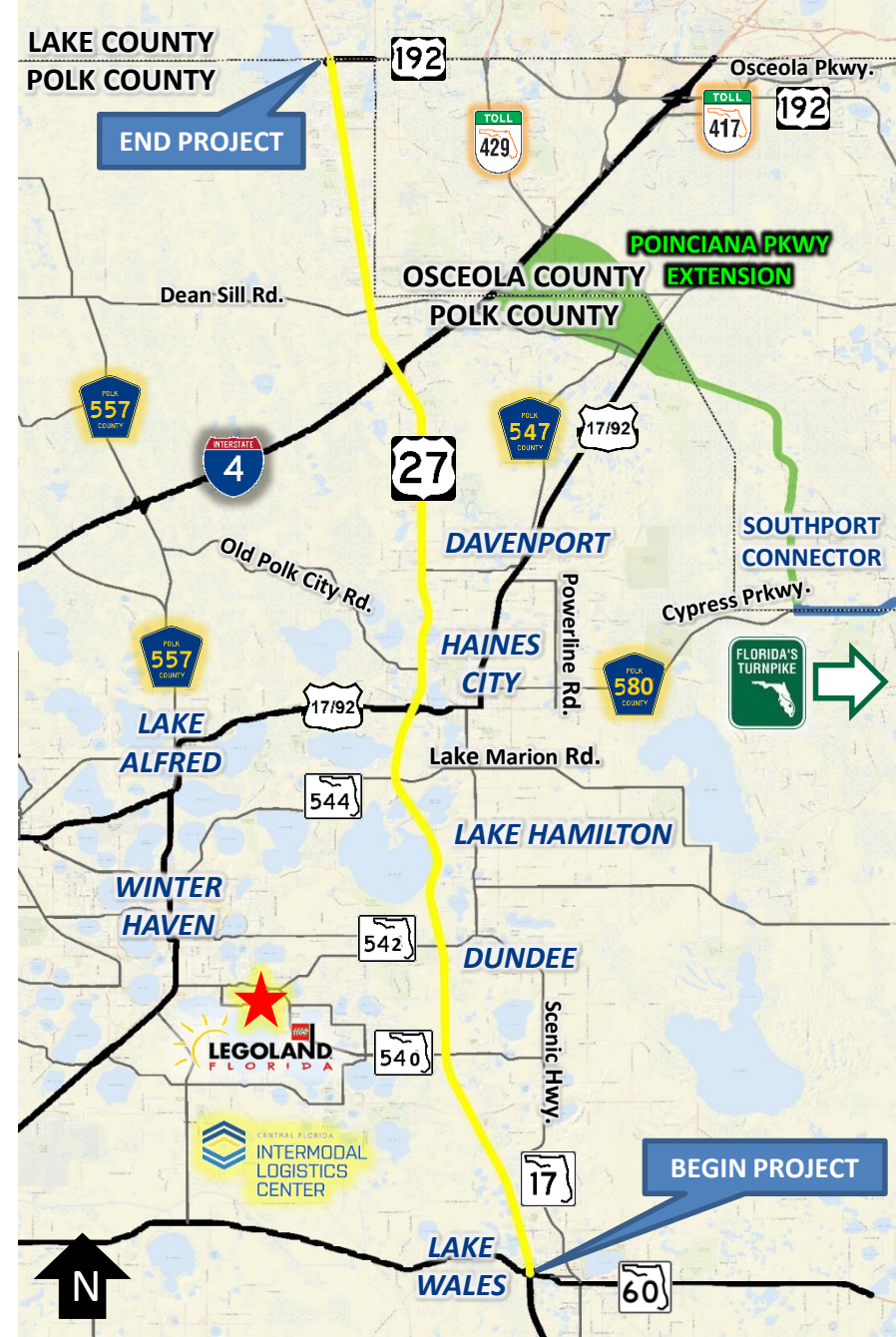
FDOT D1 Regional Planning Model (D1RPM)



- » **Validated**
- » **Will be used to test multiple strategies to relieve traffic**

Potential Long Term Strategies

- » Planned Corridors
 - » *Southport Connector (CFX)*
 - » *Poinciana Parkway Extension (CFX)*
- » Widen/Improve Existing Roads
 - » *US 17/92*
 - » *SR 544*
 - » *CR 557*
 - » *CR 547*
 - » *CR 580*
 - » *Dean Still Rd / Old Grade Rd*
- » New Corridors
 - » *Eastern CPP alignment*
 - » *Other potential new corridors*



Next Steps



- » **Model off-system alternatives**
- » **Identify short-term improvements along US 27**
- » **Metroquest survey to gather public input**
- » **Project Advisory Group (PAG) meeting (June 2019)**

QUESTIONS?

Sarah Catala

FDOT District One

Project Manager

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Study Website:

<http://swflroads.com/us27/mobilitystudy/>



Monique Whitehead Inland Ports Overview TranSystems

Inland Port Characteristics



▶ Characteristics:

- ▶ **Inland Port** – typically an extension of marine terminal facilities or activities
- ▶ **Distance** – generally located within a range of 150 to 300 miles away
- ▶ **Connectivity** – direct access to rail and highway systems
- ▶ **Ownership** – a port authority, a railroad, a county, or a 3rd party; however, existing inland ports are owned by Ports Authorities
- ▶ **Operated by** – a port authority, a railroad, or an experienced company contracted with the owner for all or a portion of facility operations
- ▶ **Provides added value** – through Ro-Ro processing facilities, transloading operations, removal of containers from congested marine facilities (reducing dwell and increasing the containers per acre), etc.
- ▶ **Applicability** – when marine terminal congestion and surrounding highway congestion have become an issue for the port



ROAD



RAIL



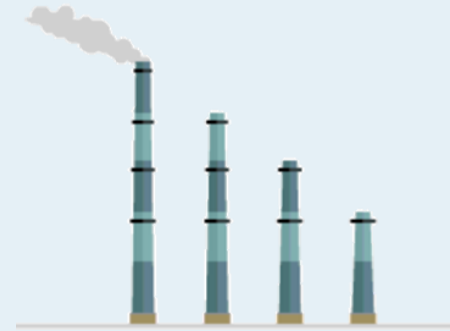
PORT

Inland Port Benefits



▶ Benefits:

- ▶ **Removal of trucks from the highway system** – reducing wear and congestion
- ▶ **Supports economic growth** – for both existing and projected industries
- ▶ **Job creation** – both for the facility and increase in industrial development in the surrounding area
- ▶ **Reduced environmental impacts** – moving freight by rail is 3x more efficient than moving by road and can reduce CO₂ emissions by approximately 70-85%
- ▶ **Increased safety** – fewer road miles decreases potential accidents
- ▶ **Cost savings** – financial analysis is required to determine if operational costs may exceed shipping costs – generally regional delivery costs in areas with inland ports are lower than their counterparts due to their centralized locations, chassis per diem, fewer detention charges, and costs associated with land and labor
- ▶ **Reduced trucking distance** – truck drivers are able to haul more loads over a shorter distance
- ▶ **Supply chain resiliency** – compared to trucks, rail provides less daily variability and increased assurance on capacity availability



Conversion to Rail



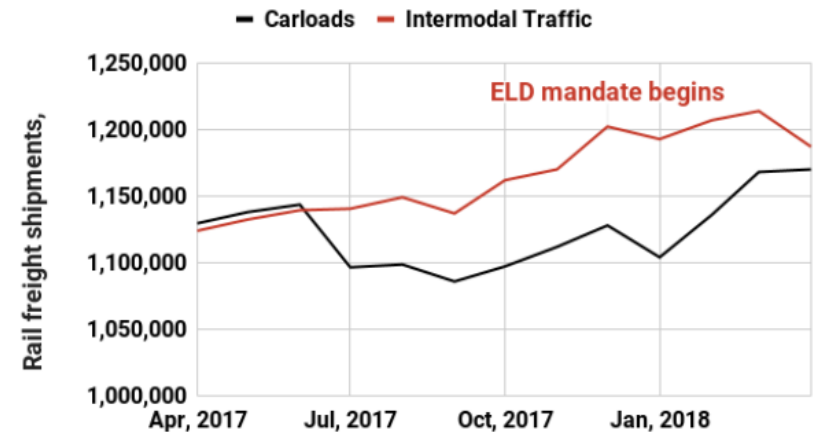
- ▶ **Highway-to-rail conversations are historically cyclical in occurrence** – industry experts believe this switch may be more long term
 - ▶ **BNSF** – reported a 6% rise in domestic and international intermodal volumes attributed to economic growth and tight truck capacity
 - ▶ **Kansas City Southern** – reported 8% increase in carloads in Q1 2018 YOY
- ▶ **Railroads have focused on improving efficiency and service performance** – primarily focusing as little as 500 miles
 - ▶ **CSX** – implemented Precision Railroading initiative, CSX is building 13% longer trains to move in point-to-point service for fewer delays and is adding 600,000 units of capacity in intermodal terminals
 - ▶ **UP** – preparing to implement their “Unified Plan 2020” beginning Oct. 1st with a focus on Precision Railroading
 - ▶ **NS** – preparing for the for the surge by stepping up train crew hiring and locomotive leasing

Supply Chain Resiliency cont.



- ▶ **Electronic Logging Devices (ELDs) have permanently evaporated some value of trucking capacity** – Schneider (6th largest US for-hire carrier) reported a drop in productivity in 2010 when they implemented ELDs in 2010
- ▶ **Shippers have begun transitioning towards intermodal shipment opportunities to move their freight** – Intermodal traffic grew 7.2% YOY in Q1 2018
 - ▶ IANA reported: domestic freight increased 6.2%, international increased 7.0%, and international grew 14.5%
- ▶ **According to the American Trucking Association there is an existing shortage of approximately 51,000 drivers** – the driver shortage is leading to delayed deliveries and higher prices for goods that Americans buy. The ATA predicts that the shortage is likely to get worse in upcoming years

Intermodal shipments have spiked since the ELD mandate entered force



📹 Railroads are reporting higher monthly averages in 2018 than they recorded in all of 2016. Credit: Bureau of Transportation Statistics

Inland Port Challenges



▶ Challenges:

▶ **Determination of ownership and funding**

- ▶ Funding can come from one or multiple sources
- ▶ There may be opportunities for federal and state funding

▶ **Property acquisition**

- ▶ Real estate research would be required to locate one or multiple sellers of property OR
- ▶ Dedication of property from a municipality

▶ **Cooperation between major stakeholder**

- ▶ Train scheduling/guaranteed service
- ▶ Terminal design, specifically rail access

▶ **Determination of operating company**

- ▶ Determined by the owner(s)
- ▶ There could be multiple entities operating on the facility

▶ **Reconciling Cargo Flows**

- ▶ Repositioning empty containers efficiently for imbalances in container flows

▶ **Increased operating costs**

- ▶ Additional operating costs associated to extra “touches” between origin and destination that are typically passed to the consumer

▶ **Cargo security**

- ▶ Avoid pilferage and vandalism
- ▶ Adapt to Federal security requirements for imports and exports

▶ **Technology Implementation**

- ▶ Compatibility with the originating port and the railroads



Inland Port Locations in Georgia, South Carolina, and Virginia



South Carolina Ports Authority

- ▶ Inland Port Greer
- ▶ Inland Port Dillon

Georgia Ports Authority

- ▶ Cordele Inland Port
- ▶ Appalachian Regional Port – Opening 2018

Virginia Port Authority

- ▶ Virginia Inland Port



Application of an Inland Port in Florida



▶ Importance:

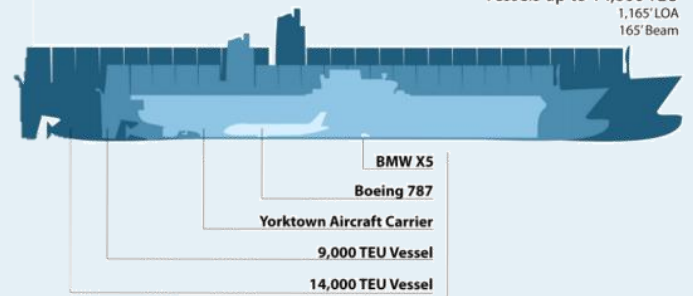
- ▶ **Larger vessel sizes calling East coast ports** – Post-Panamax vessels (14,000 TEU)
- ▶ **Significant increase in truck drays** – caused by the larger vessels which will congest the highway system further
- ▶ **Increased monitoring of truck drivers** – causing increased delivery time to the consumer

▶ Opportunity:

- ▶ **Limited ability for port growth within the state** – an inland port would increase flexibility with storage off port property in congested areas, like PortMiami
- ▶ **Potential to consolidate freight** – if the inland port supports multiple seaports, it may require determination of land use (ex. storage capacity allocated to each port) dependent on negotiated agreements between the inland port owner and each user

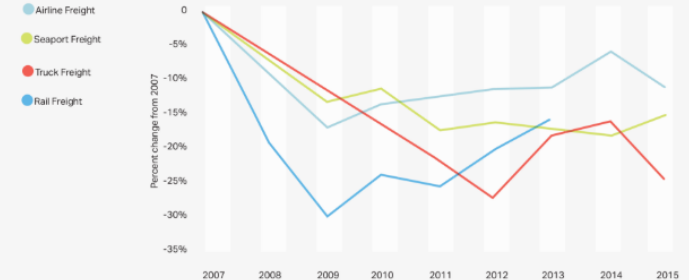
Soon To Be Calling USEC Ports

Vessels up to 14,000 TEU
1,165' LOA
165' Beam

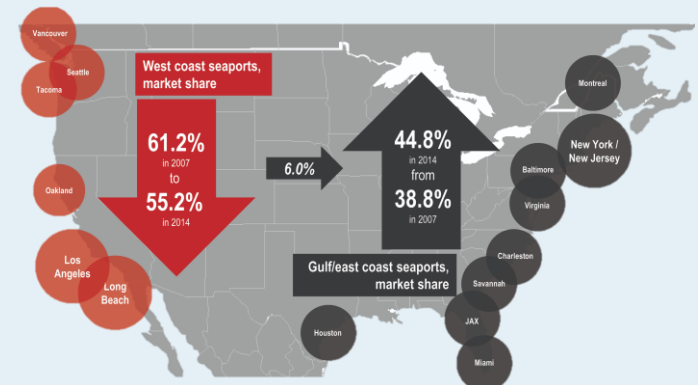


Post-Recession Freight Volumes in Florida Stabilize

Economic activity levels have kept freight volumes below peak levels of 2007



Florida Department of Transportation / Office of Policy Planning / TRENDS / January 2017



Challenges of an Inland Port in Florida



► Challenges:

- **Determining ownership** – the owner would incur high upfront costs with a low margin for profit
- **Land division amongst ports** – If the inland port is used by multiple ports, a determination of land use may be required (ex. determination of storage capacity allocated to each port), this will be dependent on the owner and negotiated agreements with each port
- **Florida is a consumer state** – majority of traffic stays within the state, resulting in a confined driving distance for the for the first and last miles reducing the driving radius because of the peninsular shaped state
- **Viable connections to multiple railroads** – only JaxPort and Fernandina currently have viable connections to CSX, NS, and FEC
- **Limited Consumer Radius** – Consumer accessibility is regionally based for discretionary cargo



Characteristics of Good Inland Port Locations in Florida



- ▶ **Centrally located** – with potential to serve more than one port
- ▶ **Dense consumer location** – to reduce drayage requirements
- ▶ **Workforce proximity** – within commuting distance of qualified employees
- ▶ Connectivity – immediate access to highway and rail, potentially dual served
- ▶ **Cargo security** – to reduce pilferage and vandalism
- ▶ **Opportunity for economic development** – including stakeholder support and potential to facilitate future growth for warehousing or manufacturing facilities in the immediate area



Potential Inland Port Funding



- ▶ **Port Terminal Revenues** – generated from charges for handling containerized cargo, handling and storage charges for non-containerized cargo, and fees associated with chassis and empty container management
- ▶ **State and Regional Funds** – may be available for specific transportation related projects
- ▶ **Federal Funds** – are authorized to fund up to 80% of approved projects



**AMERICA:
KEEP IT MOVING**

Potential Locations within Florida



What's Next?



- *Topics you would like to learn about or discuss?*
- *State FMTP Regional Forums*
- *District FMTP Review*
- *Florida Chamber of Commerce Trade & Logistics Institute Event*
- *District Freight Trucking Forum*
- *District FMTP Update 2020*

**Next
Meeting
TBD**

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Why Florida Freight For The Movement Of Your Goods & Services?

As a leading international trade center, Florida offers easy access to its ports through Florida's airports and seaports each year, and the state has the infrastructure to support your business. Florida can help establish and boost your international business efforts, and is one of the busiest international passenger and freight airports in the world. As the Western Hemisphere's commercial gateway, Florida's logistics & distribution industry is a key component of the state's economy. As it stands, Florida has the #2 infrastructure in the U.S. and can help you get your products & services anywhere.

New FMF site in development

FDOT District One Projects



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[More](#)

News

FDOT District One Tentative Five-Year Work Programs fiscal years 2018-2022

[Learn more about FDOT Roundabouts](#)

What is a roundabout? A roundabout is a one-way, circular intersection that uses signs to guide motorists around them. They do not have traffic signals. Roundabouts have safe crossings for pedestrians and bicyclists. [learn more...](#)

Fastland Grant Application: Central Florida Freight Corridor Multimodal Mobility Enhancement Improvements (US 27 and SR 60)

Questions?

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