

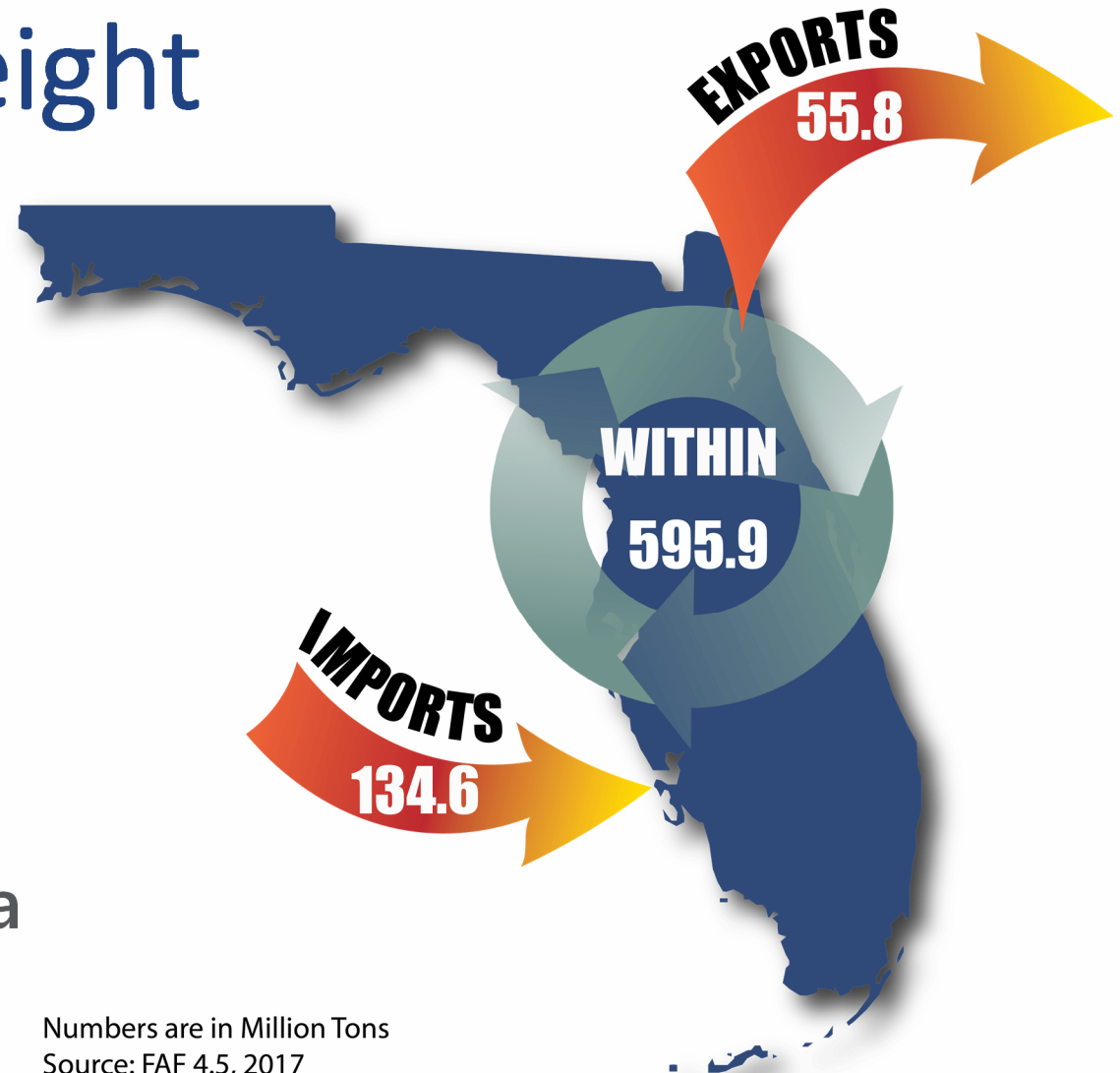
FL-AL TPO Steering Committee Meeting

January 21, 2020



The Importance of Freight

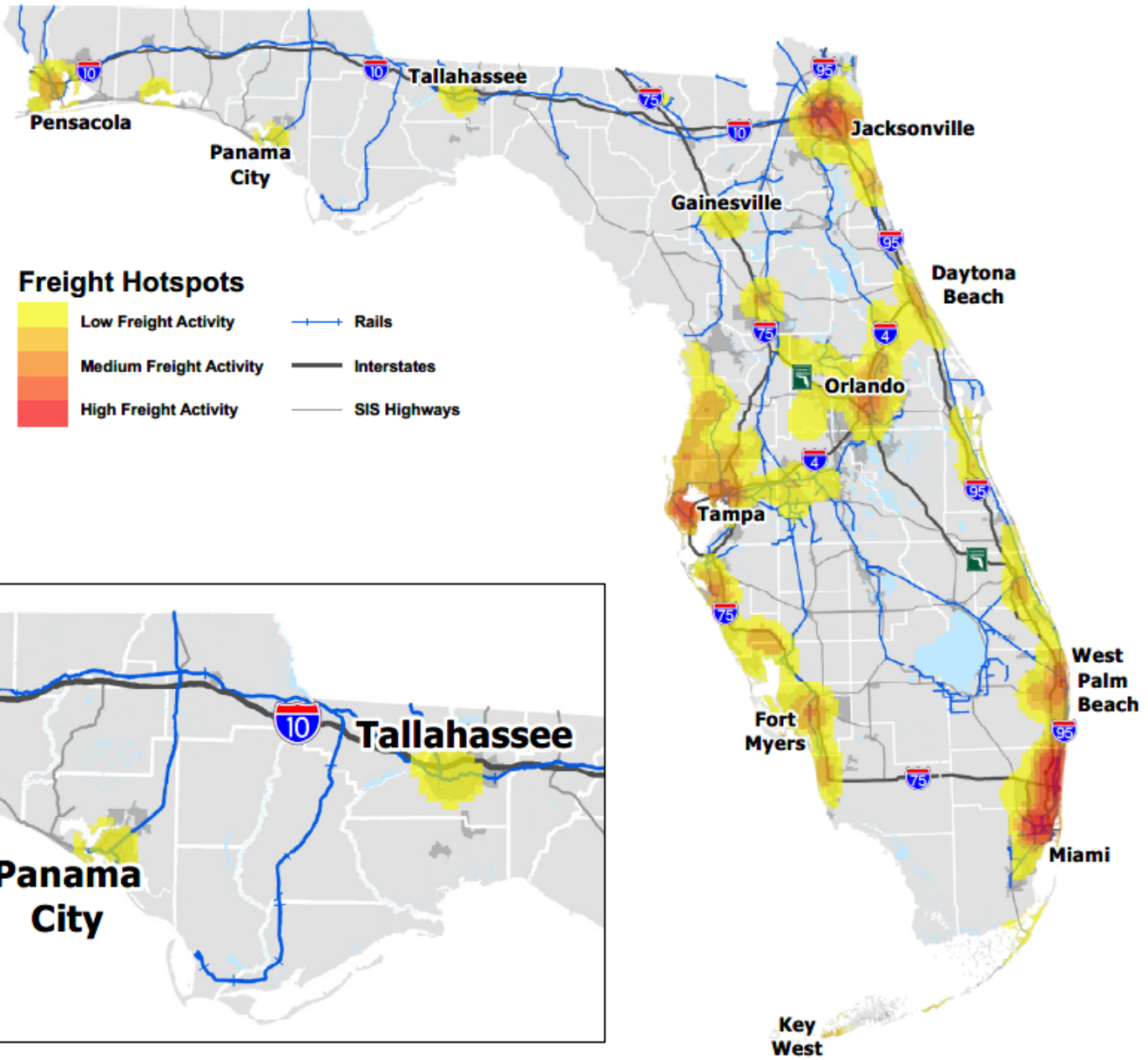
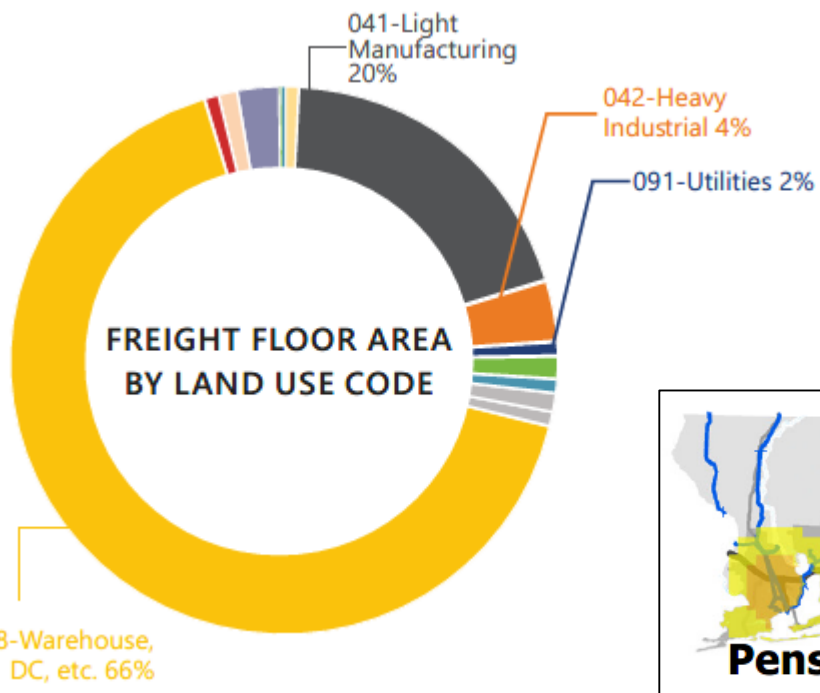
- Freight impacts your everyday life
- Florida's freight system is critical to the economic vitality of the state
- As the third most populous state in the U.S., Florida consumes a significant amount of goods and commodities
- Florida is strategically positioned as a regional and national gateway



Numbers are in Million Tons
Source: FAF 4.5, 2017



Freight Intensity





What is the FMTP?

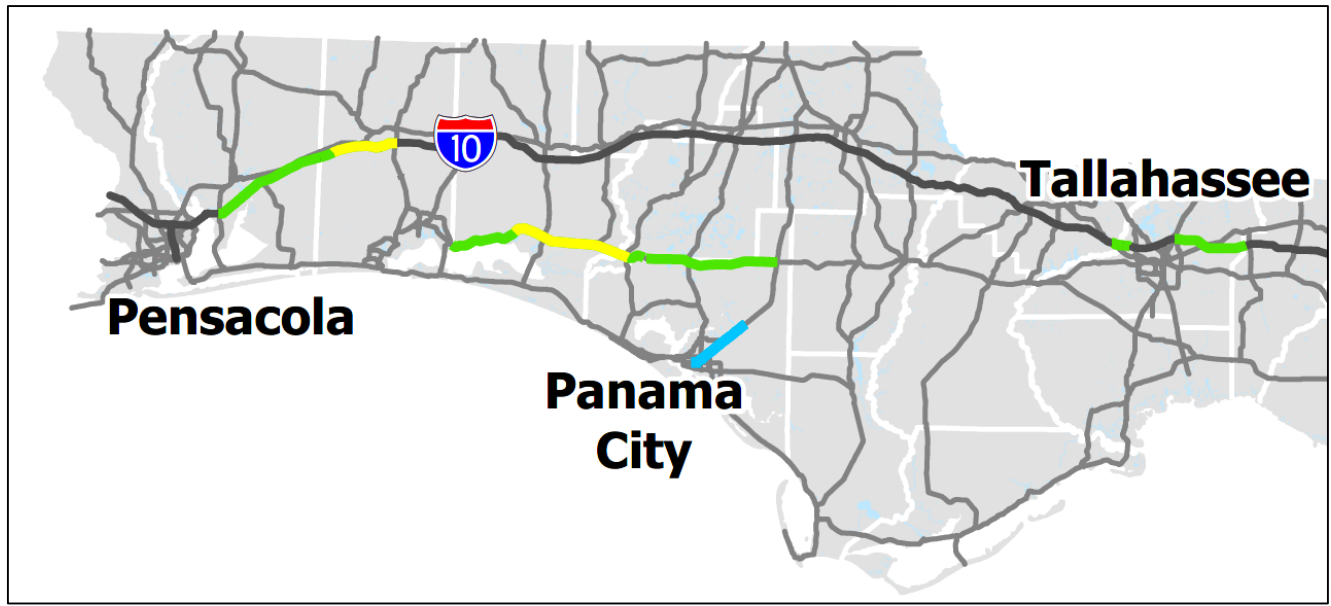
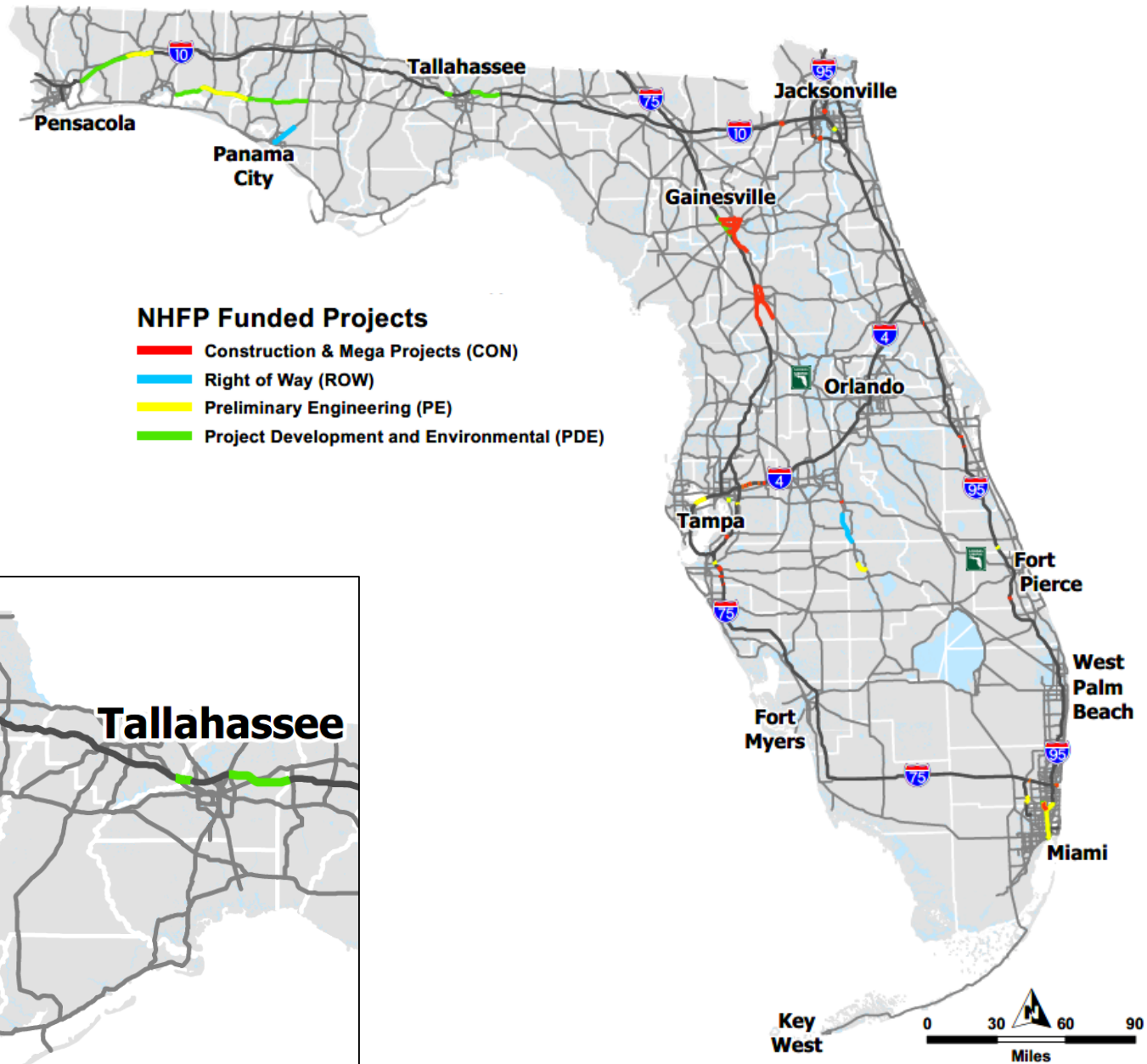
- The Freight Mobility & Trade Plan is a comprehensive plan that focuses on the movement of goods in, out, and around Florida
- It provides an integrated analysis to examine needs and solutions in a cross-cutting, multi-functional approach
- Includes freight investment plan for use of federal National Highway Freight Program (NHFP) funding





D3 NHFP Projects

PROJECT TYPE	NUMBER OF PROJECTS	INVESTMENT
CAPACITY	42	\$314,359,145
ITS	4	\$12,205,557
FEASIBILITY STUDY	2	\$1,350,000
TRUCK PARKING	1	\$18,770,675





D3 NHFP Projects

FDOT District	Federal Project	Item	Item Description	
3	D319-076-B	217910-4	SR 75 (US 231) FROM SR 30A (US 98) 15TH ST TO SOUTH OF PIPE LINE RD	
	D317-026-B	220635-2	SR 20 FROM OKALOOSA COUNTY LINE TO WASHINGTON COUNTY LINE	
		220635-4	SR 20 FROM WALTON COUNTY LINE TO E OF SR 79	
		220635-5	SR 20 FROM SR 79 TO BAY COUNTY LINE	
		220635-6	SR 20 FROM WASHINGTON COUNTY LINE TO SR 75 (US 231)	
		222530-5	SR 8 (I-10) FROM W OF SR 10 (US 90) TO LEON CO LINE/OCHLOCKONEE RIVER	
		222530-6	SR 8 (I-10) FROM GADSDEN CO LINE TO WEST OF SR 263 CAPITAL CIRCLE	
		406585-3	SR 8 (I-10) FROM E OF SR 261 CAPITAL CIRCLE TO JEFFERSON COUNTY LINE	
		407918-5	SR 8 (I-10) INTERCHANGE WEST OF CRESTVIEW	
		413062-4	SR 8 (I-10) FROM SR 281 AVALON BLVD TO OKALOOSA COUNTY LINE	
		D319-117-B		
		D319-155-B	441038-1	SR 8 (I-10) FROM W OF CR 189 LOG LAKE RD TO E OF SR 85 FERDON BLVD



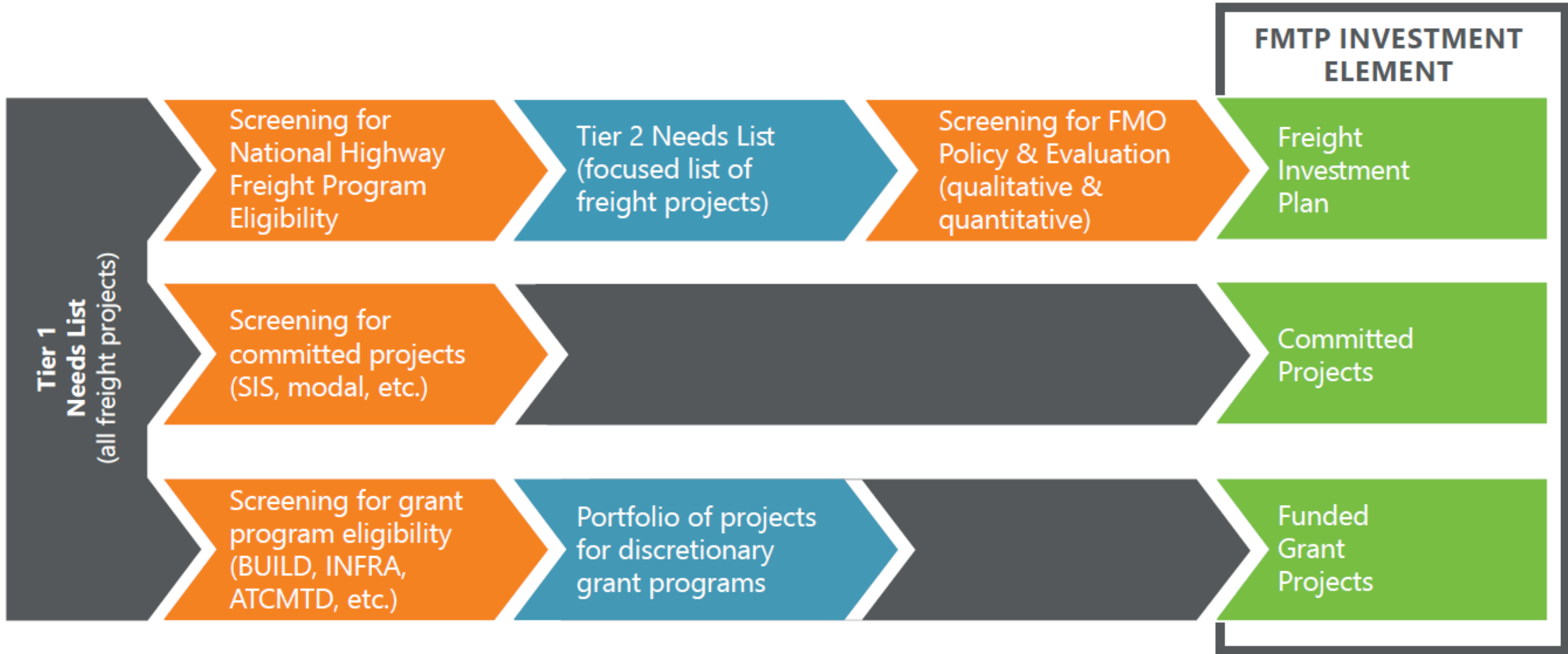
Identifying Projects (Commitments and Needs)

- 5 Year Work Program
- SIS Second 5 Year Plan
- SIS Cost Feasible Plan
- SIS Needs Plan
- Modal Plans/ CIPs and input from modal offices
- Previous FMTP projects list
- Projects submitted by Districts for the NHFP, BUILD, INFRA, etc.
- District Freight plans– verify with DFCs
- MPO plans
- Partners (FLFAC, freight stakeholders)
- Everyone else (different offices, state agencies, etc.)

Focus on freight projects – projects that are not strictly for passengers



Prioritization Process





Highest Priority D3 Projects

Project Name	Type
SR-20 Extension Project	Highway Capacity
I-10 and SR 95 (US 29) Interchange	Intersection
SR 8 (I-10) @ SR 10 (US 90) WEST 9 MILE ROAD INTERCHANGE	Interchange
I-10 @ US90 West 9 Mile Road Interchange	New Interchange
SR 8 (I-10) Interchange West of Crestview	Intersection
I-10 (Antioch)	New Interchange
SR 8 (I-10) E OF ALABAMA STATE LINE TO W OF SR 95 (US 29)	Capacity
SR 8 (I-10) FROM GADSDEN CO LINE TO WEST OF SR 263 CAPITAL CIRCLE	Capacity
339800C CSX Transportation at S Main St. / SR 85	Grade Separation



Future Freight Needs





Updated FMTP Objectives

- Leverage multisource **data and technology** to improve freight system **safety and security**.
- Create a more **resilient** multi-modal system.
- Ensure the Florida Freight system is in a state of **good repair**.
- Drive **innovation** to reduce **congestion, bottlenecks** and improve travel time **reliability**.
- Remove **institutional, policy and funding bottlenecks** to improve operational efficiencies and reduce costs in supply chains.
- Improve last mile **connectivity** for all freight modes.
- Continue to **forge partnerships** between the public and private sectors to improve trade and logistics.
- Capitalize on emerging freight trends to promote **economic development**.
- **Increase freight-related regional and local transportation planning and land-use coordination.**
- Promote and support the shift to **alternatively fueled** freight vehicles.

Top Statewide Challenges



There are growing numbers of vehicles on the road creating a mix of truck and passenger traffic and leading to bottlenecks/congestion and unpredictability in travel times. In 2017, there were 19,100 daily truck hours of delay in Florida.

CONGESTION/ BOTTLENECKS



In Florida, the limited availability of truck parking spaces has caused overcrowding and overflow at existing truck parking locations. Analysis found that during peak periods truck parking demand can exceed 150 percent in some areas of the state.

TRUCK PARKING



More than half of the trucks coming into the state between the years of 2015 and 2017 were full trucks, in comparison to nearly 38% that left the state during the same time period. While it is largely an economic issue outside of FDOT's purview, addressing empty backhaul could reduce congestion/bottleneck issues, truck parking issues, costs, and environmental impacts for the commercial motor vehicle industry.

EMPTY BACKHAUL



D3 Outreach



Defining Factors

- Tourism
- Military
- Hurricane
- Timber

Regional Transportation System Rating (Out of 10)

6.9

Most Important FTP Goals

- Transportation Choices
- Safety & Security

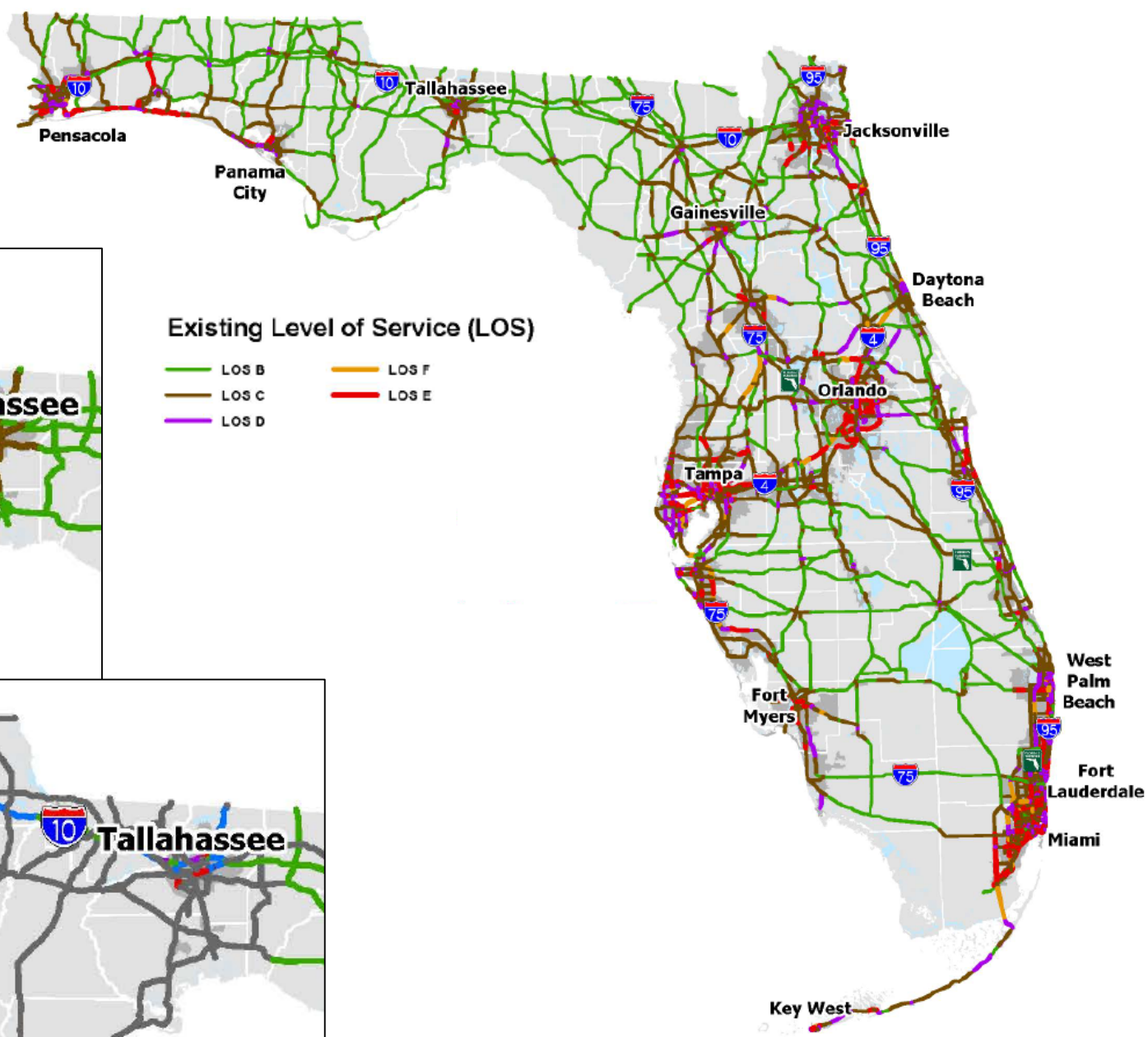
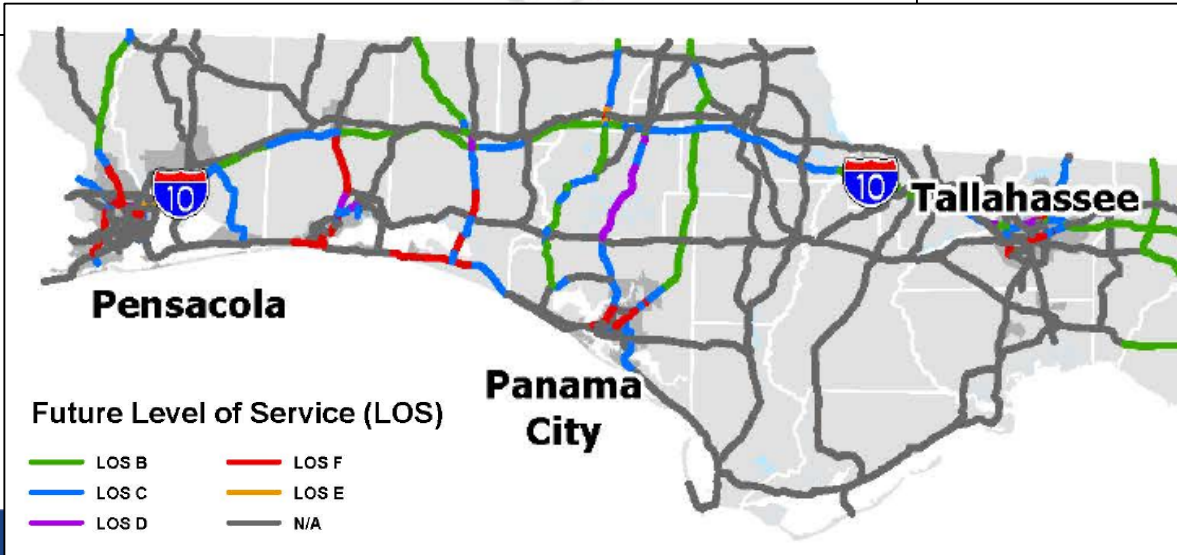
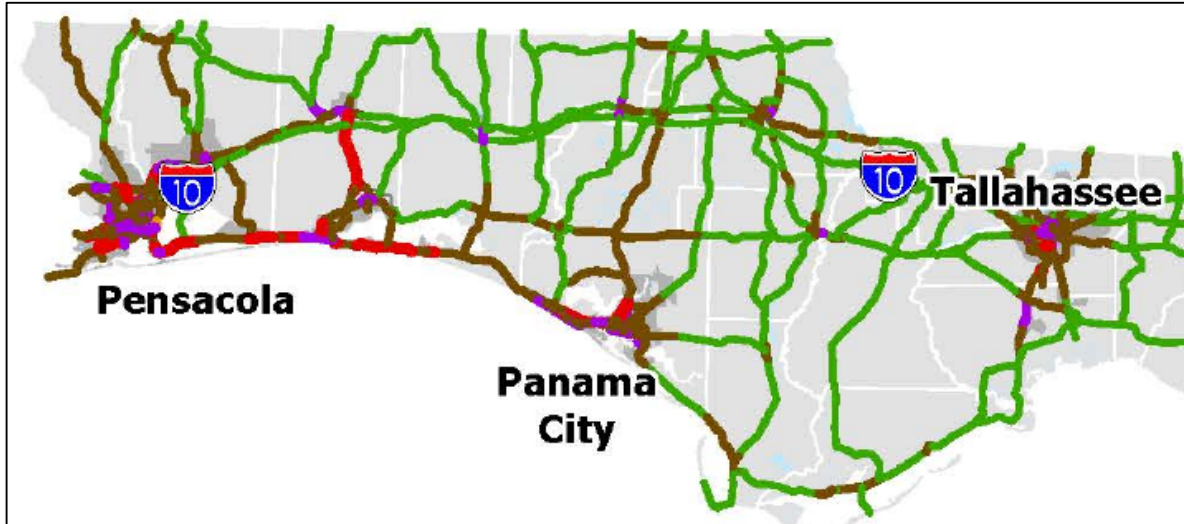
Most Important Freight Categories

- Technology
- Reliability

How can we improve freight mobility?

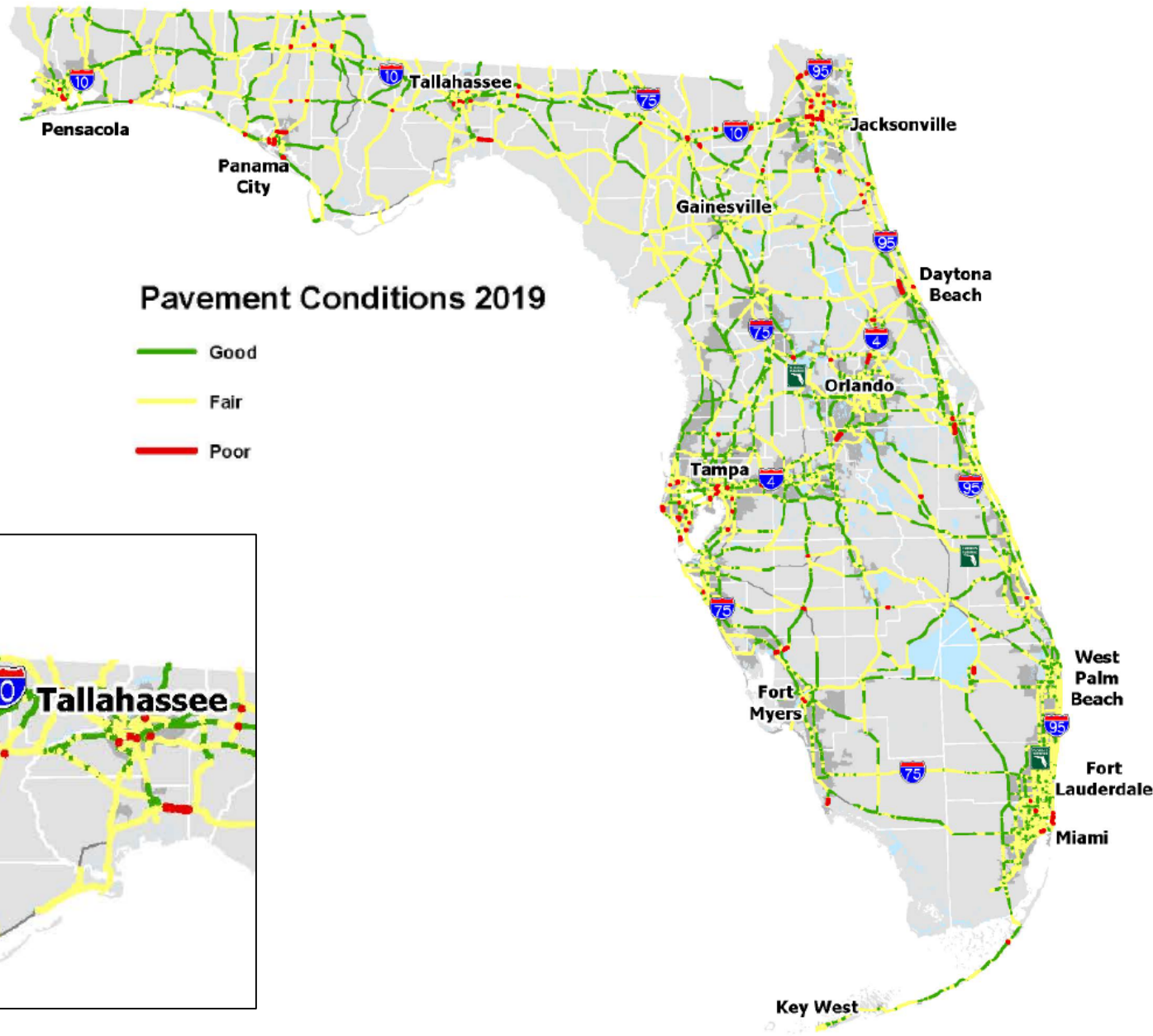


LOS



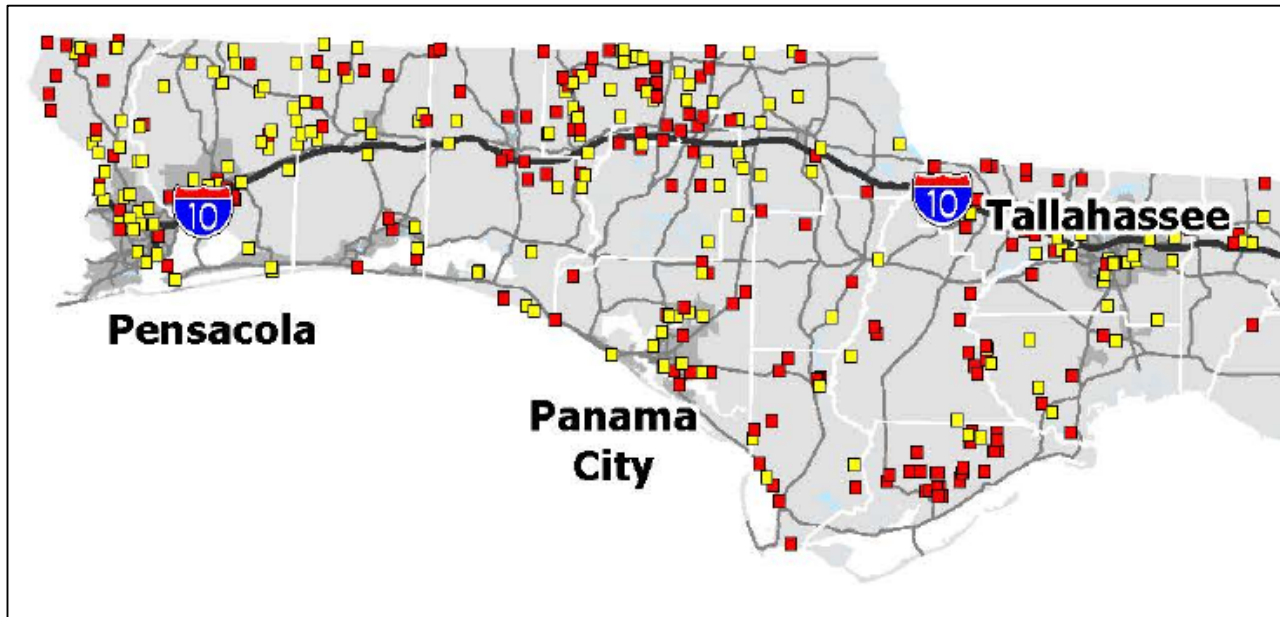
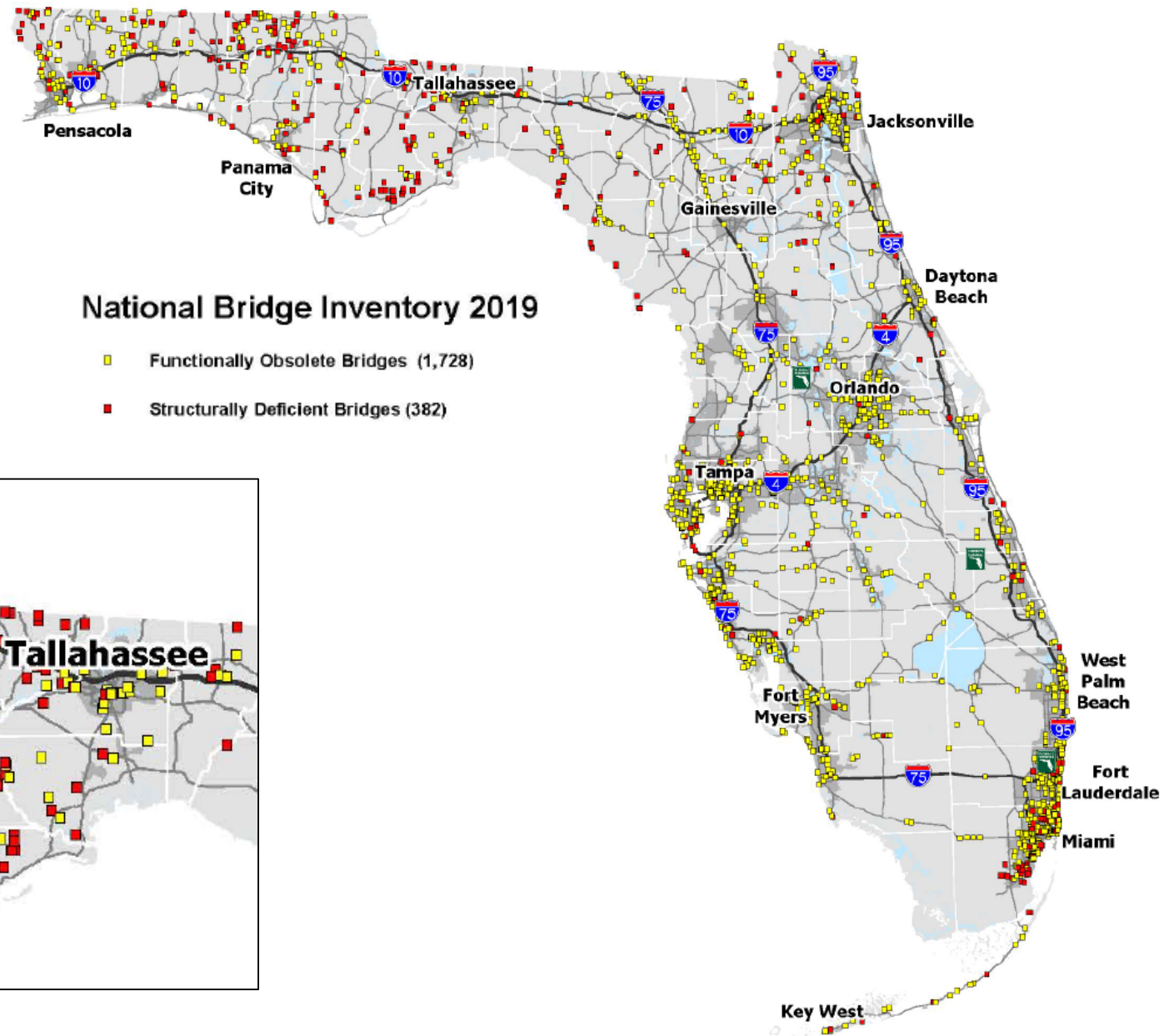


Condition



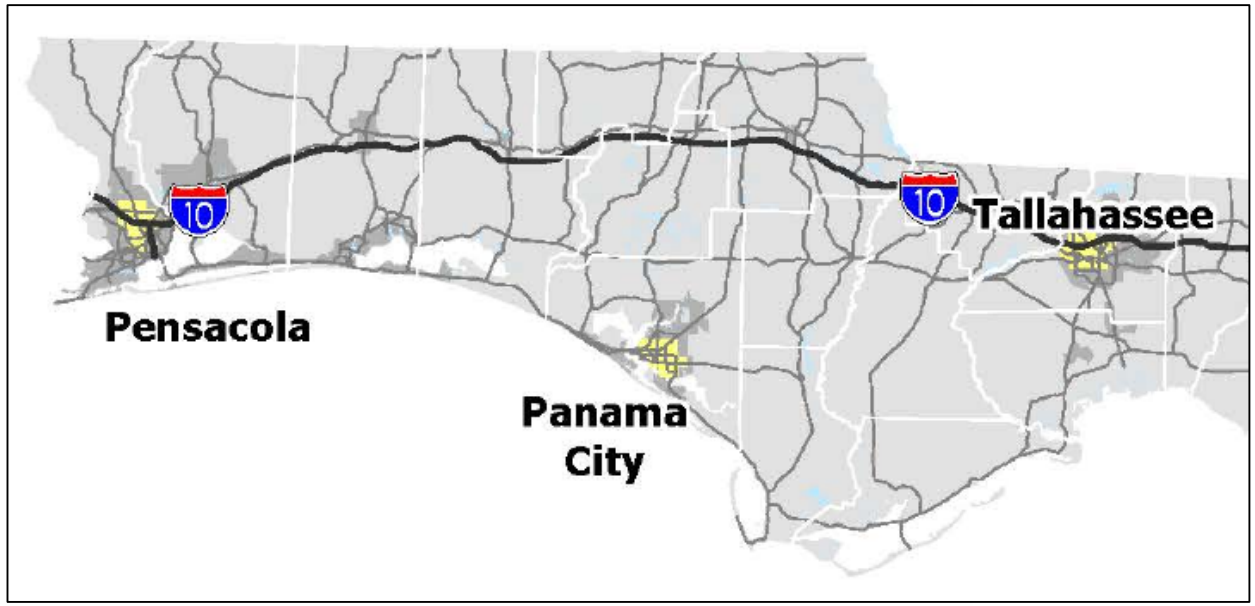
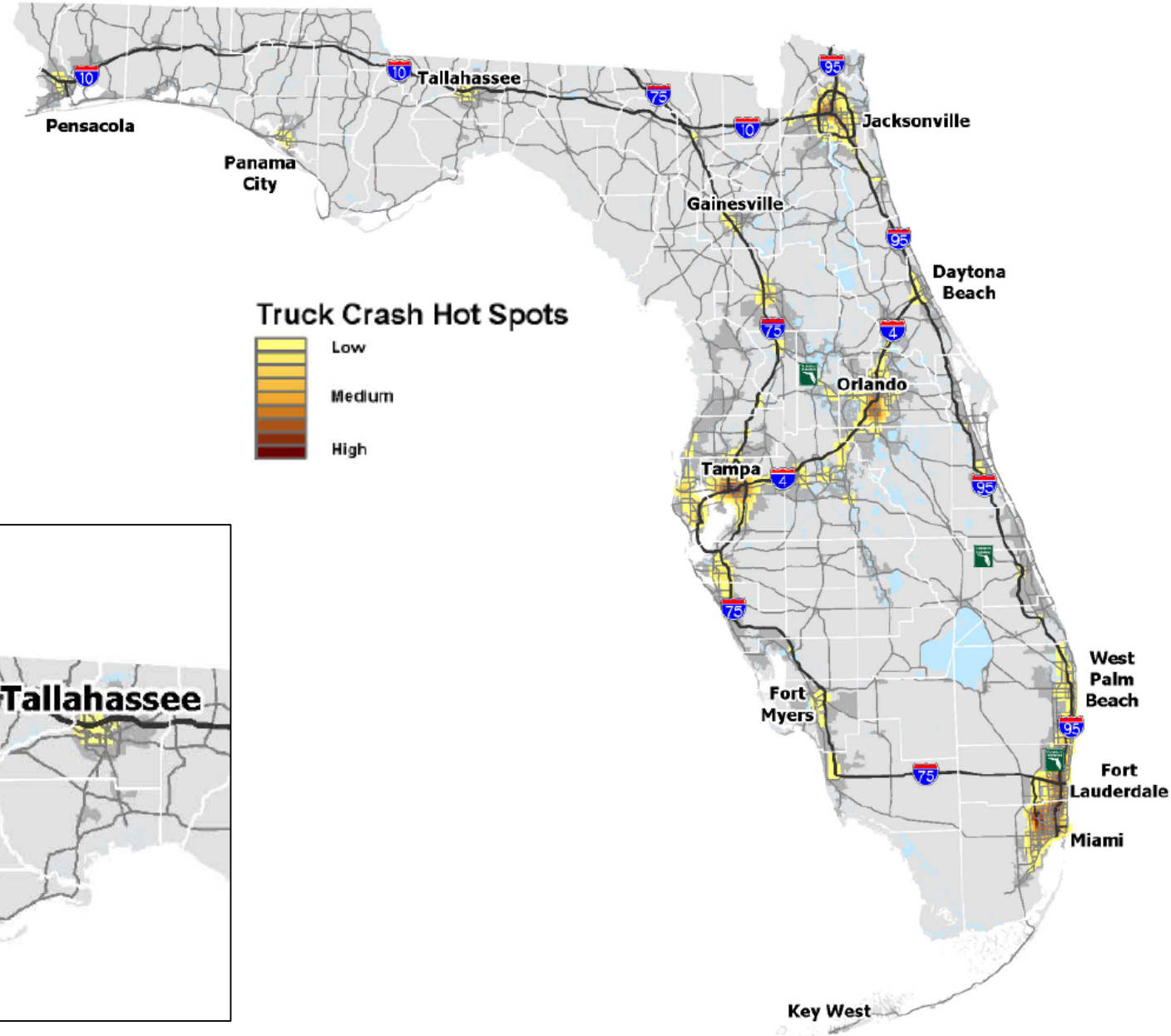


Bridges

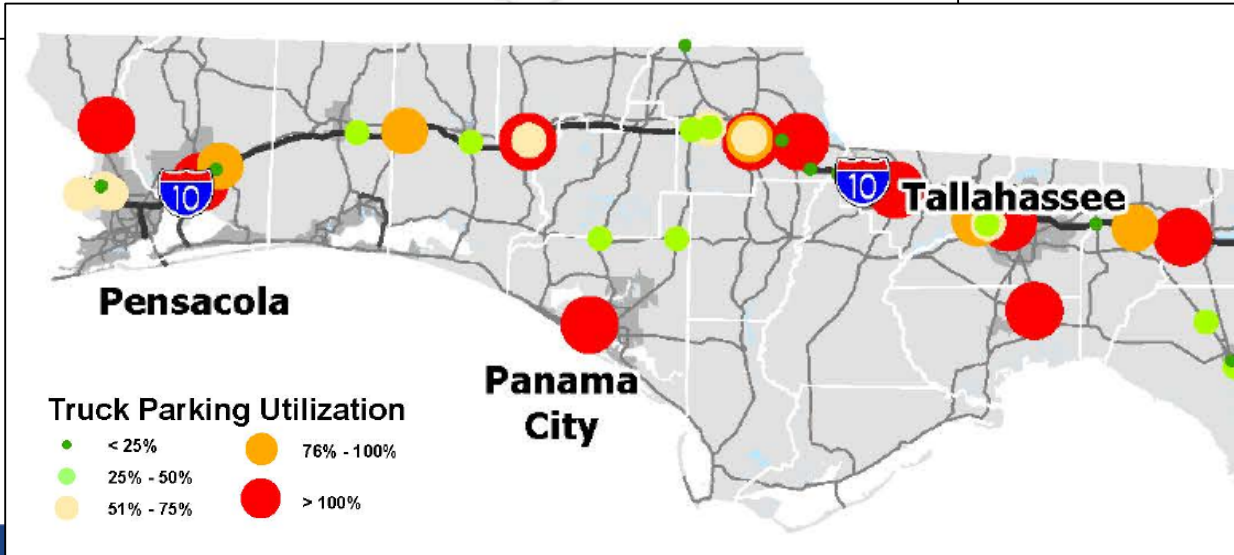
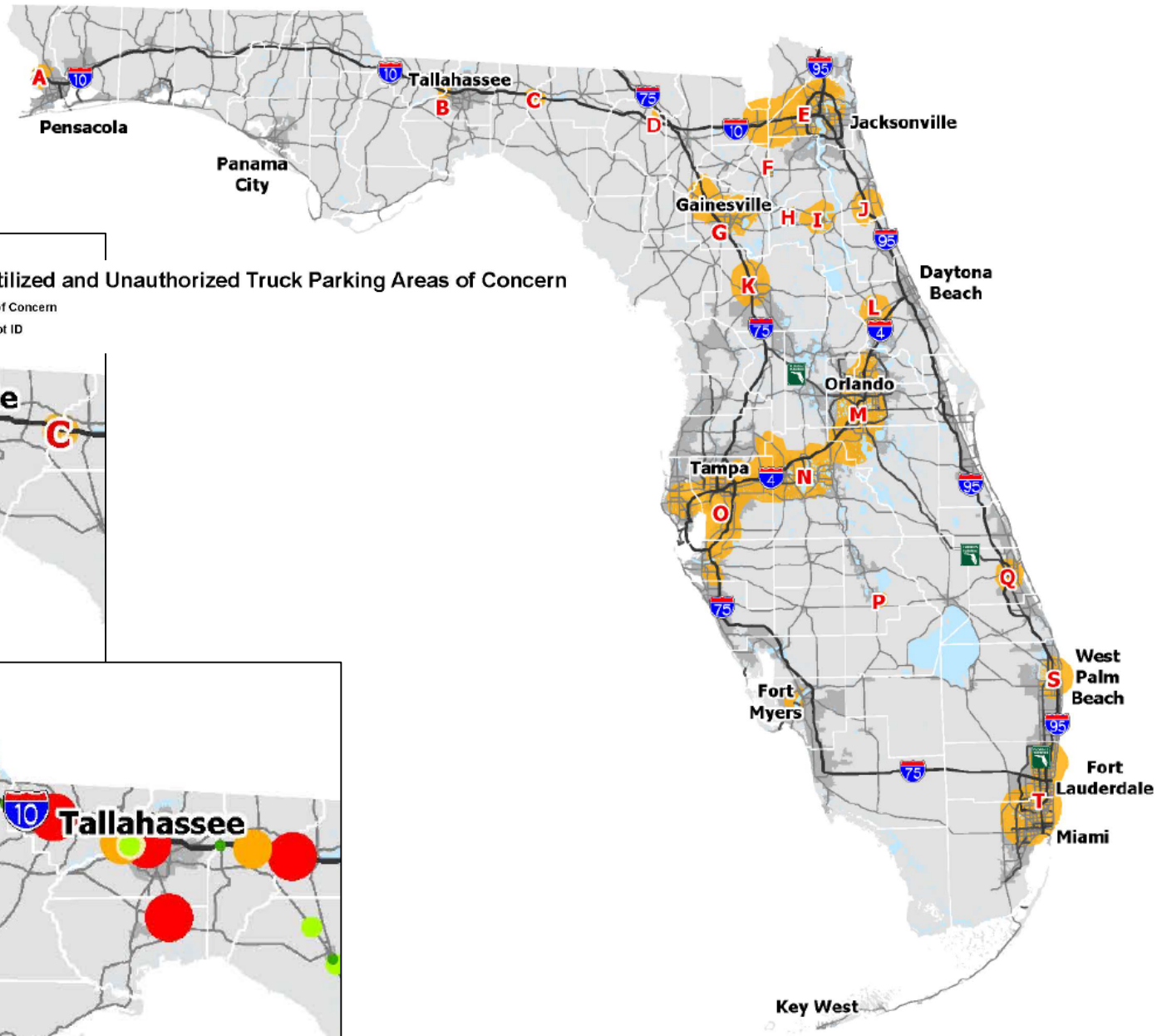




Safety



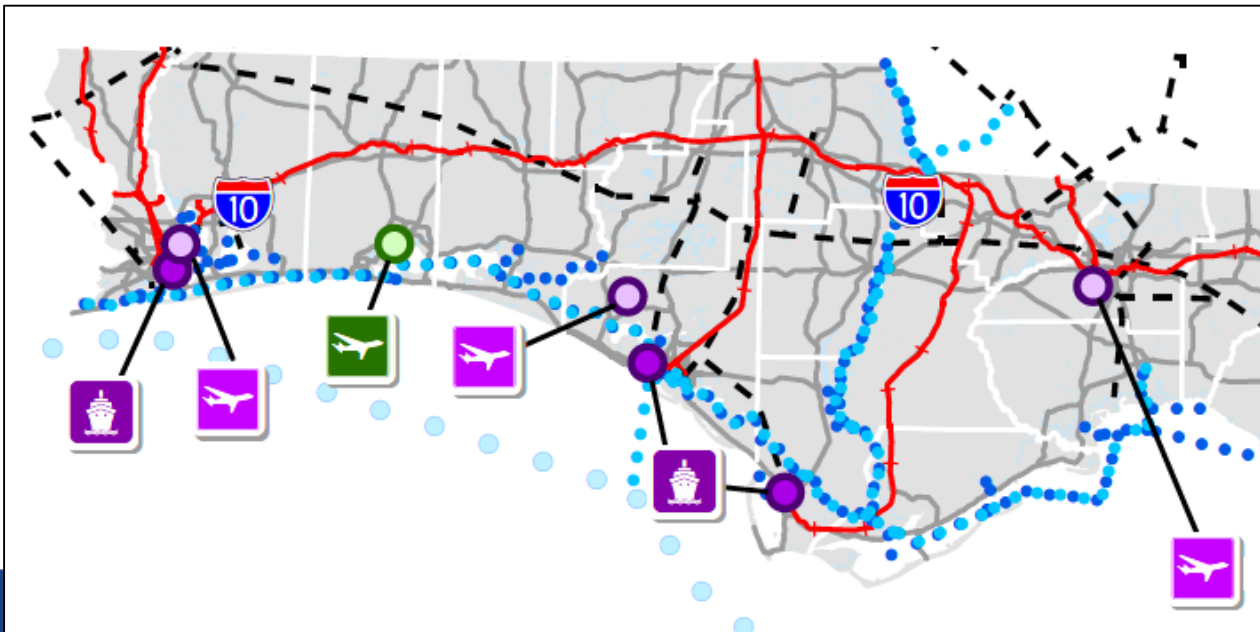
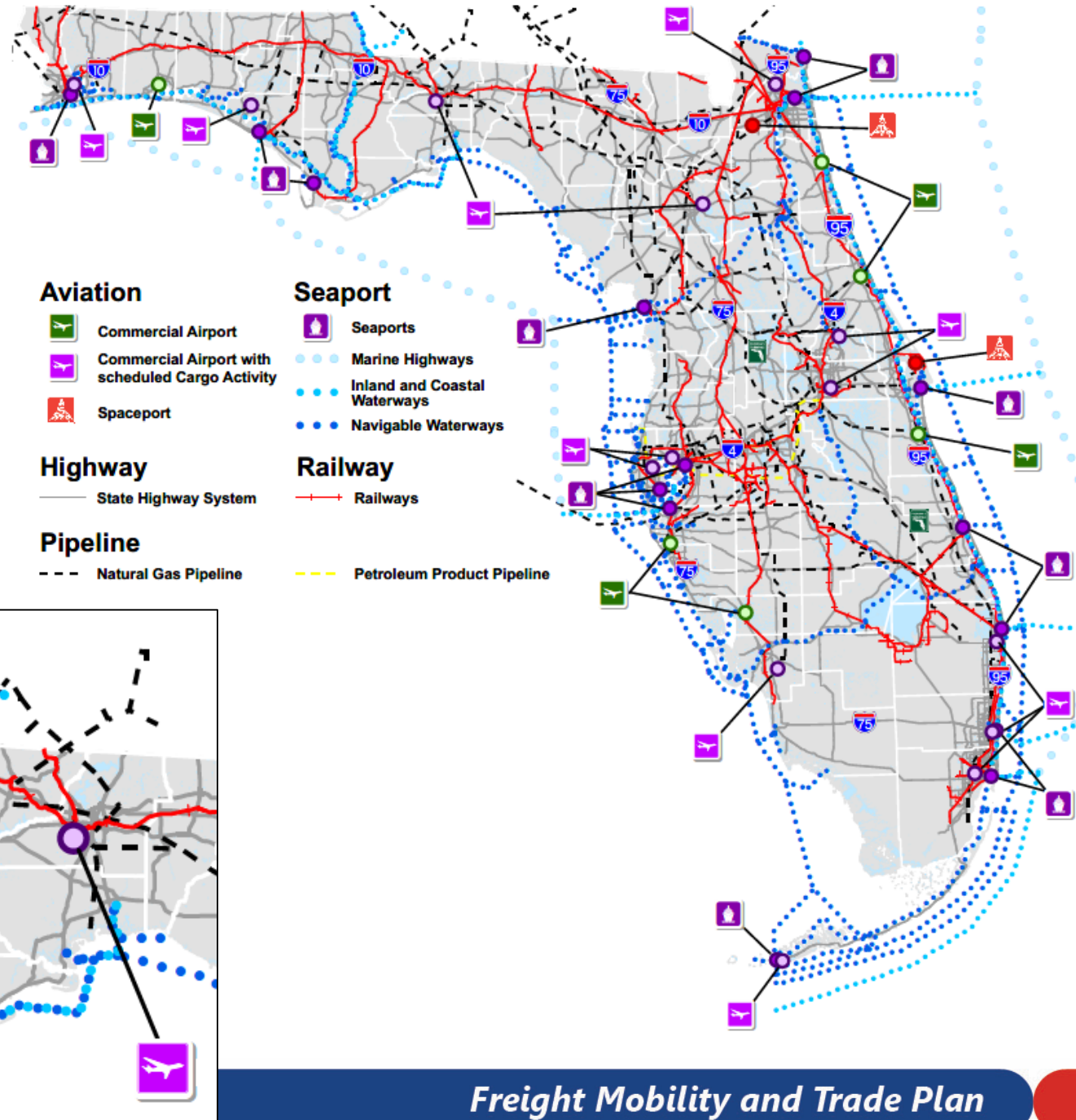
Truck Parking



Multimodal

FREIGHT FACILITIES STATISTICS

123,099	MILES OF PUBLIC ROADWAY
2,743	MILES OF MAINLINE RAILROAD TRACK
20	COMMERCIAL AIRPORTS
15	PUBLIC SEAPORTS
2	SPACEPORTS
10	SPACE LAUNCH-PADS
12,441	BRIDGES
5,899	MILES OF GAS TRANSMISSION & HAZARDOUS LIQUID PIPELINES





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