



DISTRICT FIVE FREIGHT MOBILITY IMPLEMENTATION PLAN



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Introduction

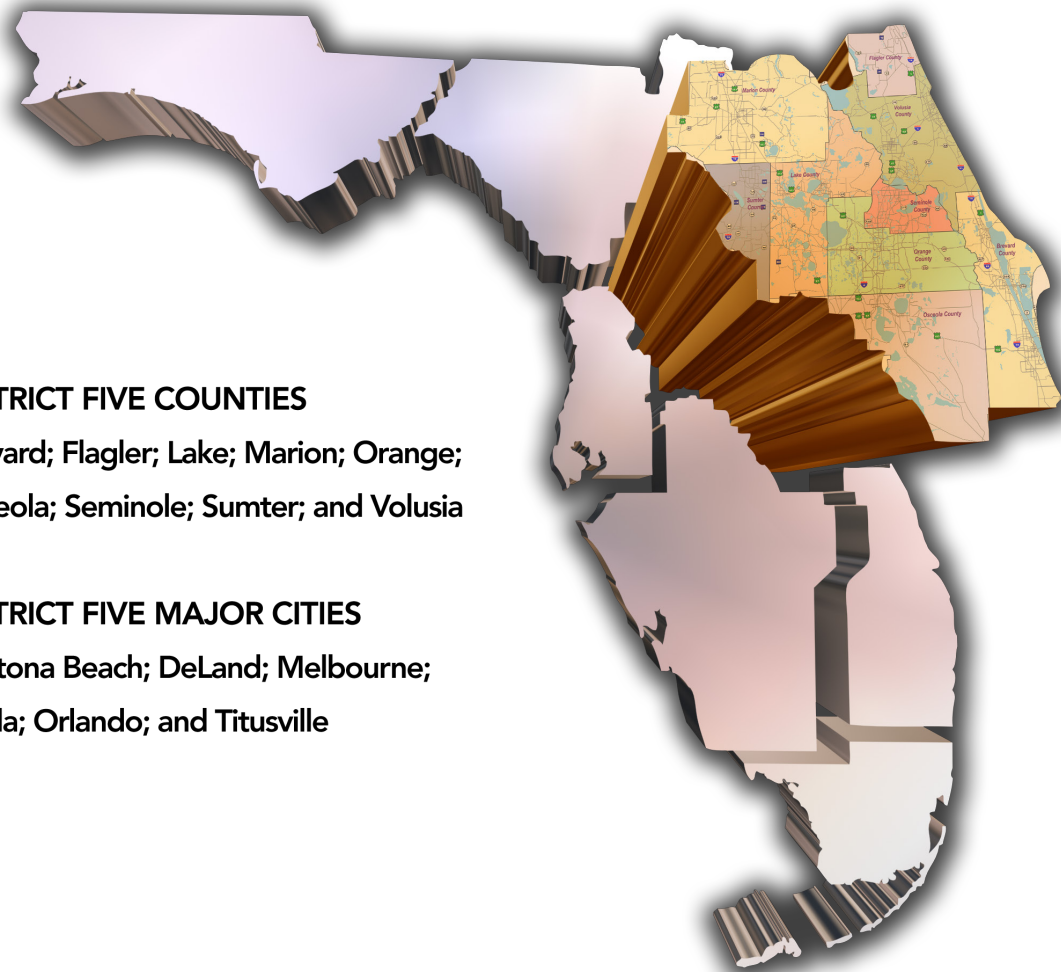
The National and State Perspective

In response to the federal transportation bill, **Moving Ahead for Progress in the 21st Century (MAP-21)**, and the Florida Chamber Foundation's Trade and Logistics Study 2.0, the Florida Department of Transportation (FDOT) is changing the way it does business. Through Florida's first-ever **Freight Mobility and Trade Plan (FMTP)**, the FDOT is taking the technical direction provided in MAP-21, and developing a world-class set of policies and programs that enhance the way we plan, design, and operate our freight transportation systems. To achieve the principals of MAP-21, FDOT is integrating new freight policy initiatives with mainstream transportation management and operations. The FMTP, comprised of Policy and Investment elements, lays the foundation of freight planning by defining objectives, strategies, and actions designed to make Florida a Gateway to the World for Trade and Logistics.

In support of the FMTP, District Five developed the **District Five Freight Mobility Implementation Plan** to guide development and implementation of the District's freight program with emphasis on the freight needs and objectives unique to the District. This is a working document, comprised of Strategies and Action Items¹ that will be reviewed and updated annually. The District will document if the respective Strategies and Action Items have been met and specifically how these items were met.



DISTRICT FIVE



DISTRICT FIVE COUNTIES

Brevard; Flagler; Lake; Marion; Orange;
Osceola; Seminole; Sumter; and Volusia

DISTRICT FIVE MAJOR CITIES

Daytona Beach; DeLand; Melbourne;
Ocala; Orlando; and Titusville

District Five Overview

District Five is the fastest growing district in the state. Covering nine (9) counties and nearly 9,000 square miles in Central Florida, District Five is home to over 3.6 million residents and is supported by a growing multimodal transportation system. These residents and the 95 million visitors¹ who visited, played, and did business in Central Florida, logged 55.6 million vehicles miles daily in 2013².

DISTRICT FIVE'S UNIQUE CHARACTERISTICS:

- District Five's main interstate, I-4 has one of the highest concentrations of distribution centers in the United States, with room to grow and serving the youngest consumer demographic in the state.
- The ten (10) counties that surround I-4, with a population over 6.5 million, would rank 5th among the largest U.S. metropolitan areas New York, Los Angeles, Chicago, and Dallas, if classified as a metro area.
- Central Florida is home to the nation's premier spaceport and the only active spaceport in Florida, Kennedy Space Center, which carries the newest cargo classification: "space freight" (including satellites, medical and agricultural research, and space tourism on the immediate horizon).
- Central Florida is currently among the leading regions in housing starts in the United States.
- The nation's only Auto Train terminates in Central Florida, and is the only rail service transporting both passengers and their motor vehicles. In 2013, the Sanford Amtrak Auto Train served 265,000 passengers with \$73.5M in revenues while removing 126,000 vehicles from regional roadways.
- The Orlando International Airport also will soon be home to the northern terminus of the first privately-financed direct passenger rail service between the international City of Miami and Central Florida.
- Out of the 100 million visitors to Florida in 2014, the majority of these visitors will have Central Florida as their destination. Central Florida is the major destination for international and domestic business and leisure visitors.
- District Five is home to Port Canaveral – one of the largest cruise ports in the world.
- Central Florida is home to several major resorts and state-of-the-art mega cruise ships. These facilities match each other in the scale of freight logistics operations.



Source: Wikimedia Commons

¹ Strategies start on Page 5.

² FDOT. Accessed via <http://www.dot.state.fl.us/publicinformationoffice/moreDOT/districts/dist5.shtm>.

Freight is the Economy in Motion

The efficient movement of goods is essential to supporting the regional, national, and global economy and making Florida the Gateway for Trade and Logistics. With nearly 18 percent of Florida's total population calling Central Florida home, the District generates a significant demand for freight. **Nearly 202 million tons of freight moved over Central Florida's transportation network in 2010. By 2040, regional freight movements are expected to increase by 35 to 61 percent creating major economic opportunities upon which Florida can capitalize³.**

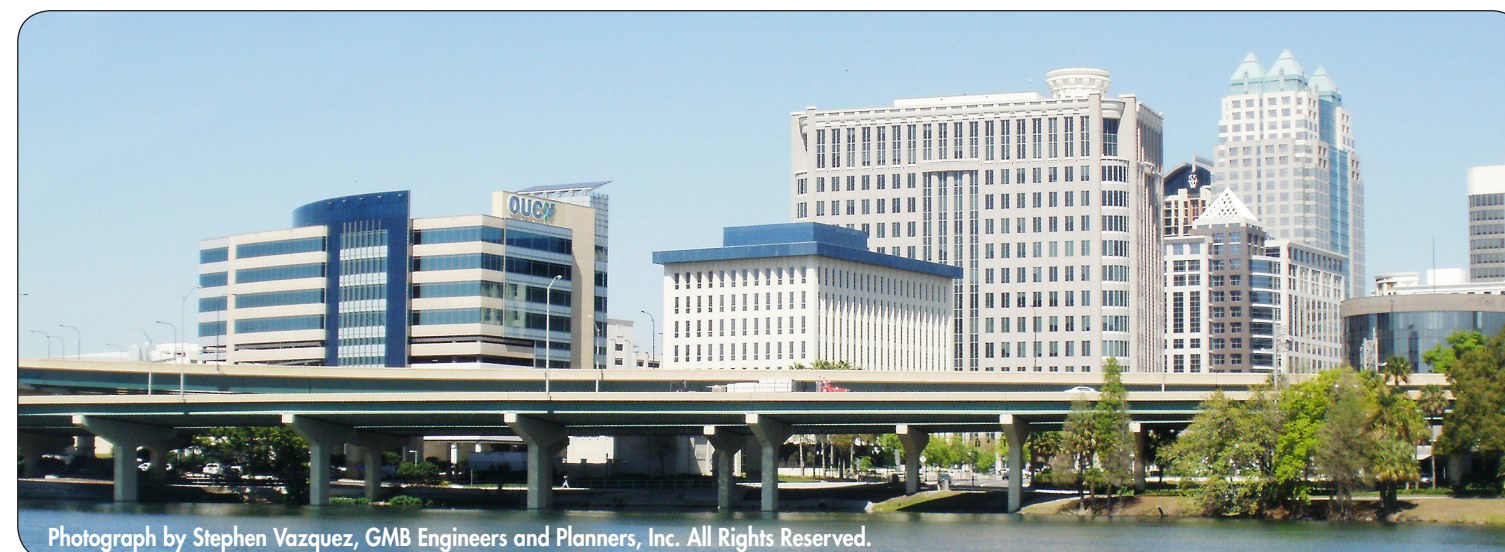
District Five is served by five transit authorities, five rail lines, one deep-water port, an internationally-recognized spaceport, and more than 160 public/private airports.

HIGHWAYS

Truck movement in the District plays a critical role in moving freight. The most nimble of the modes, trucks carry the majority of freight in the nation. The major highway freight corridors in Central Florida carry an excess of 10,000 trucks per day. **These corridors include I-4, the Florida Turnpike, I-75, I-95, SR 528, and SR 408.**

District Five has added significant highway capacity over the past two decades. Among these improvements, the I-4 Ultimate Project is set to begin construction Fall 2014 and will provide benefits to the ten (10) counties through which it traverses. **The ten (10) counties surrounding I-4 with a population over 6.5 million would rank 5th among the largest U.S. metropolitan areas New York, Los Angeles, Chicago, and Dallas, if classified as a metro area⁴.** The I-4 Ultimate Project spans 21 miles and includes reconstruction of 15 interchanges, 56 new bridges, and the addition of two (2) managed lanes in each direction to provide more travel options for motorists.

DISTRICT FIVE STATE HIGHWAY SYSTEM SUMMARY			
Centerline Miles	Lane Miles	Fixed Bridges	Movable Bridges
2,124	8,304	743	8



Photograph by Stephen Vazquez, GMB Engineers and Planners, Inc. All Rights Reserved.

³ MetroPlan Orlando. (2014). Central Florida Regional Freight Mobility Study: Delivering the Goods, Supporting our Economy.

⁴ Rohr, Jay. (2013). The I-4 Corridor. MetroOne, Inc. Newsletter.

KEY TRANSPORTATION & FREIGHT FACILITIES

SIS Highways		I-95, I-4, I-75, Florida's Turnpike, US 301, US 17, US 27, SR 408, SR 40, SR 528, SR 20, SR 417, SR 44, SR 326, Wekiva Parkway
SIS Railroads		CSX, FEC, SunRail, FCEN, FNOR
SIS Airports		Orlando International, Orlando Sanford, Daytona Beach International, Melbourne International, Kissimmee Gateway
Seaports		Port Canaveral
Spaceports		Cape Canaveral Spaceport
General Aviation Airports		Ormond Beach, New Smyrna Beach, Massey Ranch, Pierson, Bob Lee, DeLand, Space Coast, Merritt Island, Valkaria, Arthur Dunn Airpark, Kissimmee Gateway, Bob White Field, Orlando Apopka, Orlando Executive, Leesburg Regional, Ocala International, Dunnellon/Marion County, Leesburg, Umatilla, Mid Florida Air Service, Tavares Seaplane
Non SIS Highways		US 1, US 92, US 441, US 192, US 17, US 17-92, US 301, SR 471, SR 50, SR 434, SR 46, SR A1A, SR 415, SR 442, SR 520, SR 200, SR 19, SR 44, SR 33
Transit Authorities		Space Coast Area Transit (Brevard County), LakeXpress (Lake County), SunTran (Marion County), LYNX (Orange, Osceola, and Seminole counties), Sumter County Transit (Sumter County), Voltran (Volusia County)

FREIGHT RAILROADS

District Five has a freight rail network that carries about 9 million tons of freight annually⁵. The network is comprised of Class I, Class II, and Class III railroads. **Within Central Florida, freight is carried on the CSX-A, CSX-S, and Florida Central Railroad. There are some passenger rail operations also running on these lines, most notably the Amtrak and SunRail operations.**

PASSENGER RAIL AND TRANSIT

District Five is home to many transit options providing a wide range of commuting opportunities to Central Florida's workforce. As noted previously, passenger rail services includes Amtrak, the SunRail Commuter Rail System, and the Sanford Amtrak Auto Train. Future passenger rail service options are currently in development that will expand and connect to SunRail as well as provide service between Orlando and Miami, Tampa, and Jacksonville. In addition to rail options, District Five has five (5) transit authorities and a Commuter Assistance Program, reThink, providing transit, carpooling, and carsharing alternatives to non-freight traffic, thereby improving mobility on major transportation corridors.

Amtrak currently operates daily intercity passenger services with stations in the cities of Kissimmee, Downtown Orlando, and Sanford. The **Amtrak Auto Train, located in Sanford, FL**, is unique in the nation as the only rail service transporting both passengers and their motor vehicles concurrently. The service spans 900 miles between Sanford, Florida and just outside of Washington, D.C., thereby connecting Central Florida to the mid-Atlantic U.S. In 2013, the Sanford Amtrak Auto Train served more than 265,000 passengers, thus removing 126,000 vehicles from regional and interstate roadways. This mode shift benefits both the passenger and freight user communities. The **SunRail Commuter Rail System** connects Volusia, Orange, and Osceola counties thus offering a dedicated transit facility to get Central Florida residents to work and to critical services without creating demand on Central Florida's roadways. Phase I, beginning operations in Spring 2014, traverses 31 miles from DeBary to Sand Lake Road. Phase II will extend an additional 30 miles, extending Phase I from DeLand to Poinciana, with the opening targeted for 2016.

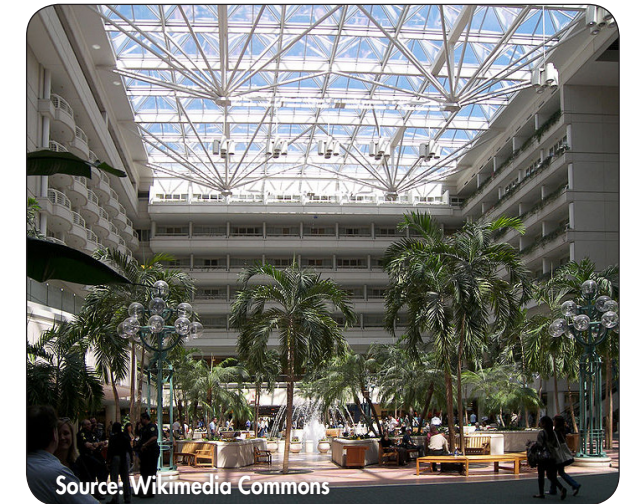
⁵ MetroPlan Orlando. (2013). Central Florida Regional Freight Mobility Study.

AIRPORTS

The most prominent airport for air cargo in the region is the **Orlando International Airport**, which is the 13th-busiest in the nation with 15.6 million passenger enplanements in 2012. The **Kissimmee Gateway Airport** is among the largest of the region's general aviation reliever airports, serving private planes and jets. **Melbourne International Airport** is one of the nation's fastest-growing aircraft and aerospace manufacturing and maintenance hubs. Since 2008, major aircraft manufacturing and maintenance operations have added nearly 1,000 jobs to the region. Aviation-related giants, including Embraer and Northrop Grumman, recognize the synergy and potential for growth that Melbourne International Airport offers⁶. These and other airports in the region are reviewing the feasibility of expanding their cargo operations.



Source: Wikimedia Commons



Source: Wikimedia Commons



Source: Wikimedia Commons

SEAPORT AND SPACEPORT

Port Canaveral, located in Brevard County, is the District's only seaport. Port Canaveral is a major cruise ship embarkation point, with nearly 3.8 million annual passengers passing through in 2012⁷. While competing with larger ports for cruise traffic, Port Canaveral is also implementing plans to expand cargo capabilities as well as examining the potential to add rail access via Cape Canaveral Spaceport.

Central Florida's **Cape Canaveral Spaceport**, also located in Brevard County, is the birthplace of the U.S. space exploration enterprise. With the decommissioning of the U.S. Space Program, Cape Canaveral has reinvented itself to be the home of a rapidly-expanding private sector space industry. It is the nation's largest and most versatile spaceport - handling civil, military, and commercial launches. Currently at the Cape Canaveral Spaceport, the majority of vehicles/payloads for launches arrive at the facility fully assembled from manufacturing facilities throughout the United States.

For four (4) decades, the region's economic base has been dominated by tourism, transforming Central Florida into the rental car capital of the world. Even as the global economy is experiencing a sluggish regrowth, Central Florida is flourishing. Eight (8) out of eleven world-famous attractions are in Orlando and experienced increases in the number of tourists from 2010 to 2011 as the rest of the nation experienced less-significant growth. With new attractions that have recently opened or are presently under construction, this trend will only continue. This means that the inbound freight is vital to maintaining the competitiveness of one of the region's top industry sectors - tourism.

The District's historical investments in ranching and citrus are very strong while industrial manufacturing is growing due to the transportation advantages of the region⁸. **Florida's Space Coast boasts 48 engineers per 1,000 workers; more than any other Florida metropolitan area or even any of the 25 most populated metros in the country.** Brevard County's economy features cutting edge communications, electronics, aerospace advanced security, and emerging technologies. They also have the most concentrated high-tech economy in the state of Florida and the 16th most concentrated in the nation.



6 Melbourne International Airport. Accessed via <http://www.mlair.com/EconomicOpportunities.aspx/RelocationExpansionBenefits/AircraftManufacturingCluster.aspx>

7 FDOT. Florida's Future Corridors Initiative: Tampa Bay to Central Florida Study Area Concept Report. (2013).

8 FDOT. Freight Logistics and Passenger Operations Office. Freight and Logistics County Profiles. (2013).

DISTRICT FIVE FREIGHT MOBILITY IMPLEMENTATION PLAN

Strategies and Action Items



FMTP Objective 1: Capitalize on the Freight Transportation Advantages of Florida through Collaboration on Economic Development, Trade, and Logistics Programs

Characterize and highlight the strategic strengths of Florida's freight transportation system including hubs like seaports, airports, and ILCs collaboratively with industry, and with other agencies and states, to establish Florida as the international gateway for trade. The FDOT District Five strategies to achieve this objective are:



STRATEGIES

Maximize the strategic advantage of District Five's freight transportation hubs for trade logistics

Enhance and proliferate collaboration with other agencies

ACTION ITEMS

- Identify existing and developing freight transportation hubs in District Five, which include Intermodal Logistics Centers (ILCs), airports, seaports, and spaceports
- Identify current and future freight projects and objectives of freight transportation hubs
- Incorporate freight transportation hub projects into SIS Strategic planning and Work Program processes
- Promote Florida as the "Gateway to the Western Hemisphere for Trade" through publications and representation at events

- Establish a dedicated Freight Administrator position in District to promote freight operations within the District internally and to external partners and stakeholders
- Promote collaborative partnerships between freight transportation hubs; private sector/industry partners; local government representatives; the Department; and governmental organizations (including Department of Economic Opportunity, Workforce Florida, Inc., Florida Chamber of Commerce, universities, etc.)
- Establish freight stakeholder working groups with the directive to share ideas, identify needs, and form strategic partnerships for the benefit of freight transportation hubs
 - » Freight stakeholder working groups will be comprised of representatives of freight transportation hubs and private sector entities within overlapping supply and logistic chains; the District; and governmental organizations
- Collaborate with local governments to expedite the resolution of local issues for freight transportation hub development

EXAMPLE PROJECTS

Intermodal Logistic Centers - Florida Crossroads Industrial Area & Ocala 489/Ocala 275

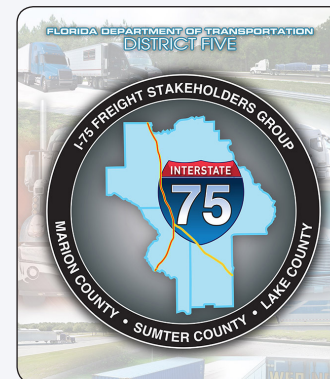
The District is working towards the future success of two freight developments: Ocala 489/Ocala 275 in Marion County and Monarch Ranch in Sumter County. These locations have excellent development potential for freight-servicing activities and the District is working with them as a project partner on various activities, including a market analysis study for the Ocala site and SIS designation for both ILCs.

Space Florida Investments

Space Florida, an independent subdivision of the state, was developed to foster the growth and development of a sustainable and world-leading aerospace industry in Florida. To help Space Florida carry out their mission, and address intermodal requirements associated with spaceport activity, the District Five Aviation Unit is managing seven (7) grants for a total amount of \$30,322,500.

The first \$5 million grant provided to Space Florida in December 2011 was for the Design and Construction of Payload Integration and Encapsulation Facility. The customer for this facility was Space Exploration Technologies (SpaceX). This project supports SpaceX efforts to upgrade booster and payload processing capability to accommodate Falcon 9 booster and payload integration work.

Other projects that the District Five Aviation Unit are currently partnering with Space Florida include the refurbishment of the three Orbiter Processing Facilities (OPF), previously used specifically for servicing the Space Shuttle prior to and after space missions, and the refurbishment of Launch Complex 46, all being repurposed for commercial applications. District Five Aviation Unit has also provided funding for the creation of a heavy launch complex to support future large rocket launches.



I-75 Freight Mobility Stakeholders Group

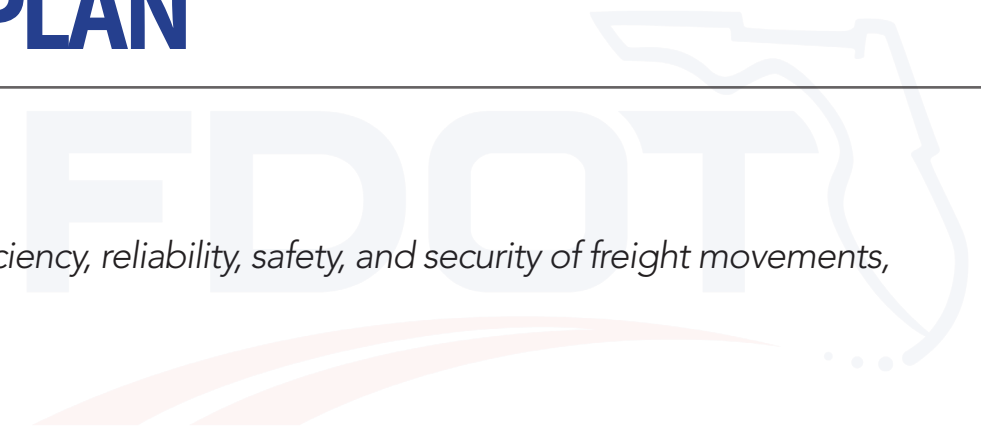
I-75 is known as the "Florida's Freight Backbone" given the high volume of freight traffic that utilizes the interstate to move goods between Southeast Florida, the Midwest, and all the way to Canada. Given the level of activity currently experienced on I-75 and the volume of freight intensive projects underway, FDOT District Five has convened a group of stakeholders from the local TPOs and MPOs, public, and private sector to share ideas and collaborate on strategies to ensure the Florida's future as the Gateway to Trade and Logistics. Given the high level of freight activity on I-75, the group meets twice a year.

I-95 Systems Operational Analysis Report (SOAR)

In the interest of identifying low-cost, operational improvements that will improve mobility on the I-95 corridor, District Five is updating the 2005 I-95 Systems Operational Analysis Report to account for the tremendous growth, along with expected increased freight movement associated with the Panama Canal Expansion. The purpose of this study is to explore low cost operational improvements to extend the functional life of the transportation system, utilizing existing infrastructure, without extensive capacity improvements. These operational improvements will be developed in collaboration with I-95 stakeholders from Brevard and Volusia counties.

DISTRICT FIVE FREIGHT MOBILITY IMPLEMENTATION PLAN

Strategies and Action Items



FMTP Objective 2: Increase Operational Efficiency of Goods Movement

Identify and strengthen the critical freight network, and use ITS and other enhancements to increase the efficiency, reliability, safety, and security of freight movements, including under emergency situations. The FDOT District Five strategies to achieve this objective are:



STRATEGIES

Identify the critical freight transportation and logistics network linked by District Five state highway roadway network

ACTION ITEMS

- The critical freight transportation network for District Five will include the National Freight Network facilities designated by the USDOT; facilities on the Strategic Intermodal System; and freight intensive transportation facilities as identified through Metropolitan Planning Organizations (MPOs) freight plans, and other resources

EXAMPLE PROJECTS

I-4 Project Development & Environmental Study (PD&E)

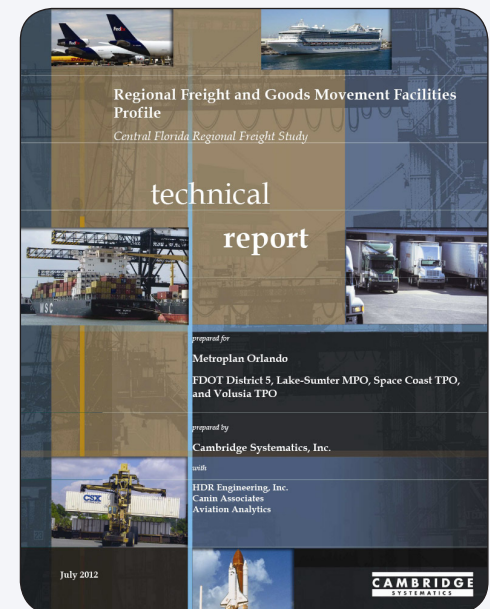
District Five is re-evaluating conditions on I-4 through the I-4 PD&E and Design Update. Though frequently congested, I-4 serves as a major freight corridor through Downtown Orlando. Providing a thorough evaluation of the impact of operations of the I-4 system is important in ensuring the operational integrity of this critical link in the Central Florida local and regional transportation system. Also of equal importance is the impact the changes will have on the system as a whole, the environment, economic development potential, and mobility both on and off of the Interstate System. The I-4 corridor has been identified as a prime location for future freight logistics centers to serve the needed increase in distribution center space as identified by the Florida Logistic Center Market Study.

Central Florida Regional Freight Study

District Five is a funding partner and technical advisor on the MetroPlan Orlando Central Florida Regional Freight Study. Serving on the Freight Advisory Committee, a representative of FDOT District Five has been facilitating the update of the plan by providing valuable insights and information. The Central Office is also assisting in developing a regional freight model for the Strategy Plan based on the statewide freight model, which is also being coordinated by the District. The purpose of the study is to identify and prioritize improvements and strategies that accommodate and enhance mobility of both people and goods while mitigating negative impacts on congestion, safety, environment, and quality of life. The Strategy Plan provides a set of specific actions to improve Central Florida's transportation infrastructure to support the safe and efficient shipment of freights, goods and provision of services.

District Five Regional Freight Network

District Five has mapped the critical freight transportation network linked by District Five state highway roadway network as scripted in the corresponding Action Item. Please see Appendix A for District Five Regional Freight Network.



STRATEGIES

Improve the connecting freight distribution/transportation system (last mile and beyond) to match operating characteristics and particular logistic needs and opportunities of freight transportation hubs

ACTION ITEMS

- Determine the operating characteristics of freight transportation hubs
- Identify operational needs of freight transportation hubs
 - » Conduct annual surveys of operating characteristics, and logistics needs and opportunities of transportation hubs
- Identify and implement freight mobility efficiency enhancement projects
 - » Develop list of projects to improve operating characteristics of freight transportation hubs
 - » Identify and implement operational improvement projects to eliminate freight bottlenecks
 - » Identify appropriate funding source for freight infrastructure improvement projects
 - » Coordinate projects with District Five Office of Work Program to ensure projects are ready to be entered to Work Program
 - » Prioritize investments for freight mobility efficiency enhancements based on statewide performance measures
 - » Process freight mobility enhancement projects through appropriate funding program

EXAMPLE PROJECTS

Quick-Fix Operational Improvements

District Five is working with Central Office on implementing regionally beneficial operational improvements developed through coordination with local stakeholders and interested parties. Of those projects, the District has recommendations to improve passenger and freight mobility at key locations on I-75, the Sanford SunRail/Amtrak Station, Orlando International Airport, Port Canaveral, Kennedy Space Center, Orlando Health's SunRail/Amtrak Station, and the Orlando International Airport. The list of projects was developed through regional coordination, including meetings with Central and District Office staff at Port Canaveral, Kennedy Space Center, and the Sanford SunRail/Amtrak Station. For the projects on I-75, these were identified through the I-75 Systems Access Management Report study which also included regional coordination. These projects have been recommended for funding because they will directly benefit freight mobility, as well as improve passenger operations, within Central Florida.



Space Florida Investments

Space Florida, an independent subdivision of the state, was developed to foster the growth and development of a sustainable and world-leading aerospace industry in Florida. To help Space Florida carry out their mission, and address intermodal requirements associated with spaceport activity, the District Five Aviation Unit is managing seven (7) grants for a total amount of \$30,322,500.

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Other projects that the District Five Aviation Unit are currently partnering with Space Florida include the refurbishment of the three Orbiter Processing Facilities (OPF), previously used specifically for servicing the Space Shuttle prior to and after space missions, and the refurbishment of Launch Complex 46, all being repurposed for commercial applications. District Five Aviation Unit has also provided funding for the creation of a heavy launch complex to support future large rocket launches.

I-75 Systems Access Management Report (SAMR)

I-75 is the "Freight Backbone of Florida". As such, FDOT has an interest in ensuring the mobility on this nationally-significant corridor. District Five, in partnership with regional stakeholders, conducted the I-75 Systems Access Management Report (SAMR) to provide recommendations on low-cost operational improvements at the interchanges within the District's boundaries.

I-95 Systems Operational Analysis Report (SOAR) Update

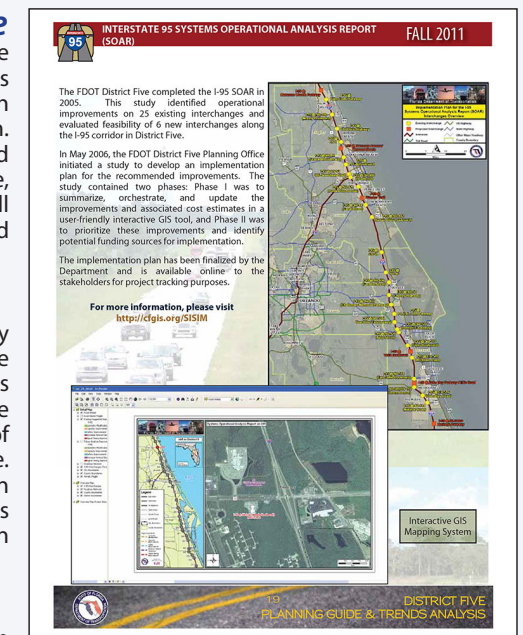
In the interest of identifying low-cost, operational improvements that will improve mobility on the I-95 corridor, District Five is updating the 2005 I-95 Systems Operational Analysis Report to account for the tremendous growth, along with expected increased freight movement associated with the Panama Canal Expansion. The purpose of this study is to explore low cost operational improvements to extend the functional life of the transportation system, utilizing existing infrastructure, without extensive capacity improvements. These operational improvements will be developed in collaboration with I-95 stakeholders from Brevard, Volusia, and Flagler counties.

4P- Priority Projects Programming Process

District Five established a consistent and repeatable approach that is mutually beneficial to the Department and local municipalities when planning the execution of a desired transportation project. The 4P seeks to advance the process of programming projects into the Work Program System and to have an up to date list of projects for future funding. This proactive approach helps have all types of projects ready to move forward in case additional funding becomes available. Implementing this process provides the Department with efficient means in planning, coordinating and producing transportation projects that expedites delivery, preventing unexpected delays by obtaining the necessary documentation at project inception.

Sanford Amtrak Auto Train Gateway PD&E

The Sanford Amtrak Auto Train is Amtrak's only rail service transporting both passengers and their motor vehicles. It ranks as the busiest Amtrak station in Florida serving 265,000 passengers in 2013 with \$73.5M in revenues while removing 126,000 vehicles from regional roadways. FDOT is conducting a PD&E Study at this nationally-significant facility to improve operating characteristics as well as enhance safety.



STRATEGIES

Identify and implement safety and security enhancements within District Five

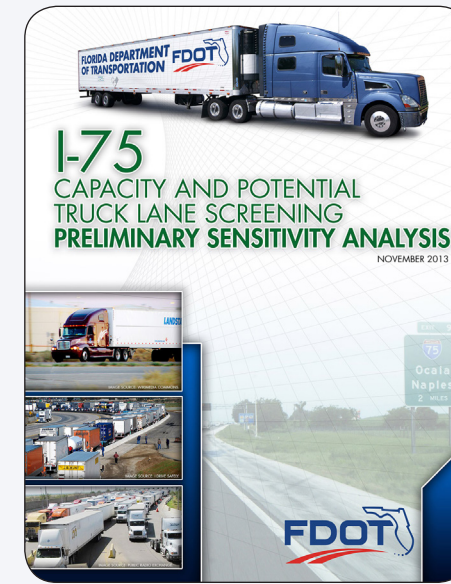
Promote and support the use of best practice information technology within freight stakeholder working groups

ACTION ITEMS

- Coordinate with local, state, and federal partners for the establishment of rest-stops/lay-over areas and other safety-enhancing facilities
- Coordinate with FDOT Central Office to facilitate the safe implementation of autonomous vehicles (driverless vehicles and unmanned space vehicles)
 - » Explore opportunities for safely testing and implementing autonomous vehicles within District Five

- Promote and support use of Intelligent Transportation Systems (ITS) technology to increase efficiency and reliability of freight movements on and through freight transportation hubs, connectors, and corridors
- Collaborate with local, state, and federal partners to test and implement new ITS technologies, such as the Freight Advanced Traveler Information System (FRATIS), and transportation systems management and operations (TSM&O) initiatives
- Collaborate with local, state, and federal partners to test and implement new methodologies for freight delivery optimization, such as adoption of an "Off-Hours" approach to freight delivery

EXAMPLE PROJECTS



I-75 Truck-Only Lane Sensitivity Analysis

District Five provided a white paper evaluating traffic conditions on I-75 north of the systems interchange with the Florida Turnpike Enterprise. The I-75 Truck-Only Lane Sensitivity Analysis provides a review of the present traffic conditions in this study area, and then provides a sensitivity analysis of future bottleneck conditions if no improvements are made within the corridor. The white paper provides information to support a feasibility analysis for adding managed lanes to accommodate the projected increases in traffic, most of which is projected freight traffic related to developing Intermodal Logistics Centers within the corridor and the expansion of the Panama Canal. The white paper concludes with a benefit cost analysis of the proposed managed lanes using District Five's corridor-level benefit-cost analysis tool - TransValU.

Off-hours Freight Delivery Pilot Project & Freight Advanced Traveler Information System Pilot Project

FDOT District Five secured \$145,000 from the Federal Highway Administration (FHWA) Discretionary Grants Program to conduct the "Off Hours Freight Delivery Pilot Project". District Five is in the process of examining the benefits of implementing freight deliveries during the "off" hours of the day with the participation of Orlando Health. Orlando Health is a group of non-profit hospitals located in Central Florida. The subject site for the study is Orlando Health's "South of Downtown Orlando" campus that includes four (4) hospitals and ancillary facilities. This campus is currently undergoing expansion and redevelopment to add more hospital beds and to make the campus more pedestrian-friendly. The focus of this study is to optimize freight delivery utilizing existing investments in infrastructure while also separating freight and pedestrian traffic. Moving freight deliveries to off-peak provides a low-cost solution that has the potential to reduce congestion, improve freight flows, and have positive impacts on air quality.

The study will also be coordinated with another FHWA pilot study FDOT District Five was able to secure for the Orlando region, called the Freight Advanced Traveler Information System (FRATIS) study. The intent of FRATIS is to demonstrate a low cost, easily replicable, operations-based solution for urban areas with emerging congestion problems by optimizing freight movements through real-time route modifications based on disruptions in the network (congestion, construction, and other impediments). Maintaining passenger and freight mobility in Downtown Orlando provides the opportunity to make a significant impact in our community.

Intermodal Freight Technology Working Group

District Five was selected for a federal pilot project that will add more transparency and coordination in implementing the State's Freight Mobility and Trade Plan. Through the course of the Intermodal Freight Technology Working Group (IFTWG), District Five convened a group of stakeholders from the freight community and district MPOs, MetroPlan Orlando and Lake~Sumter MPO, and surveyed the various interests for freight projects they believed of regional and statewide importance. From the list of projects developed by the group, the group voted studying Off-Hours Freight Delivery as a priority.

Relying on government and industry experts from the transportation community, the IFTWG is a public-private cooperative effort aimed at identifying technology solutions to challenges facing the intermodal freight transportation community. By promoting interaction and discussion among all freight transportation stakeholders, the IFTWG will draw on a wealth of experience, knowledge and leadership to identify creative, forward-thinking concepts, and turn them into practical pilot demonstrations to reduce congestion, improve operational efficiencies, improve air quality, improve safety and security, and reduce wear and tear on our existing transportation infrastructure.

Transportation Systems Management & Operations (TSM&O)

TSM&O is an integrated program to optimize the performance of existing multimodal infrastructure through implementation of systems, services, and projects to preserve capacity and improve the security, safety, and reliability of our transportation system. Programs such as commuter assistance, park and ride, freight management, freeway and arterial management, and transit operations benefit from and contribute to the TSM&O program.

Our efforts to develop our skills in TSM&O are being greatly enhanced by a Strategic Highway Research Program (SHRP2) Grant. The Strategic Highway Safety Program is a product of the Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO). SHRP2 is designed to address critical state and local challenges, such as aging infrastructure, congestion, and safety. Through workshops, education and peer exchange the district will learn best practices in building a TSM&O program.

STRATEGIES

Examine the use of dedicated facilities where existing capacity is projected to be maximized within the planning horizon to separate user groups and enhance mobility

Strategize with freight forwarders on how to maximize freight forwarding opportunities for goods manufactured in other states for export through Florida ports and airports

Assess possible disruptions to the freight transportation and logistics network and develop contingency plans or principles that support the logistics industry and disaster response

ACTION ITEMS

- Examine the feasibility of dedicated freight facilities, such as “Truck-Only Lanes”
- Examine dedicated facilities for “non-freight” activity that serves to restore capacity for freight movement
- Explore the appropriate role of and feasibility to implement marine highways, short-sea shipping, and/or cargo barge facilities

- Add freight forwarders operating in District Five to freight stakeholder working groups

- Collaborate with freight stakeholder working groups to conduct annual strengths, weaknesses, opportunities, and threats (SWOT) analyses of the District Five freight and logistics network
- Address SWOT analyses results in project development, prioritization, and implementation process

EXAMPLE PROJECTS

I-75 Truck-Only Lane Sensitivity Analysis

District Five provided a white paper evaluating traffic conditions on I-75 north of the systems interchange with the Florida Turnpike Enterprise. The I-75 Truck-Only Lane Sensitivity Analysis provides a review of the present traffic conditions in this study area, and then provides a sensitivity analysis of future bottleneck conditions if no improvements are made within the corridor. The white paper provides information to support a feasibility analysis for adding managed lanes to accommodate the projected increases in traffic, most of which is projected freight traffic related to developing Intermodal Logistics Centers within the corridor and the expansion of the Panama Canal. The white paper concludes with a benefit cost analysis of the proposed managed lanes using District Five’s corridor-level benefit-cost analysis tool - TransValU.

Expanding Cargo Operations at Port Canaveral – Multimodal Barge Terminal

District Five is supporting Port Canaveral with plans to expand their current cargo operations on port and adding new lines of business. Their plans include developing a multimodal terminal logistics center on the west side of the Banana River that will connect to the Port via a freight barge moving containerized freight. Containers will then be moved to rail for further transport. FDOT District Five is also working with the Canaveral Port Authority on establishing an inland port railcar loading and unloading yard. Additionally, the District is also evaluating the future multimodal terminal logistics center for designation as part of the Strategic Intermodal System (SIS).



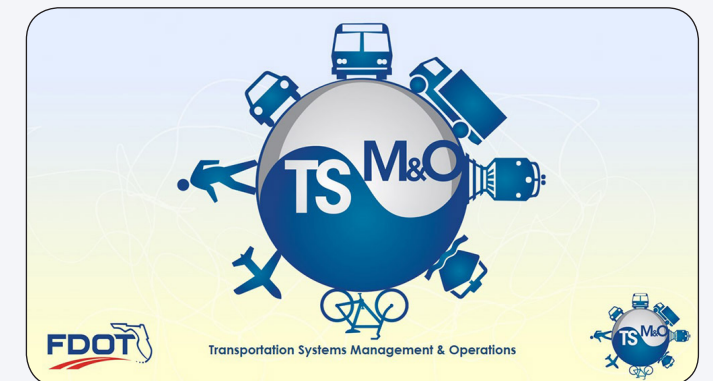
Work in Progress

Adding Freight Forwarders to Freight Stakeholders Database as needed.

Transportation Systems Management & Operations (TSM&O)

TSM&O is an integrated program to optimize the performance of existing multimodal infrastructure through implementation of systems, services, and projects to preserve capacity and improve the security, safety, and reliability of our transportation system. Programs such as commuter assistance, park and ride, freight management, freeway and arterial management, and transit operations benefit from and contribute to the TSM&O program.

Our efforts to develop our skills in TSM&O are being greatly enhanced by a Strategic Highway Research Program (SHRP2) Grant. The Strategic Highway Safety Program is a product of the Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO). SHRP2 is designed to address critical state and local challenges, such as aging infrastructure, congestion, and safety. Through workshops, education and peer exchange the district will learn best practices in building a TSM&O program.



DISTRICT FIVE FREIGHT MOBILITY IMPLEMENTATION PLAN

Strategies and Action Items



FMTMP Objective 3: Minimize Costs in the Supply Chain

Support and facilitate the use of more economical and environmentally friendly fuels like LNG and CNG; evaluate new approaches to freight infrastructure financing and regulatory reform; and balance trade flows. The FDOT District Five strategies to achieve this objective are:



STRATEGIES

Advance the use of more environmentally friendly alternative fuels

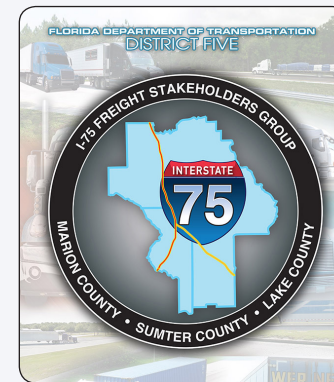
Minimize and reduce empty backhauling

ACTION ITEMS

- Promote the deployment of CNG/LNG use in collaboration with freight stakeholders and other agencies, such as the Department of Agriculture
- Explore alternative fuel corridors within District Five with suppliers and first-adopters
- Coordinate initiatives for CNG/LNG user conversions as market evolves through education and collaboration with freight stakeholders
- Promote establishment of CNG/LNG fleet maintenance facilities within District Five

- Address reduction of empty backhauls in ITS and TSM&O implementation plans
- Examine the freight transportation operational efficiencies provided through land use practices such as Cargo Oriented Development

EXAMPLE PROJECTS



I-75 Freight Mobility Stakeholders Working Group: CNG/LNG Speaker

Private sector representatives are invited to each meeting of the I-75 Freight Mobility Stakeholders Working Group and requested to speak on topics of interest to the implementation of the Freight Mobility and Trade Plan. Representatives of two (2) planned ILCs have presented, as well as representatives of the CNG/LNG sector. Future meetings will have presentations from the industrial real-estate sector and the trucking and logistics industry.

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DISTRICT FIVE FREIGHT MOBILITY IMPLEMENTATION PLAN

Strategies and Action Items



FMTP Objective 4: Align Public and Private Efforts for Trade and Logistics

Formalize private sector engagement in freight policy development and implementation, and develop frameworks for joint public-private investments in freight facilities. The FDOT District Five strategies to achieve this objective are:



STRATEGIES

Identify private sector partners for participation in the development and implementation of the Freight Mobility and Trade Plan

Convene freight stakeholder working groups regularly to discuss and strategize on trade and logistics issues

ACTION ITEMS

- Maintain list of private sector partners to include in District freight pursuits as appropriate
- Identify issues that can be addressed at District level and those that require statewide or national policy revisions

EXAMPLE PROJECTS

Freight Stakeholders Database

District Five maintains an extensive distribution list of freight stakeholders that the District uses to send updates on the development of the Freight Mobility and Trade Plan, local freight events, and for developing partnerships to enhance the delivery of freight projects within the District.

Work in Progress

District Five will identify issues that can be addressed at District level and those that require statewide or national policy revisions.

I-75 Freight Mobility Stakeholders Working Group

Private sector representatives are invited to each meeting of the I-75 Freight Mobility Stakeholders Working Group and requested to speak on topics of interest to the implementation of the Freight Mobility and Trade Plan. Representatives of two (2) planned ILCs have presented, as well as representatives of the CNG/LNG sector. Future meetings will have presentations from the industrial real-estate sector and the trucking and logistics industry.

STRATEGIES

Devise public-private partnership framework options for joint investments for freight mobility

Bring private sector / industry representation into transportation planning process

ACTION ITEMS

- Focus public investment in long-term infrastructure
- Leverage private investment in technology and operational improvements
- Solicit public-private partnership for infrastructure investments

- Survey private sector/industry transportation needs
- Invite private sector/industry representation in freight stakeholder working groups

EXAMPLE PROJECTS

Local Freight and Passenger Mobility Improvements

District Five is working with local and regional partners to ensure freight and passenger mobility in the City of Orlando's urban core. Through the cooperative relationship formed between FDOT, the City of Orlando, and Orlando Health (a large medical group of hospitals and medical facilities located in Central Orlando, four (4) of which are located in Downtown Orlando), District Five secured funding for corridor improvements that will benefit freight mobility, the City of Orlando's Bus Rapid Transit (BRT) service, LYMMO, and connect two (2) multimodal SIS hubs - LYNX Central Station/SunRail Station and Orlando Health Amtrak/SunRail Station. These projects will greatly enhance regional mobility and are an excellent example of public-private partnerships with regional stakeholders.

Space Florida Investments

Space Florida, an independent subdivision of the state, was developed to foster the growth and development of a sustainable and world-leading aerospace industry in Florida. To help Space Florida carry out their mission, and address intermodal requirements associated with spaceport activity, the District Five Aviation Unit is managing seven (7) grants for a total amount of \$30,322,500.

The first \$5 million grant provided to Space Florida in December 2011 was for the Design and Construction of Payload Integration and Encapsulation Facility. The customer for this facility was Space Exploration Technologies (SpaceX). This project supports SpaceX efforts to upgrade booster and payload processing capability to accommodate Falcon 9 booster and payload integration work.

Other projects that the District Five Aviation Unit are currently partnering with Space Florida include the refurbishment of the three Orbiter Processing Facilities (OPF), previously used specifically for servicing the Space Shuttle prior to and after space missions, and the refurbishment of Launch Complex 46, all being repurposed for commercial applications. District Five Aviation Unit has also provided funding for the creation of a heavy launch complex to support future large rocket launches.

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Private sector representatives are invited to each meeting of the I-75 Freight Mobility Stakeholders Working Group and requested to speak on topics of interest to the implementation of the Freight Mobility and Trade Plan. Representatives of two (2) planned ILCs have presented, as well as representatives of the CNG/LNG sector. Future meetings will have presentations from the industrial real-estate sector and the trucking and logistics industry.

STRATEGIES

Support local government and MPO freight planning initiatives within District Five

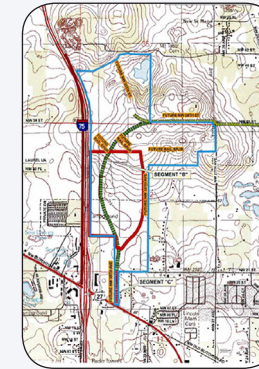
Support federal government freight planning initiatives within District Five

ACTION ITEMS

- Provide financial partnership and FDOT representation in local government and MPO freight planning initiatives within District Five
- Encourage private sector participation in local government and MPO freight planning initiatives within the District

- Provide FDOT representation in federal government freight planning initiatives within District Five, such as the master planning and redevelopment of Kennedy Space Center
- Explore feasibility of assuming jurisdiction of transportation facilities under jurisdiction of federal government for strategic transportation purposes

EXAMPLE PROJECTS



Intermodal Logistic Centers - Florida Crossroads Industrial Area & Ocala 489/Ocala 275

The District is working towards the future success of two freight developments: Ocala 489/Ocala 275 in Marion County and Monarch Ranch in Sumter County. These locations have excellent development potential for freight-servicing activities and the District is working with them as a project partner on various activities.

Central Florida Regional Freight Study

District Five is a funding partner and technical advisor on the MetroPlan Orlando Central Florida Regional Freight Study. Serving on the Freight Advisory Committee, a representative of FDOT District Five has been facilitating the update of the plan by providing valuable insights and information. The Central Office is also assisting in developing a regional freight model for the Strategy Plan based on the statewide freight model, which is also being coordinated by the District. The purpose of the study is to identify and prioritize improvements and strategies that accommodate and enhance mobility of both people and goods while mitigating negative impacts on congestion, safety, environment, and quality of life. The Strategy Plan provides a set of specific actions to improve Central Florida's transportation infrastructure to support the safe and efficient shipment of freights, goods and provision of services.

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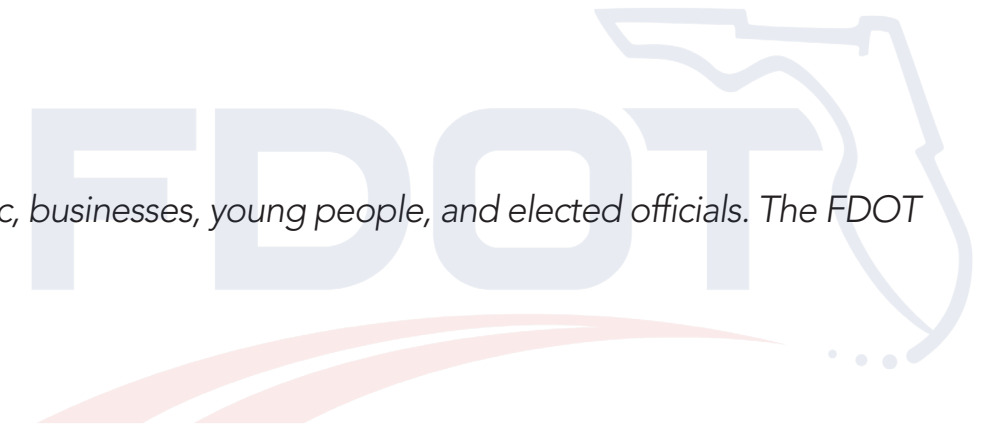
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DISTRICT FIVE FREIGHT MOBILITY IMPLEMENTATION PLAN

Strategies and Action Items



FMTMP Objective 5: Raise Awareness and Support for Freight Movement Investments

Coordinate a common language public-private campaign to tell Florida's Freight Story by educating the public, businesses, young people, and elected officials. The FDOT District Five strategies to achieve this objective are:



STRATEGIES

Coordinate District communications regarding freight with Central Office's communications campaign to tell the Freight Story

Utilize common lexicon of freight terms for transportation with business partners to use to minimize confusion over terms

ACTION ITEMS

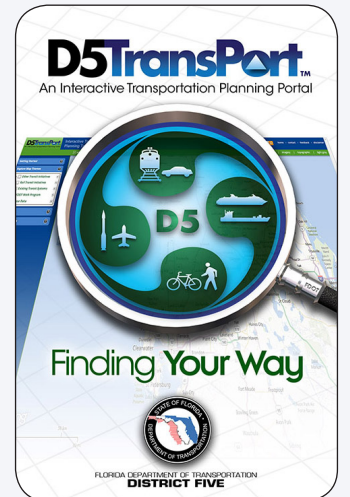
- Coordinate District communications telling the Freight Story to the FMTMP's "ProMotion" campaign
- Identify opportunities to educate the public about the importance of freight transportation
- Identify opportunities to educate young people about the job opportunities in the freight and logistics field
- Identify opportunities to educate and inform elected officials about freight and the importance of freight transportation

- Ensure common lexicon is defined and/or used in all freight and transportation related publications; refer to ILC Primer where beneficial

EXAMPLE PROJECTS

TransPort

TransPort is a dynamic, interactive GIS-mapping and analysis tool established by FDOT District Five to provide a one-stop shop for transportation planning. The ultimate objective of TransPort is to support development of coordinated planning strategies within the District and to disseminate data and information to the public. Available 24/7, TransPort includes data such as freight systems and projects; transit systems and projects; major land uses, including DRIs; FDOT District Five future projects; and much more. TransPort also serves as a repository for major studies that have informed Central Florida's decision-making and planning efforts. The tool allows the user to easily-access information, and create professional quality maps within minutes.



Red Maps Update

The Red Maps series was originally produced in 2006 by FDOT District Five to support the regional vision initiative, "How Shall We Grow?", in an effort to aid public involvement. The maps are intended to tell the story of how Central Florida will grow based on the land use trend of suburban development anticipated within the region. They illustrate the progression of deficiencies and anticipated new projects over time from the year 2006 to 2025 and out to 2050. The maps have proven to be a concise illustration for the public and officials to understand the relationship between land uses and the need for transportation infrastructure. For this reason, the red maps are being updated to reflect current conditions with a horizon year of 2060.

ILC Primer

To support the Office of Freight, Logistics, and Passenger Operations, District Five created the ILC Primer (Primer) with the purpose of presenting an overview of freight transportation and logistics focused on ILCs in Florida. The Primer provides a basic level understanding of an ILC, best practices for establishing and operating an ILC – return on investment, and funding mechanisms useful in the development of an ILC. The Primer first debuted at the first-ever ILC Forum, held at Port Everglades, February 20, 2013. The document has since been widely-distributed as part of the materials standard to the FMTMP forums, conferences, and meetings.



STRATEGIES

Promote resources available through the Department and other agency partners to representatives of freight transportation projects and operations

Examine the Return on Investment (ROI) to the State from investments in freight mobility and logistics infrastructure

ACTION ITEMS

- Share information on funding programs and availability
- Share information on workforce training and education resources
- Share information on District Five and Statewide freight plan development opportunities

- Explore feasibility of developing a tool to calculate ROI for investments in freight mobility and logistics infrastructure to provide business-level information to freight stakeholders
- Focus on projects that create intermodal benefits (supply chain efficiencies)

EXAMPLE PROJECTS

Work in Progress

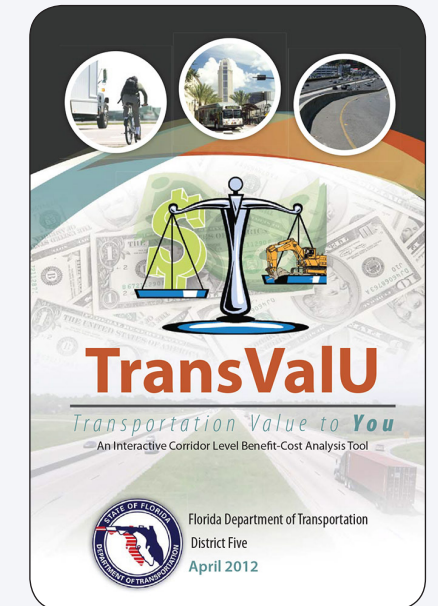
District Five will share information on funding programs and availability, workforce training and education resources, and on District Five and Statewide freight plan development opportunities as needed. The District will also guide stakeholders to the responsible agencies outside of FDOT as needed.

TransValU

With FDOT's emphasis on evaluating return on investment, District Five designed an interactive corridor-level financial analysis tool to compare the relative benefits and costs of proposed transportation investments across three modes: Highway, Transit, and Bicycle/Pedestrian (and any combination). The tool was adapted from the Triple-Bottom Line model developed for Urban Sustainability Directors Network and has been customized to District Five with safety, traffic, emissions, and other inputs on a County and MPO-wide basis.

The tool provides a comprehensive framework to include all capital and operations & maintenance (O&M) costs and a wide range of benefits. It estimates the short-term economic impacts associated with construction activity including jobs, income, business output (sales), and tax. The tool provides a side-by-side comparison of multiple alternatives by calculating the following:

- Net Present Value (NPV)
- Internal Rate of Return (IRR)
- Benefit to Cost Ratio (BCR)
- Return on Investment (ROI)
- Discounted Payback Period (DPP)



Off-hours Freight Delivery Pilot Project & Freight Advanced Traveler Information System Pilot Project

FDOT District Five secured \$145,000 from the Federal Highway Administration (FHWA) Discretionary Grants Program to conduct the "Off Hours Freight Delivery Pilot Project". District Five is in the process of examining the benefits of implementing freight deliveries during the "off" hours of the day with the participation of Orlando Health. Orlando Health is a group of non-profit hospitals located in Central Florida. The subject site for the study is Orlando Health's "South of Downtown Orlando" campus that includes four (4) hospitals and ancillary facilities. This campus is currently undergoing expansion and redevelopment to add more hospital beds and to make the campus more pedestrian-friendly. The focus of this study is to optimize freight delivery utilizing existing investments in infrastructure while also separating freight and pedestrian traffic. Moving freight deliveries to off-peak provides a low-cost solution that has the potential to reduce congestion, improve freight flows, and have positive impacts on air quality.

The study will also be coordinated with another FHWA pilot study FDOT District Five was able to secure for the Orlando region, called the Freight Advanced Traveler Information System (FRATIS) study. The intent of FRATIS is to demonstrate a low cost, easily replicable, operations-based solution for urban areas with emerging congestion problems by optimizing freight movements through real-time route modifications based on disruptions in the network (congestion, construction, and other impediments). Maintaining passenger and freight mobility in Downtown Orlando provides the opportunity to make a significant impact in our community.

DISTRICT FIVE FREIGHT MOBILITY IMPLEMENTATION PLAN

Strategies and Action Items



FMTTP Objective 6: Develop a Balanced Transportation Planning and Investment Model That Considers and Integrates All Forms of Transportation

Align state, regional, and local initiatives for freight movement, including regional partnership and integration, and strive for consistency of state policies and programs to enhance freight transportation. The FDOT District Five strategies to achieve this objective are:



STRATEGIES

Coordinate SIS Plan development consistent with freight objectives

Provide transportation and land use planning guidance and direction to local and regional agencies for enhanced economic development and freight efficiencies that support community goals

Coordinate across state agencies to ensure consistency of regulations that impact freight operations and mobility

ACTION ITEMS

- Ensure freight-serving criteria are considered in SIS projects
- Survey District for Operational Quick-Fix Projects to add to SIS Plan

- Serve on MPO/TPO task forces to provide guidance and expertise as requested
- Coordinate with MPO Liaisons and growth management unit to ensure freight criteria are considered in local plans

- Invite agency representatives to subject matter stakeholder workshops
- Review policies from other state agencies that may intersect or coordinate with FDOT freight initiatives

EXAMPLE PROJECTS

Quick-Fix Operational Improvements

District Five is working with Central Office on implementing regionally beneficial operational improvements developed through coordination with local stakeholders and interested parties. Of those projects, the District has recommendations to improve passenger and freight mobility at key locations on I-75, the Sanford SunRail/Amtrak Station, Orlando International Airport, Port Canaveral, Kennedy Space Center, Orlando Health's SunRail/Amtrak Station, and the Orlando International Airport. The list of projects was developed through regional coordination, including meetings with Central and District Office staff at Port Canaveral, Kennedy Space Center, and the Sanford SunRail/Amtrak Station. For the projects on I-75, these were identified through the I-75 Systems Access Management Report study which also included regional coordination. These projects have been recommended for funding because they will directly benefit freight mobility, as well as improve passenger operations, within Central Florida.

Intermodal Logistic Centers - Florida Crossroads Industrial Area and Ocala 489 / Ocala 275

The District is working towards the future success of two freight developments: Ocala 489/Ocala 275 in Marion County and Monarch Ranch in Sumter County. These locations have excellent development potential for freight-servicing activities and the District is working with them as a project partner on various activities.

Central Florida Regional Freight Study

District Five is a funding partner and technical advisor on the MetroPlan Orlando Central Florida Regional Freight Study. Serving on the Freight Advisory Committee, a representative of FDOT District Five has been facilitating the update of the plan by providing valuable insights and information. The Central Office is also assisting in developing a regional freight model for the Strategy Plan based on the statewide freight model, which is also being coordinated by the District. The purpose of the study is to identify and prioritize improvements and strategies that accommodate and enhance mobility of both people and goods while mitigating negative impacts on congestion, safety, environment, and quality of life. The Strategy Plan provides a set of specific actions to improve Central Florida's transportation infrastructure to support the safe and efficient shipment of freights, goods and provision of services.

I-75 Freight Mobility Stakeholders Working Group: CNG/LNG Speaker

Private sector representatives are invited to each meeting of the I-75 Freight Mobility Stakeholders Working Group and requested to speak on topics of interest to the implementation of the Freight Mobility and Trade Plan. Representatives of two (2) planned ILCs have presented, as well as representatives of the CNG/LNG sector. Future meetings, such as the meeting scheduled for June 25, 2014, will have presentations from the industrial real-estate sector and the trucking and logistics industry.

STRATEGIES

Coordinate and integrate freight-related plans and programs of freight facility owners, local jurisdictions, MPOs and FDOT District Five (all disciplines) for expedited and informed decision-making

Facilitate and maintain regional partnerships for multi-jurisdictional consensus and collaboration

Communicate freight initiatives to FDOT District Five leadership to ensure alignment of state and local freight transportation policies, plans, and programs

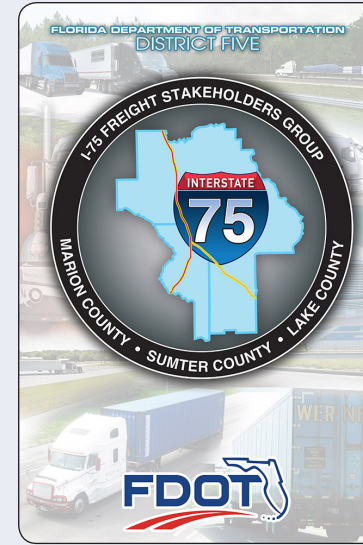
ACTION ITEMS

- Invite agency representatives to subject matter stakeholder workshops
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- Invite agency representatives to subject matter stakeholder workshops
- Review policies from other state agencies that may intersect or coordinate with FDOT freight initiatives

- Hold regular update meetings with FDOT District Five leadership

EXAMPLE PROJECTS



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Freight Stakeholders Database

District Five maintains a distribution list of freight stakeholders that the District uses to send updates on the development of the Freight Mobility and Trade Plan, local freight events, and for developing partnerships to enhance the delivery of freight projects within the District.

I-95 Systems Operational Analysis Report (SOAR) Update

In the interest of identifying low-cost, operational improvements that will improve mobility on the I-95 corridor, District Five is updating the 2005 I-95 Systems Operational Analysis Report to account for the tremendous growth, along with expected increased freight movement associated with the Panama Canal Expansion. The purpose of this study is to explore low cost operational improvements to extend the functional life of the transportation system, utilizing existing infrastructure, without extensive capacity improvements. These operational improvements will be developed in collaboration with I-95 stakeholders from Brevard and Volusia counties.

I-75 Freight Mobility Stakeholders Working Group

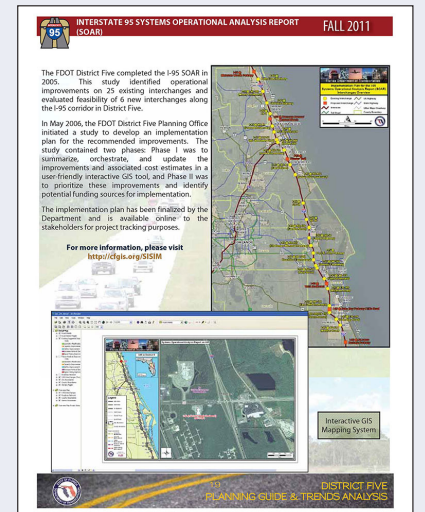
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Ongoing

Update FDOT leadership regularly through internal meetings, briefings, and invitations to freight events and activities.

DISTRICT FIVE FREIGHT MOBILITY IMPLEMENTATION PLAN

Strategies and Action Items



FMTMP Objective 7: Transform the FDOT's Organizational Culture to Include Consideration of Supply Chain and Freight Movement Issues

Adopt a supply chain perspective for the FDOT's programs and operations with an integrated approach across the modes and inform planning, programming, and operational decisions with freight performance needs. The FDOT District Five strategies to achieve this objective are:



STRATEGIES

Integrate modal perspectives with multimodal supply chain perspective

Position and support emerging freight facilities: spaceports, marine highways, etc.

Instill goods movement perspective in the transportation planning process and decisions

ACTION ITEMS

- Coordinate freight projects with all modal managers to ensure all user-groups are considered in freight project development process
- Ensure consideration of freight user-group in all modal development operations

- Implement new SIS designation for ILCs and emerging freight facilities

- Integrate processes into District Five Business Plan and maintain modal technical competencies

EXAMPLE PROJECTS

Ongoing

Introducing District Five Freight Mobility Implementation Plan at all freight-related events, internal meetings, and briefings.

Intermodal Logistic Centers - Florida Crossroads Industrial Area and Ocala 489 / Ocala 275

The District is working towards the future success of two freight developments: Ocala 489/Ocala 275 in Marion County and Monarch Ranch in Sumter County. These locations have excellent development potential for freight-servicing activities and the District is working with them as a project partner on various activities.

Ongoing

Updating District Five Business Plan as needed to be consistent with Statewide and District-level freight policy. Conveying policy to local agencies through outreach events and updates as needed.

STRATEGIES

Provide freight policy guidance to Districts and local agencies

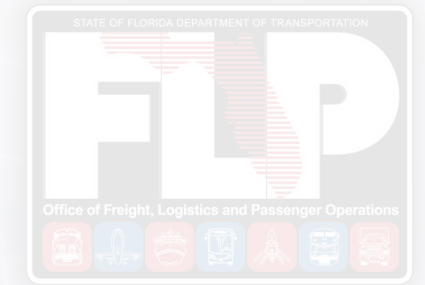
ACTION ITEMS

- Introduce District Five Freight Mobility Implementation Plan at various District meetings, such as the Intermodal Systems Development staff meetings, Central Florida Transportation Planning Group meeting; MetroPlan Orlando Freight Advisory Committee meetings; Intermodal Freight Transportation Working Group Meeting, I-75 Freight Mobility Stakeholders Working Group meetings, etc.

EXAMPLE PROJECTS

Work in Progress

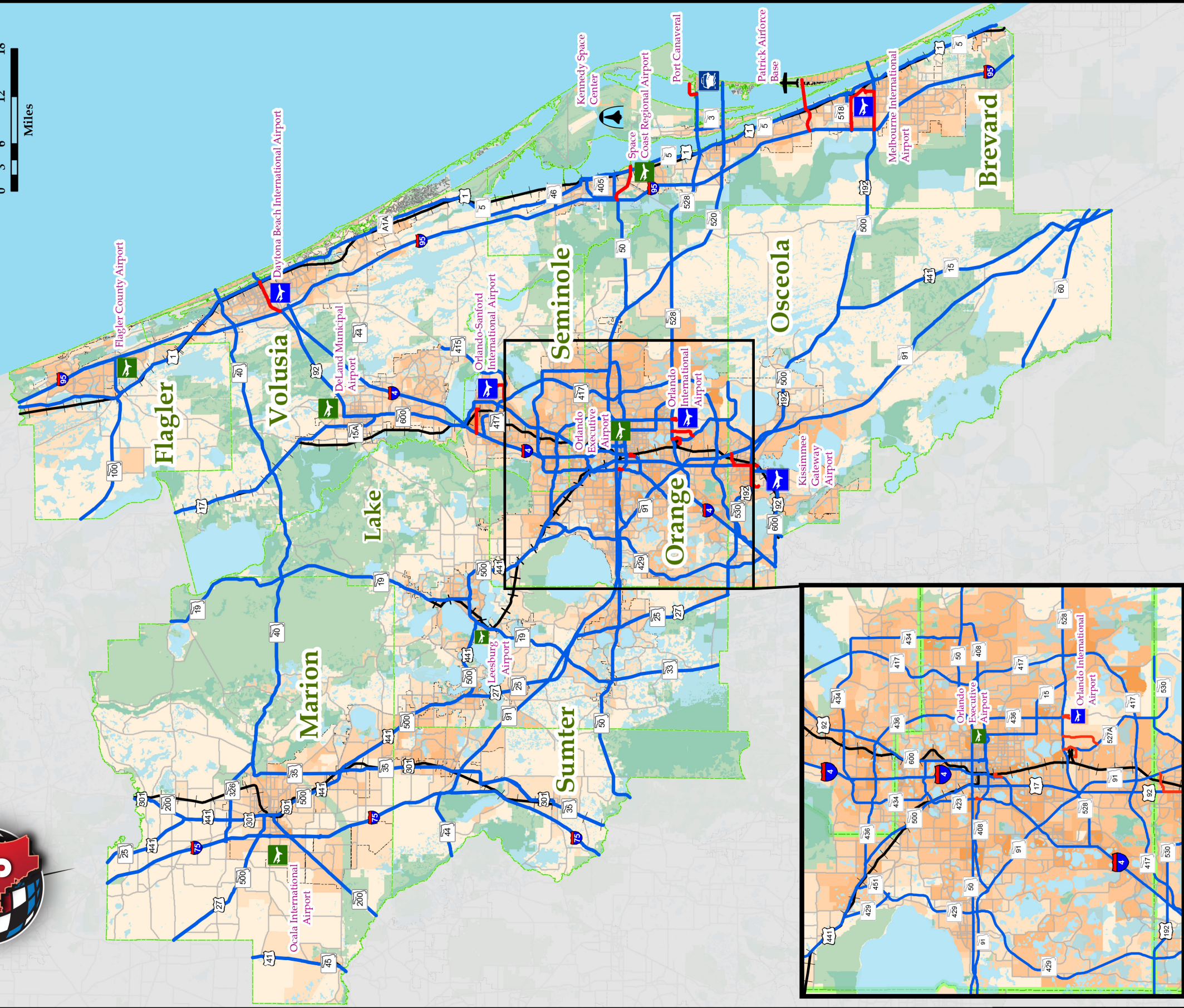
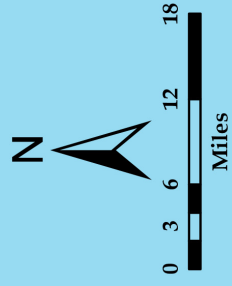
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DISTRICT FIVE FREIGHT MOBILITY IMPLEMENTATION PLAN

Appendix A

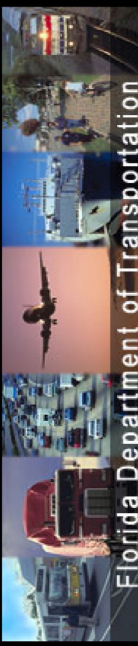




Legend

- State Roads*
- SIS Connector*
- SIS Railroad*
- Roadway
- County Boundary
- Major Freight Routes
- Low Density**
- Medium Density**
- High Density**
- Urbanized Area
- Boundary


** TAZ Color coded by Population and Employment Density



Florida Department of Transportation

District Five Freight Network

Date Created: May, 2014



DISTRICT FIVE FREIGHT MOBILITY IMPLEMENTATION PLAN

If you have any questions, please contact:

John Zielinski

Florida Department of Transportation District Five

133 S. Semoran Blvd.

Orlando, FL 32807

(407) 482-7868

Email: John.Zielinski@dot.state.fl.us

