Statewide Truck Parking Workshop

December 10, 2020
FDOT's Freight and Multimodal Operations (FMO) Office enhances Florida’s economy and communities.

Workshop Purpose

- Describe truck parking needs and initiatives
- Solicit industry input
- Discuss upcoming partnership opportunities

Efficient & Strategic Operations

FMO Strategic Focus

Institutional

Funding

Infrastructure
Agenda

- Welcome & Introductions
- Statewide Initiative
- Florida Trucking Association
- Federal Perspective
- National Association of Truck Stop Operators
- Innovative Funding
- District Level Efforts
- Discussion + QA
- Closing Remarks
Housekeeping Notes

• You are muted and your video is disabled upon entry.

• The webinar is being recorded.
• Please utilize the “Questions” box to type in questions throughout the webinar. Questions will be answered after the presentation during the Q&A session.
Polling Question 1

Which one of the following best describes your affiliation?

- Public sector
- Trucking industry
- Truck stop owner/operator
- Developer/investor
- Consultant
Statewide Initiative

Rickey Fitzgerald, FDOT
Truck Parking Study

• Review of industry best practices
• Analysis of supply and demand
• Stakeholder outreach
• Identification and prioritization of critical needs
• Development of a solutions toolbox
Hot Spots

3,400 additional spaces needed today

4,900 additional spaces needed by 2030

Source: FDOT Statewide Truck Parking Study (2019)
Polling Question 2

• Is the truck parking issue affecting operations and productivity in your industry?

  • Yes
  • No
<table>
<thead>
<tr>
<th>Type</th>
<th>No.</th>
<th>Potential Solutions</th>
<th>1-2 Years</th>
<th>3-5 Years</th>
<th>5+ Years</th>
<th>FDOT’s Role in Project</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>C-1</td>
<td>Optimize existing pavement at rest areas and other public truck parking facilities (revise rest area formula, site redesign, update Statewide Rest Area Long Range Plan)</td>
<td>✔️</td>
<td></td>
<td></td>
<td>★★★</td>
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<td>C-2</td>
<td>Develop new truck parking capacity at existing rest areas and other public truck parking facilities, especially near areas with unauthorized parking (additional ROW and new pavement)</td>
<td>✔️</td>
<td></td>
<td></td>
<td>★★★</td>
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<td>C-3</td>
<td>Encourage the use of underutilized truck parking spaces at weigh stations, including designating &quot;Safe Zones&quot; with FHP, site beautification strategies and additional amenities</td>
<td>✔️</td>
<td></td>
<td></td>
<td>★★★</td>
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<td></td>
<td>C-4</td>
<td>Develop new public truck parking facilities near high demand private truck parking facilities.</td>
<td></td>
<td>✔️</td>
<td></td>
<td>★★★</td>
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<td></td>
<td>C-5</td>
<td>Collocate overnight truck parking with commuter park-and-ride lots in high demand areas (site redesign, pavement upgrade and additional maintenance may be necessary)</td>
<td></td>
<td>✔️</td>
<td></td>
<td>★★★</td>
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<td></td>
<td>C-6</td>
<td>Convert existing FDOT right-of-way near interchanges in high demand areas to truck parking</td>
<td></td>
<td>✔️</td>
<td></td>
<td>★★</td>
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<td></td>
<td>C-7</td>
<td>Leverage existing Florida P3 legislation to develop new truck parking facilities.</td>
<td></td>
<td>✔️</td>
<td></td>
<td>★★</td>
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<td></td>
<td>C-8</td>
<td>Partner with local governments to develop municipal truck-only parking facilities in critical areas.</td>
<td></td>
<td>✔️</td>
<td></td>
<td>★</td>
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Capacity Example

D7 – Rest Area Redesign (I-75, Southbound)
### Solutions Toolbox – Technology/Communications

<table>
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<tr>
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<tbody>
<tr>
<td>Technology/Communications</td>
<td>T-1</td>
<td>Develop, initiate and maintain awareness campaigns to inform truck drivers, and freight generating facility managers, of under-utilized truck parking facilities</td>
<td>✔</td>
<td></td>
<td></td>
<td>★★★</td>
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<tr>
<td></td>
<td>T-2</td>
<td>Ensure joint exchange of Truck Parking Availability System (TPAS) data with private truck parking information providers and interoperability with other public entities; e.g., via an application programming interface (API).</td>
<td>✔</td>
<td></td>
<td></td>
<td>★★</td>
</tr>
<tr>
<td></td>
<td>T-3</td>
<td>Monitor Automated, Connected, Electric and Shared (ACES) technology adoption and impacts on truck parking.</td>
<td>✔</td>
<td></td>
<td></td>
<td>★★</td>
</tr>
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<td></td>
<td>T-4</td>
<td>Provide truck electrification (on-board power infrastructure) at public truck parking facilities.</td>
<td>✔</td>
<td></td>
<td></td>
<td>★★</td>
</tr>
</tbody>
</table>
Technology/ Communications Example

Enhance Truck Parking Availability System (TPAS)

- Develop API to integrate private-facility truck parking availability
- Include MCSAW Weigh Station truck parking availability
- Collaborate with Truck Parking app developers to disseminate TPAS data on their platforms
- Inter-state interoperability
## Solutions Toolbox – Partnership

<table>
<thead>
<tr>
<th>Type</th>
<th>No.</th>
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<th>5+ Years</th>
<th>FDOT's Role in Project</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>PA-1</td>
<td>Leverage existing state-agency grant programs to provide private sector resources to build new parking facilities in high-demand areas. A new FDOT truck parking grant may also be considered (annual call for project ideas).</td>
<td>✓</td>
<td></td>
<td></td>
<td>★★</td>
</tr>
<tr>
<td>Partnership</td>
<td>PA-2</td>
<td>Establish collaborative program with freight generating facilities to promote partnerships and help provide additional on-site truck parking; i.e., a &quot;Friendly Truck Parking Network.&quot;</td>
<td>✓</td>
<td></td>
<td></td>
<td>★★</td>
</tr>
<tr>
<td></td>
<td>PA-3</td>
<td>Collaborate with the local governments and private sector to leverage large venue (stadiums, arenas, regional malls, etc.) parking lots for overnight truck parking.</td>
<td>✓</td>
<td></td>
<td></td>
<td>★</td>
</tr>
</tbody>
</table>
Partnership Example

D6 - Golden Glades Truck Travel Center
## Solutions Toolbox – Policy

<table>
<thead>
<tr>
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<th>FDOT’s Role in Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy</td>
<td>PO-1</td>
<td>Include truck parking as eligible project type under FDOT Strategic Intermodal System (SIS) and other capacity improvement programs (establish criteria).</td>
<td>✔</td>
<td></td>
<td></td>
<td>★★★</td>
</tr>
<tr>
<td></td>
<td>PO-2</td>
<td>Apportion dedicated funding for truck parking projects either through legislative request or by leverage NHFP funds (consider both capital and O&amp;M costs).</td>
<td>✔</td>
<td></td>
<td></td>
<td>★★★</td>
</tr>
<tr>
<td></td>
<td>PO-3</td>
<td>Advocate with other states to USDOT to allow greater flexibility for third-party vendor operations at public rest areas; e.g., leveraging AASHTO.</td>
<td></td>
<td>✔</td>
<td></td>
<td>★★★</td>
</tr>
<tr>
<td></td>
<td>PO-4</td>
<td>Leverage federal and state grants/funding opportunities to implement truck parking solutions.</td>
<td>✔</td>
<td></td>
<td></td>
<td>★★</td>
</tr>
<tr>
<td></td>
<td>PO-5</td>
<td>Provide guidance to Metropolitan Planning Organizations (MPOs) and local municipalities to improve ROW and curbside management strategies and offer greater flexibility for freight parking options.</td>
<td>✔</td>
<td></td>
<td></td>
<td>★</td>
</tr>
<tr>
<td></td>
<td>PO-6</td>
<td>Work with MPOs and local municipalities to incorporate secure truck parking requirements at new freight generating facilities (i.e., land use ordinances).</td>
<td>✔</td>
<td></td>
<td></td>
<td>★</td>
</tr>
</tbody>
</table>
Policy Examples

• Truck parking projects are a priority-type project in the new FMTP project prioritization framework for National Highway Freight Program (NHFP) funds

• SIS eligibility criteria has been updated to specifically allow truck parking projects
Truck Parking Study Recommendations

1) Add Capacity:
   • Optimize space & design of rest areas and other state-owned facilities
   • Develop new facilities

2) Leverage Technology:
   • Expand Truck Parking Availability System (TPAS)
   • Create awareness about under-utilized facilities, including weigh stations

3) Build Partnerships:
   • Collaborate with local government partners and private sector to encourage development of new facilities

4) Update Policies:
   • Establish a Truck Parking Improvement Program (TPIP)
   • Develop public-private partnership models for rural and urban areas
   • Identify both capital and operations/maintenance funding
   • Prepare for Automated, Connected, Electric and Shared (ACES) technologies
Polling Question 3

In your opinion, which solution category will be most effective in Florida?

- Capacity
- Technology/communications
- Partnership
- Policy
- Combination of all strategies
Florida Trucking Association

Ken Armstrong, FTA
National Association of Truck Stop Operators

*Tiffany Wlazlowski Neuman, NATSO*
Key Milestones (Pennsylvania)

- 2007 – TAC Truck Parking Study
- 2013 – PA Turnpike Mainline Study
- 2017 – PennDOT Safety Rest Area Transition Report
- 2018 – Eastern Pennsylvania Freight Summit
- 2018 – PennDOT P3 RFI for Truck Parking
- 2019 – MPO Truck Parking Roundtables
  - SPC (May 2019)
  - NEPA (June 2019)
  - LVPC (August 2020)
2007 TAC Truck Parking Study

- Truck parking issues and trends
- Locations of highest parking demand
- Options for addressing future needs
- Focus on adequate and safe truck parking
- 2002 FHWA methodology
2007 TAC Truck Parking Study
2007 Study: Key Findings

- Insufficient truck parking capacity identified as a major problem by public agencies and private industry (trucking, truck stops, shippers/receivers)
- Approximately **11,500** truck parking spaces available in PA
- Modeled peak overnight need: about **13,000** spaces
- During typical overnight period: **1,100** trucks parked on highway shoulders and interchange ramps
- Truck parking demand is likely to grow: truck traffic projected to increase **50%** between 2007 and 2030
- **Public-private collaboration is critical**
2018-19 PennDOT P3 Initiative

- Truck parking P3 RFI published December 2018
- 19 formal and unsolicited responses
- Five respondent categories:
  - truck stop operators
  - highway DFBOM firms
  - technology developers
  - consultants
  - property owners

FDOT Truck Parking Workshop – December 2020
PennDOT Roles – Considerations

- What is PennDOT’s responsibility?
- Truck parking needs during emergency operations & road closures
- Federal law restricting commercialization of highway rest areas (23 U.S. Code 111)
- Cost and regulatory process to construct new truck stops
- FMCSA rest periods for long-haul truckers vs. local needs for short-term staging in warehouse/industrial areas
PennDOT Roles – Considerations

● Key question: should PennDOT be a partner, a facilitator, or both?

● PennDOT owns rest areas and other sites.

● Truck parking on highway shoulders and ramps presents a safety issue for motorists.

● Municipalities control land use; the relationship between municipal governments, industrial developers and truck stop operators could be critical.

● Is there a role for PennDOT in facilitating industrial zoning code changes and land use approvals?
# Parking Activity by Facility Type

<table>
<thead>
<tr>
<th>Parking Activity</th>
<th>Facility Type</th>
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<tbody>
<tr>
<td></td>
<td>Rest Area</td>
</tr>
<tr>
<td>Long-Term Rest</td>
<td>X</td>
</tr>
<tr>
<td>Short-Term Parking</td>
<td>✓</td>
</tr>
<tr>
<td>Staging</td>
<td>OK</td>
</tr>
<tr>
<td>Emergency Operations</td>
<td>OK</td>
</tr>
</tbody>
</table>

✓ = Ideally suited for this type of parking activity  
X = Not suited for this type of parking activity  
OK = Not ideally suited, but can be used if conditions allow  
*Industrial parks are ideally suited for parking activity associated with local deliveries
Facility Type: Rest Area
Facility Type: Truck Stop
Facility Type: Industrial Park
Case Study: Highridge Business Park

Permitted for Travel Plaza with 100-space Truck Stop
Action Plan for 2020

- Update 2007 TAC Study – data and analysis (pending COVID-19 developments).
- Incorporate truck parking needs in LRTP/CFMP development.
- Address truck parking needs for emergencies and road closures.
- Municipal/industry stakeholder coordination and public-private collaboration opportunities to address capacity needs (PennDOT Connects approach).
CFMP Freight Forum

SAVE THE DATE
VIRTUAL STATEWIDE FREIGHT FORUM
Thursday, November 5, 2020

Tell Us What You Think...
Join us for a full-day workshop on Pennsylvania Freight Movement Plan Update to explore the critical role the Keystone State plays in moving freight. Statewide and national policy leaders will give you an exclusive look at the future of freight policies and resources. Your partnership and insights are key to shaping the blueprint of investments and priorities for the final plan.

Learn • Grow • Engage
Preregister for free today!
Fall 2019 Interim Data Collection

- Peak overnight truck parking activity documented along segments of I-81, I-83 and I-78 in advance of the long-term closure of Grantville rest areas on I-81.

- 38 parking facilities covered, with about 2,050 truck parking spaces. Peak overnight utilization at these sites: **2,500 trucks**. Also **120 trucks** parked along highway shoulders and on interchange ramps.

- Additional items of note:
  - Shippensburg Travel Plaza on I-81 closed since 2007.
  - Paid/reserved parking at some truck stops.
  - Some convenience stores including truck parking spaces on site.
District Level Efforts
District One Efforts

Keith Robbins
District Freight & Seaport Coordinator
Truck Parking Improvement Efforts

- Districtwide Phase I Study in 2017 – parking inventory
- Engaged with truck travel centers on new construction projects in Glades and Polk Counties
- Encourage and educate economic development agencies on opportunities for truck parking
- Working with county and city planners on local prohibitions and opportunities to support truck parking needs
- Planning a Phase II Study to follow up on advances and identify new opportunities – 2021/22
District Two Efforts

Justin Ryan
District Freight & Seaport Coordinator
Northeast Florida Truck Parking Study
FDOT’s Northeast Florida Truck Parking Study assesses current truck parking capacity and utilization in District Two. The study has two critical objectives:

1. Inventory public and private truck parking spaces in District Two and determine areas of insufficient truck parking; and
2. Identify short-term, mid-, and long-term solutions and funding strategies to improve truck parking (in strategic locations) that will improve conditions for truck drivers, reduce unnecessary fuel consumption, and improve the efficiency of commercial vehicle operations.
Policies and Plans

- Federal Regulations and Plans:
  - Hours of Service (to be updated June/July 2019)
  - Electronic Log Devices

- State Policies & Plans, including:
  - Freight Mobility and Trade Plan (2013)
  - District Two Northeast Florida Freight Movement Study (2017)

- County & Municipal Ordinances
  - Truck routes and parking

- Other States’ Truck Parking Studies:
  - Atlanta Truck Parking Assessment Study (2018)

- Industry Survey: Trucker Path
Industry Stakeholders
A multi-tiered approach was utilized to gather input from key private and public stakeholders.

1. Online and onsite truck parking survey was conducted to understand the trends and needs of the industry.
2. Phone and in-person interviews were conducted to assess existing conditions, alternative plans, and initiatives.
3. A Project Steering Committee was formed to understand different perspectives, identify solutions, and discuss collaboration opportunities, and review study findings and outcomes.
Stakeholder Outreach

Industry Comments:

• Length of time spent locating parking

• Weigh Stations are often not considered due to the (perceived) potential for additional inspections (during 10-Hour rest breaks).

• Reallocate underutilized personal vehicle parking to commercial truck parking at public facilities.

• Add bobtail (cab only) and oversized parking spaces to public and private facilities.

LOCATING PARKING
(time required to locate spot)

- I-10 & I-95 Corridors prone to illegal parking
- Weigh station parking is underutilized
Utilization and Unauthorized Parking
Utilization and Freight-Generating Land Uses
Needs Assessment

- Truck Parking Capacity
- Low, Mean, Peak

Existing Low, Average & Peak

2030 Low, Average & Peak

I-75
I-95
I-295
I-10
Subtotal
## Recommendations - Project

<table>
<thead>
<tr>
<th>Near - Term</th>
<th>Mid - Term</th>
<th>Long - Term</th>
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<tr>
<td><strong>PROJECT</strong></td>
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<tr>
<td>- Re-design older rest areas to improve circulation, safety, and capacity for the Florida Interstate Semitrailer (WB-62FL) commercial trucks.</td>
<td>- Foster opportunities to develop municipal truck-only parking facilities in critical areas such as along I-75, I-95 in and north of Jacksonville, and along I-295 East.</td>
<td>- Identify &amp; foster strategic opportunities to address truck parking capacity needs and future demand.</td>
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<tr>
<td>- Formalize informal parking at existing rest areas and evaluate opportunities to reconfigure green space.</td>
<td></td>
<td>- Align public &amp; private efforts to develop partnership framework options and identify suitable joint use sites (industrial sites, sports and entertainment venues, brownfields etc.), and leverage unrealized capacity.</td>
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<td>- Leverage current public right-of-way to safely add to available parking.</td>
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<td>- Identify opportunities to add new amenities to existing facilities (public rest areas and weigh stations) to incentivize utilization.</td>
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**Recommendations - Program**

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<th>Near - Term</th>
<th>Mid - Term</th>
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<tr>
<td></td>
<td>• Target key corridor segments with over-utilized parking, such as the I-295 (East) and I-95 corridors near Jacksonville to immediately address the lack of parking.</td>
<td>• Leverage and expand the TPAS program for great coverage including private truck parking facilities.</td>
<td>• Leverage existing Florida P3 legislation enacted in 2013 (and updated in 2016) to establish new P3s and co-sponsor public facilities.</td>
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<td>• Work with Central Office to revise rest area formula and identify new funding opportunities.</td>
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<td>• Consider “variable” truck parking at public rest areas during high peak demand periods between 7:00 P.M. and 7:00 A.M.; certain portions of car parking can be used for commercial trucks.</td>
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<tr>
<td>POLICY</td>
<td>Near - Term</td>
<td>Mid - Term</td>
<td>Long - Term</td>
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<td>• Consider impacts of new HOS regulations.</td>
<td>• Consider impacts of Connected Automated Vehicle (CAV) and alternative fuel technology on both short and long-haul commercial truck trips.</td>
<td>• Work with Central Office to identify other potential funding sources (for engineering research, alternative energy and environmental impacts).</td>
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<td>• Utilize new federal transportation funding programs based on new published criteria and priorities.</td>
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Truck Parking Concepts
SUMMARY OF IMPROVEMENTS:
- 5' WALKING PATH
- 2 AERATION FOUNTAINS ARE ADDED
- FLORAL LANDSCAPE
- WAYFINDING SIGNAGE ARE ADDED
- 2 FENCED DOG WALKS
- TREES AND PALMS
- INDOOR AMENITIES (WI-FI, VENDING MACHINES, AND MOBILE DELIVERY SERVICES) ARE ADDED
SUMMARY OF IMPROVEMENTS:
- 5' WALKING PATH
- 2 AERATION FOUNTAINS ARE ADDED
- FLORAL LANDSCAPE
- WAYFINDING SIGNAGE ARE ADDED
- 2 FENCED DOG WALKS
- TREES AND PALMS
- 2 LANDSCAPED MEDIAN ISLANDS ARE ADDED
- INDOOR AMENITIES (WI-FI, VENDING MACHINES, AND MOBILE DELIVERY SERVICES) ARE ADDED
I-95 NB Rest Area Expansion Concept
St. Johns County

SUMMARY OF IMPROVEMENTS:
- 21 TRUCK PARKING SPACES ARE ADDED
- 8’ SIDEWALK IS ADDED
- 6 EXISTING PICNIC PAVILIONS IMPACTED
- POND IS EXPANSION
SUMMARY OF IMPROVEMENTS:
- 12 TRUCK PARKING SPACES ARE ADDED
- A NEW DRY POND IS ADDED TO ACCOMMODATE THE NEW TRUCK PARKING
- 3 PICNIC PAVILIONS ARE RELOCATED
District Four Efforts

Autumn Young
District Freight Coordinator
Overview

Key to Success in Urban Truck Parking Projects

**Existing FDOT Owned Properties**
- Surplus Property
- Leased Property
- Rest Areas
- Median Usage

**New Properties**
- Park and Ride Lots
- Florida Department of Agriculture
- Debris Removal

**REDUCE RIGHT OF WAY IMPACTS**
Surplus and Leased Property
In District Four:
- 4 Rest Areas (I-95 and I-75)
- 3 Service Plaza (Florida’s Turnpike)
- 1 Truck Comfort Station (Weigh in Motion Station)
- 2 Tandem Lots (Florida’s Turnpike)
Rest Areas (2012 Assessment)
Rest Areas Improvements
Rest Areas

**Areas of Progress**
- Keeping rest areas open for trucks during emergency situations is a known priority across Department Staff
- Overnight Parking permitted
- Truck Parking Availability System
- Shared concern for driver's security and safety

**Areas for Improvement**
- Continued evaluation of “Truck Parking Computation Form” (formal calculation used in design engineering)
- Improved Facilities and services
- Data Partnerships to ensure live data is more widely used
Construction Staging / Drainage Parcels
District Five Efforts

Sarah Van Gundy
District Freight & Spaceport Coordinator
D5 Truck Parking Need

- District Five Truck Parking Phase I Study, Dec 2018
  - I-4 corridor is critical
  - Existing need – 200 to 400 new spaces
  - Year 2040 need – 500 to 800 new spaces
- Statewide Truck Parking Study, March 2020
  - I-4 corridor ranked # 1
  - Local government challenges
    - Utilizing partnership approach
D5 Truck Parking Phase II Study

- 4 Counties
  - Osceola, Orange, Seminole, Volusia
- Technical analysis/screening
  - Land suitability analysis
  - Planning level screening
  - Environmental screening
  - Preliminary candidate sites
- Stakeholder engagement
- Final list of candidate sites
- Initiate PD&E

Technical Analysis Approach

- GIS-based land suitability analysis – 200+ sites
- Planning level screening – 14 sites
- Environmental screening
Land Suitability Analysis
Land Suitability Analysis

FDOT District 5 Truck Parking
Land Suitability Analysis - Tier 2
Land Suitability GIS Application

https://hdr.maps.arcgis.com/apps/webappviewer/index.html?id=893ff50c76194c3a894a0cd2eeb9cc16
Looking Ahead

• Advance new truck parking capacity projects
  • PD&E – FY 2021
  • Design – FY 2023
  • ROW – FY 2025
  • Construction – FY 2026
• Potential public private partnership opportunities
• Local government partnership
• Emerging technology trends (CAV, EV, etc.)
District Six Efforts
Carlos Castro
District Freight Coordinator
TODAY’S AGENDA

- Planning Recap
- Planning Results
- Ongoing Efforts
- Next Steps
PLANNING
RECAP
**MIAMI-DADE TPO STUDIES**

**RESOLUTION**
No. R-53-10
Miami-Dade Board of County Commissioners (2010)

**PHASE I**
Comprehensive Parking Study for Freight Transport in Miami-Dade County (2010)

**PHASE II**
Development of Truck Parking Facilities in Miami-Dade County (2012)
Advance the development of Site identified in the MPO’s Phase II Study

- Develop Alternatives
- Evaluate Alternatives
- Recommend Preferred Configuration of Facilities
- Provide Guidance for Future Phases (PD&E, Final Design, Construction)
2018
Assessment for Potential Truck Parking Locations in Miami-Dade

24 Sites in total

1 FDOT-owned parcel recommended for potential development
PLANNING
RESULTS
REFINED CONCEPT

X

192 Truck Parking Spaces

$11.9M Estimated Construction Cost
SITE VISUALIZATION
ONGOING EFFORTS
GOLDEN GLADES FACILITY

Golden Glades Interchange

GOLDEN GLADES MULTIMODAL TRANSPORTATION FACILITY (Currently Under Construction)

Tri-Rail Station

State-owned Parcel

Area to be used by I-95 Southbound Improvements

LEGEND:
- Project Location
• 1970s: Park-and-Ride (2 parcels) as part of the High Occupancy Vehicle (HOV) program
• **2005: PD&E Study (Approved 12/16/2005)** - Preferred Alternative consisted of transit activities on the west parcel and trucking activities on the east parcel (FM # 251684-1)
• 2014: Conceptual Alternatives Evaluation for the Golden Glades Multimodal Transportation Facility (GGMTF) (west parcel)
• 2016: Truck Travel Center Market Analysis, Utilities Assessment Report, and Noise Impact Report performed
• **2017: PD&E Study Re-evaluation (Approved 03/30/2017)** – GGMTF advanced
• 2018: Procurement, design, and construction of the GGMTF began (Construction expected to be completed in April 2021)
• 2019: Ongoing roadway improvements to the Golden Glades Interchange (GGI)
• **2020-2021: PD&E Re-evaluation (for Approval in early 2021)** – Truck Travel Center
Golden Glades Multimodal Facility (GGMTF)
- New Transit Platform
- Intercity Bus Platform
- At-grade Parking
- Parking Garage
- Multimodal Hub and Retail

Golden Glades Truck Travel Center (GGTTC)
- Tandem Truck Parking
- Truck Wash & Maintenance
- Truck & Auto Fueling Areas
- Travel Center with Showers and Convenience Store
- Truck Scale
- FHP Incident Management Area

Design Change/Construction Advertisement
Re-evaluation for both GGMTF and GGTTC

Only GGMTF and associated roadway improvements advanced to construction
2017 PD&E Re-evaluation Concept

Golden Glades Travel Center (GGTTC)

- Security
- Retail/C-Store
- Truck Wash
- Maintenance
- Diesel Pumps
- Car Pumps
1. GGI Improvements
2. GGI Bridge Replacement
3. Reconstruction of SR 826 and SR 826 EB Ramp to I-95 NB
4. TRUCK TRAVEL CENTER
5. SR 9A / I-95 Southbound to US 441
6. Multimodal Transportation Facility
7. I-95 Reconstruction SB
8. NB Direct Connect Bridge
9. SR 826 Connector Realignment and Reconstruction of Ramps Within GGI
10. GGI Various Ramp Improvements
11. Widening of I-95 NB for Auxiliary Lanes
Engineering / Environmental Analysis

- ESBA Addendum (If necessary)
  - Project area to be re-surveyed for the presence of the Florida Bonneted Bat and re-initiate consultation with the USFWS as needed
- Cultural Resource Assessment Survey Addendum
- Contamination Screening Evaluation Report Addendum
- Highway Traffic Noise Report
Engineering / Environmental Analysis

- **Florida Department of Environmental Protection (FDEP)**
  - National Pollutant Discharge Elimination System (NPDES) Generic Permit for Stormwater Discharge from Large and Small Construction Activities
  - Stormwater Pollution Prevention Plan (SWPPP)

- **South Florida Water Management District (SFWMD)**
  - Environmental Resource Permit (ERP)
  - Water Use Permit (dewatering)

- **US Army Corps of Engineers (USACE)**
  - Dredge and Fill Permit
Project Delivery Approach
Design-Build-Finance-Operate-Maintain (DBFOM)

• FDOT seeks to partner with a private sector partner to finance, design, construct, operate, and maintain the facility
• FDOT will lease the parcel to a private sector partner and provide management oversight
  • In return, the truck stop operator will pay FDOT an agreed upon sum. This will be formalized through a truck stop operator’s agreement
• Truck parking fees will be at the discretion of the truck stop operator
• A draft truck stops operator’s agreement will be included as part of a Request for Proposal (RFP)
**Project Delivery Approach**
**Design-Build-Finance-Operate-Maintain (DBFOM)**

<table>
<thead>
<tr>
<th>PROJECT SCHEDULE</th>
<th>CY 2020</th>
<th>CY 2021</th>
<th>CY 2022</th>
<th>CY 2023</th>
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<tbody>
<tr>
<td><strong>ACTIVITY</strong></td>
<td>Q1</td>
<td>Q2</td>
<td>Q3</td>
<td>Q4</td>
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<td>Environmental Analysis</td>
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<td>Type 2 CE Re-evaluation Form</td>
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<td>Design-Build</td>
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<td></td>
</tr>
<tr>
<td>Construction/CEI</td>
<td></td>
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</tbody>
</table>

- No need to purchase Right-of-Way
- Procurement, Design, and Construction are planned over a 2-year duration
Golden Glades Truck Travel Center (GGTTC)

- PD&E Re-evaluation (for Approval in early 2021)
- Engage Consultant for RFP development Services (June 2021)
  - Design-Build Criteria Package, Indicative Concept Plans, and Management/Operation/Maintenance and Leasing Agreement for the design, construction, finance, operations, and management of the facility
  - Industry Forums
- Advertise Design-Build Contract (2022)
- Award Design-Build Contract (2023)
  - Construction scheduled to begin in 2023

Other Truck Parking Efforts

- Planning Recommendation (Site X)
- Site Feasibility (Private Property)
- Potential RFI/RFP to promote expansion of existing facilities
  - Reverse FDOT’s Project Delivery Cycle – expedite new capacity
Potential Opportunity in Hillsborough
Potential Opportunity in Pasco
FTE Efforts

Victoria Williams
Turnpike Liaison/ Freight Coordinator
Florida’s Turnpike Enterprise

- System of toll roads
- Largest toll system in Florida
- User-financed: does not rely on gas taxes
- Serves approximately 3 million customers a day
  - 28 counties
  - 84% of population
- Part of the FDOT
Florida’s Turnpike Enterprise

The Tolling Arm of FDOT

Mainline + Expansion + Department Owned or Operated

- Turnpike System - 498 Miles
  - Mainline System - 320 Miles
  - Expansion System - 178 Miles, 33 Miles Under Const.
- Department Owned - 173 Miles
- Department Operated - 19 Miles
Florida’s Turnpike System

- 2,433 total lane miles
- 144 interchanges
- Complete fiber optic and CCTV coverage
## Truck Parking Areas

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing Truck Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Okahumpka Service Plaza</td>
<td>19</td>
</tr>
<tr>
<td>Turkey Lake Service Plaza</td>
<td>25</td>
</tr>
<tr>
<td>Canoe Creek Service Plaza</td>
<td>26</td>
</tr>
<tr>
<td>Fort Drum Service Plaza</td>
<td>50</td>
</tr>
<tr>
<td>Port St. Lucie / Fort Pierce Plaza</td>
<td>48</td>
</tr>
<tr>
<td>West Palm Beach Service Plaza</td>
<td>30</td>
</tr>
<tr>
<td>Pompano Beach Service Plaza</td>
<td>38</td>
</tr>
<tr>
<td>Snapper Creek Service Plaza</td>
<td>30</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>266</strong></td>
</tr>
</tbody>
</table>
Canoe Creek Parking Improvements
(MP 229) 443879-1 - $12 M – FY 2026

- 39 new truck parking spaces
- 2 new tandem truck parking spaces
West Palm Beach Parking Improvements
(MP 94) 442625-1 - $15 M – FY 2024

- 19 new truck parking spaces
- 1 new tandem truck parking space
Future Needs

• Evaluating Truck Parking Expansion at:
  • Pompano Service Plaza
  • Port St. Lucie / Fort Pierce
  • Fort Drum Service Plaza
  • Okahumpka Service Plaza
**Turnpike Tandem Definitions**

**Tandem Trailer:** WB-67D  
Florida Statute 316.515

**Turnpike Tandem:** WB-109D  
Florida Administrative Code  
14-61.0012 – Definitions  
14-61.0016 – Turnpike Tandem Access
Old FAC 14-61.0016.3(c)

• No authority is given to Turnpike Tandems to travel on routes off the Turnpike System.

New FAC 14-61.0016.3(c)  (Effective 2/6/2019)

• “Travel is not authorized on the Interstate Highway System.”

• “Travel on the local network must be coordinated with and authorized by the local authorities.”

• “When approved by a Route Specific Blanket Permit...a Turnpike Tandem is authorized to travel onto and off the Turnpike when traveling on state roadways within 15 travel miles of the Turnpike to and from designated staging areas, intermodal logistics centers ...and seaports.”

• All routes must be analyzed, including the vehicle configuration, route, and turning radiiuses certifying that the route can safely accommodate the vehicle configuration.
## Tandem Truck Parking Areas

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing Tandem Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Okahumpka Service Plaza</td>
<td>42*</td>
</tr>
<tr>
<td>I-4</td>
<td>33*</td>
</tr>
<tr>
<td>Canoe Creek Service Plaza</td>
<td>8</td>
</tr>
<tr>
<td>Yeehaw Junction (SR 60)</td>
<td>12*</td>
</tr>
<tr>
<td>Fort Drum Service Plaza</td>
<td>2</td>
</tr>
<tr>
<td>Turnpike Mainline/Jupiter</td>
<td>12*</td>
</tr>
<tr>
<td>West Palm Beach Service Plaza</td>
<td>6</td>
</tr>
<tr>
<td>Pompano Beach Service Plaza</td>
<td>2</td>
</tr>
<tr>
<td>Sawgrass Expressway/Commercial Blvd.</td>
<td>18*</td>
</tr>
<tr>
<td>Okeechobee Rd. (US 27)</td>
<td>4*</td>
</tr>
<tr>
<td>Golden Glades Interchange</td>
<td>12*</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>151</strong></td>
</tr>
</tbody>
</table>

*Official Staging Lots (Make-up, break-up)
Turkey Lake Service Plaza

- Turkey Lake Tandem Truck Parking
  - FPID 441309-1
  - 25 Tandem parking spaces
  - 44 Dolly spaces
  - 15 Trailer spaces
  - Replaces I-4 tandem lot

Looking South

Turnpike MP 263.5 MD TL PLZ B
Future Technology Advancements

• Potential future testing at our SunTrax facility
  • Laser-based tolling systems for vehicle-shape-based tolling
  • Tolling systems and platforms based on connected vehicle technology
  • Truck platooning testing
  • Autonomous truck testing in a wide variety of transportation environments and scenarios (highway, urban/suburban, mixed traffic scenarios, etc.)
  • Freight delivery testing utilizing drones

• New SunPass Portable Transponder (Coming soon!)
  • Will work on all Florida toll roads, Georgia toll roads and all toll roads and most bridges within the E-Z Pass Network (which includes 18 states)
Discussion/Q&A
Santanu Roy, FDOT Consultant
Polling Question 4

- Given the information shared today, how would you rate Florida’s readiness to solve the truck parking issue?
  - Not ready (don’t even understand the issues)
  - Prepared (understand issues, willing to address)
  - Getting started (just starting to address the issues)
  - Making good progress (already implementing solutions)
Polling Question 5

On a scale of 1 to 5, how interested are you in solving Florida’s truck parking issue?

• 1 – not interested
• 2 – somewhat interested
• 3 – interested
• 4 – very interested
• 5 – ready to collaborate
Closing Remarks
Rickey Fitzgerald, FDOT
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Manager, Freight & Intermodal Operations
Florida Department of Transportation

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