

Statewide Truck Parking Workshop

December 10, 2020

Welcome

FDOT's Freight and Multimodal Operations (FMO) Office enhances Florida's economy and communities.

Workshop Purpose

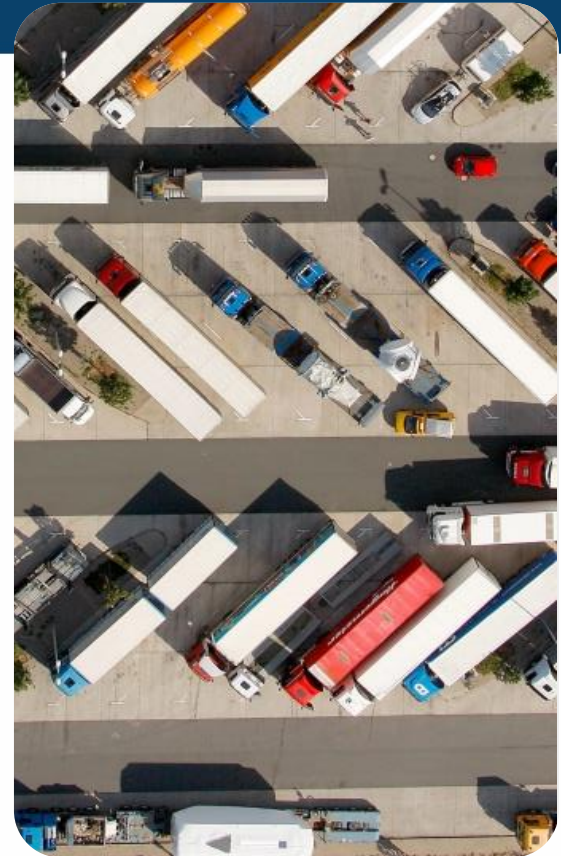
- Describe truck parking needs and initiatives
- Solicit industry input
- Discuss upcoming partnership opportunities



FMO Strategic Focus

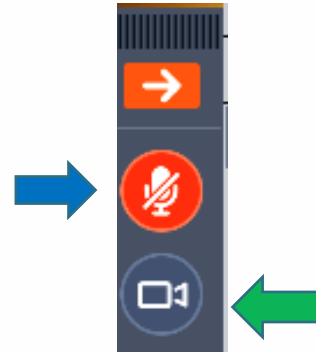
Agenda

- 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**.



Housekeeping Notes

- Please utilize the **“Questions”** box to type in questions throughout the webinar. Questions will be answered after the presentation during the Q&A session.



A screenshot of a software interface. The top section is titled 'Audio' and includes a 'Sound Check' indicator with three green bars. Below this are three radio button options: 'Computer audio' (selected), 'Phone call', and 'No audio'. A red 'MUTED' indicator is present. The audio output is set to 'Microphone Array (Intel® Smart Sou...'. A volume slider is visible, and the speakers are set to 'Speakers (Realtek(R) Audio)'. Below the audio settings, it says 'Talking: Diana Elsner'. The middle section is titled 'Handouts: 4' and lists four PDF documents: 'FHWA-Handout01-2018-Working-Groups-Repo...', 'FHWA-Handout02-Federal-Aid-Eligibility-Memo...', 'FHWA-Handout03-Coalition-Meeting-Slides-De...', and 'FHWA-Handout04-RC-Truck-Parking-Flyer[4576...'. The bottom section is titled 'Questions' and contains a question: 'Q: How is everyone doing today?'. Below the question is a text input field with the placeholder text '[Enter a question for staff]' and a 'Send' button.

Polling Question 1

- **Which one of the following best describes your affiliation?**
 - Public sector
 - Trucking industry
 - Truck stop owner/operator
 - Developer/investor
 - Consultant

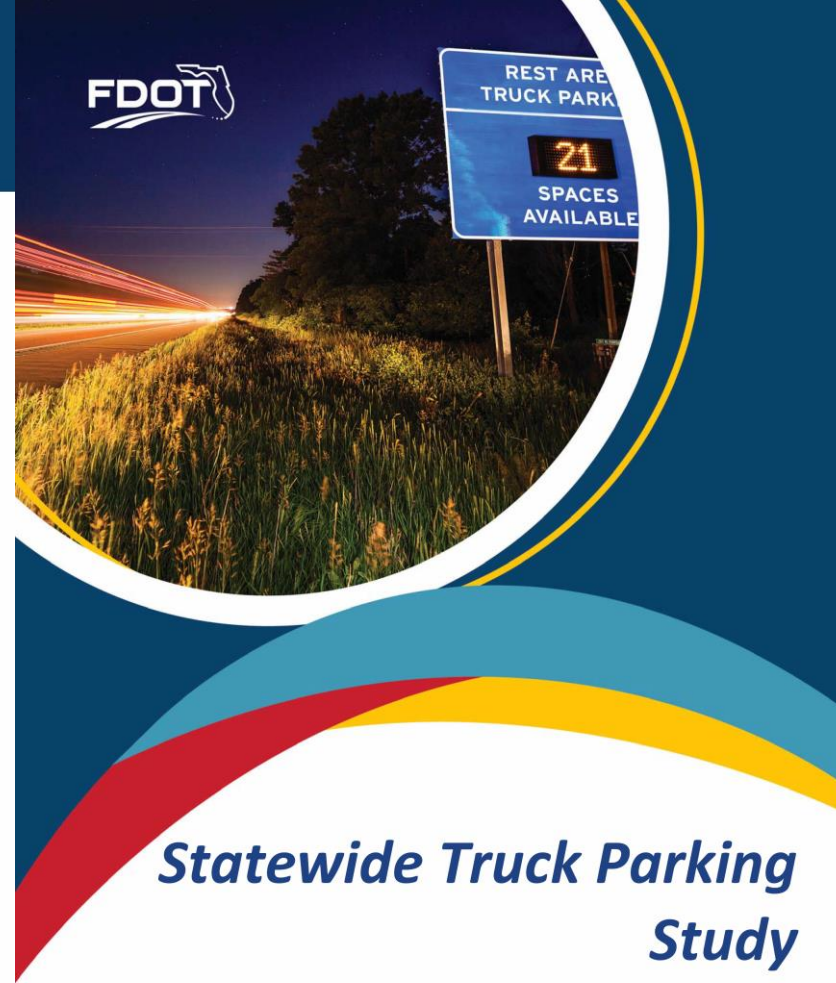


Statewide Initiative

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



Statewide Truck Parking Study

March 2020

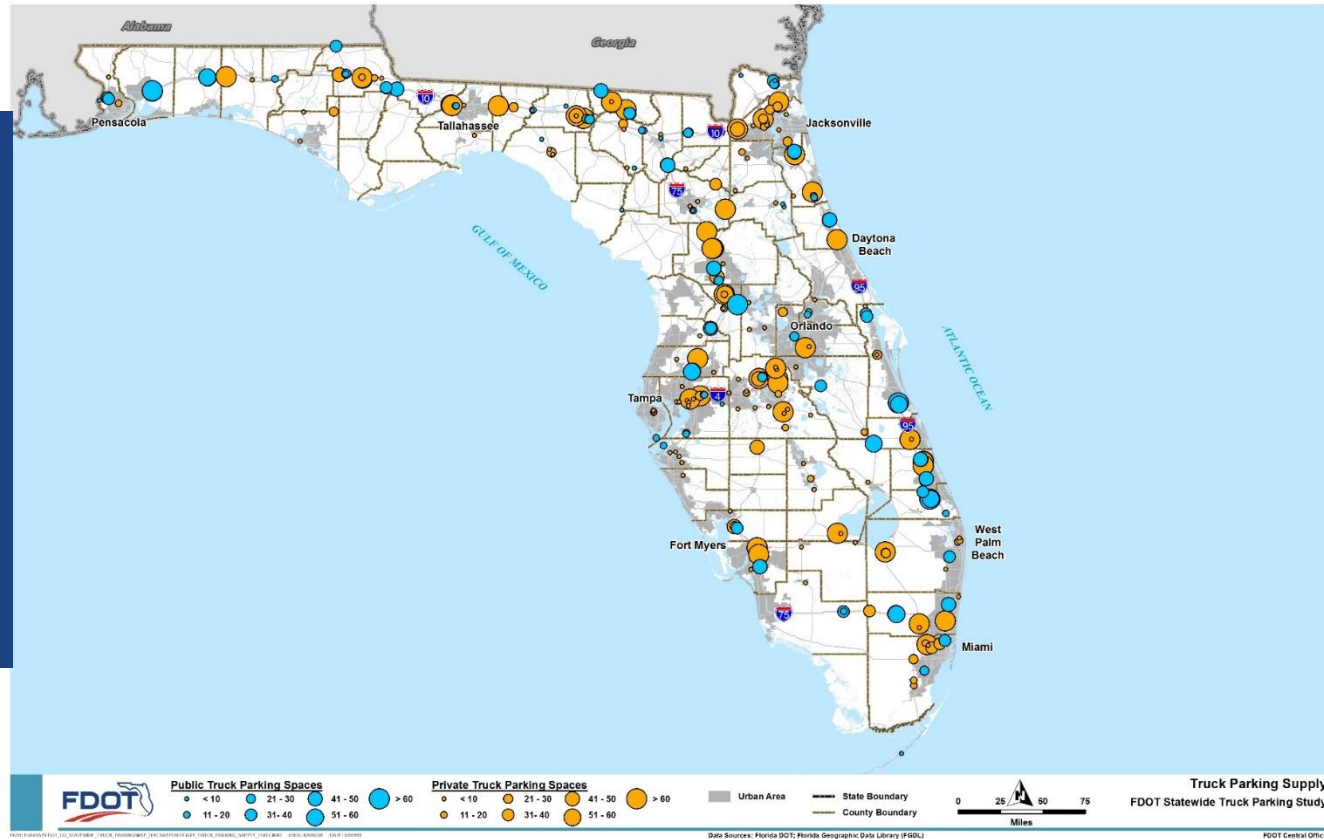
Truck Parking Supply

Truck Parking Facilities

Private	Public
200	98

Truck Parking Spaces

Private	Public
7,409	2,683



Hot Spots

3,400

additional spaces
needed today

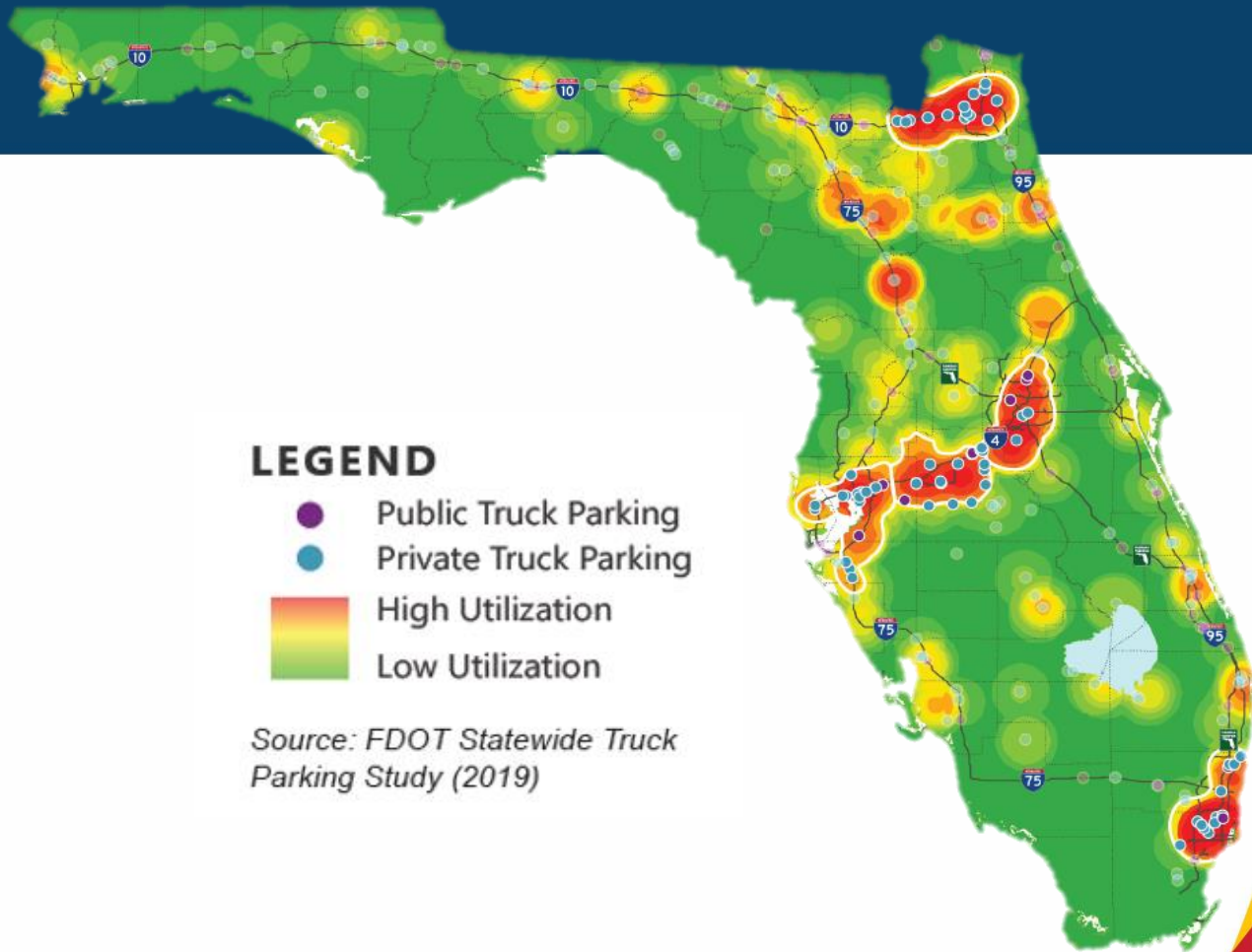
4,900

additional spaces
needed by 2030

LEGEND

- Public Truck Parking
- Private Truck Parking
- High Utilization
- Low Utilization

Source: FDOT Statewide Truck
Parking Study (2019)



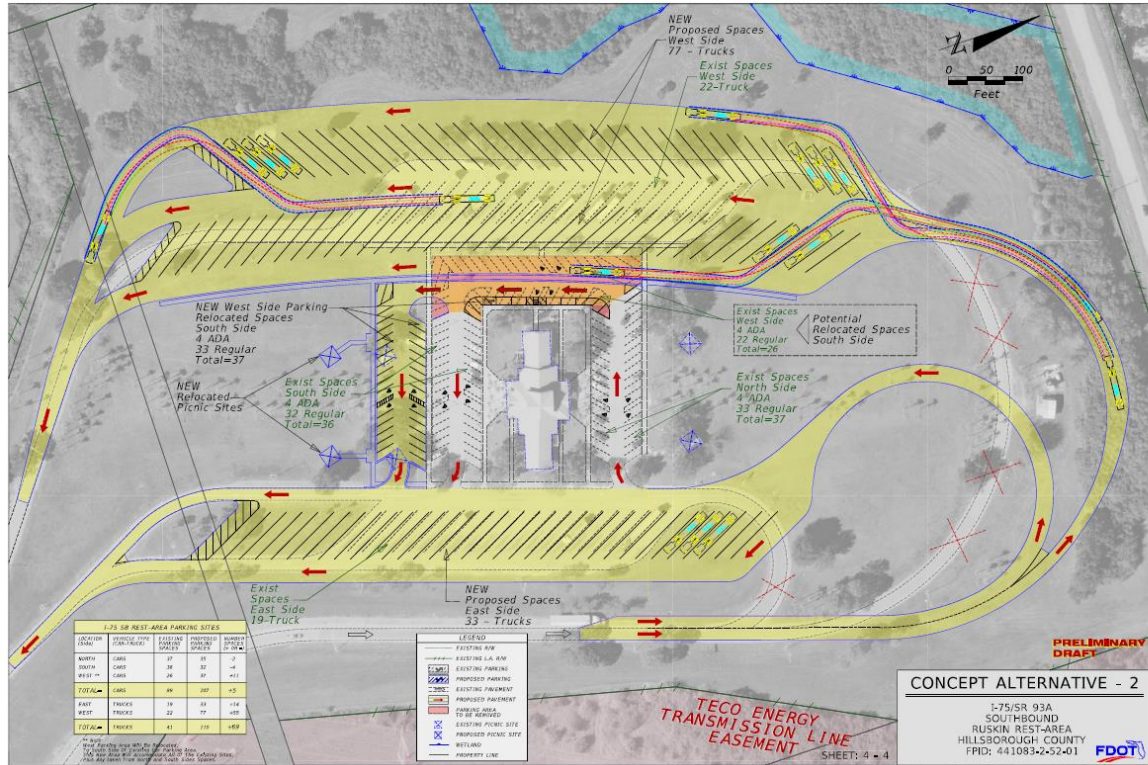
Polling Question 2

- **Is the truck parking issue affecting operations and productivity in your industry?**
 - Yes
 - No

Solutions Toolbox – Capacity

Type	No.	Potential Solutions	1-2 Years	3-5 Years	5+ Years	FDOT's Role in Project
Capacity	C-1	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)	✓			★ ★ ★
	C-2	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)	✓			★ ★ ★
	C-3	Encourage the use of underutilized truck parking spaces at weigh stations, including designating "Safe Zones" with FHP, site beautification strategies and additional amenities	✓			★ ★ ★
	C-4	Develop new public truck parking facilities near high demand private truck parking facilities.		✓		★ ★ ★
	C-5	Collocate overnight truck parking with commuter park-and-ride lots in high demand areas (site redesign, pavement upgrade and additional maintenance may be necessary)		✓		★ ★ ★
	C-6	Convert existing FDOT right-of-way near interchanges in high demand areas to truck parking		✓		★ ★
	C-7	Leverage existing Florida P3 legislation to develop new truck parking facilities.		✓		★ ★
	C-8	Partner with local governments to develop municipal truck-only parking facilities in critical areas.			✓	★

Capacity Example



D7 – Rest Area Redesign (I-75, Southbound)

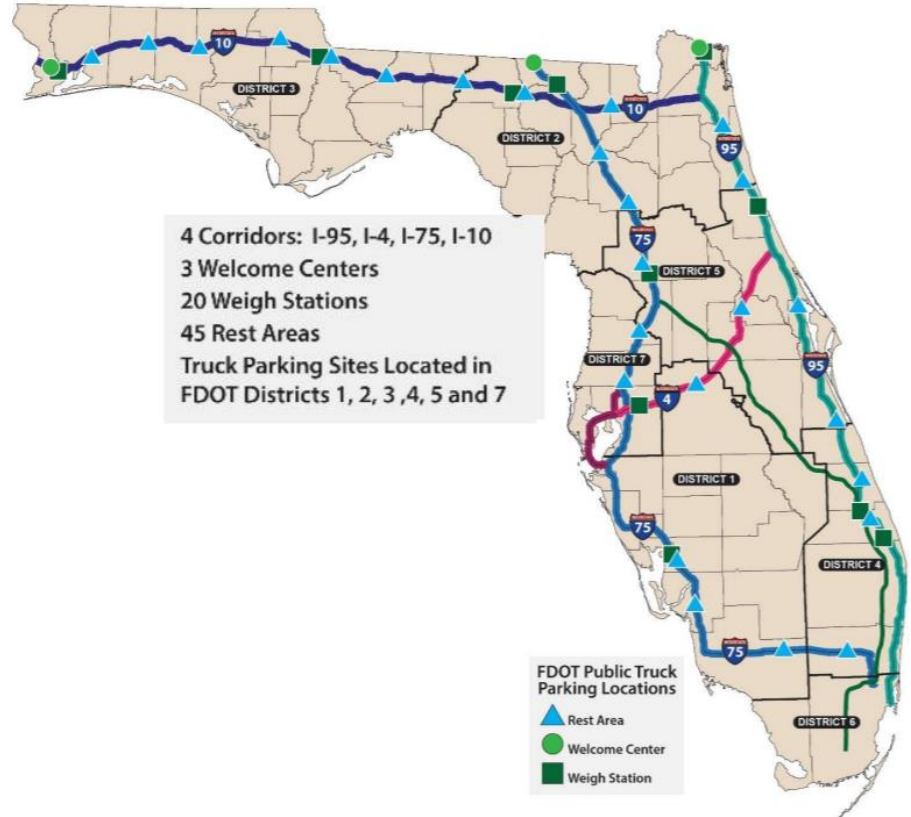
Solutions Toolbox – Technology/ Communications

Type	No.	Potential Solutions	1-2 Years	3-5 Years	5+ Years	FDOT's Role in Project
Technology / Communications	T-1	Develop, initiate and maintain awareness campaigns to inform truck drivers, and freight generating facility managers, of under-utilized truck parking facilities	✓			★★★
	T-2	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).	✓			★★
	T-3	Monitor Automated, Connected, Electric and Shared (ACES) technology adoption and impacts on truck parking.	✓			★★
	T-4	Provide truck electrification (on-board power infrastructure) at public truck parking facilities.			✓	★★

Technology/ Communications Example

Enhance Truck Parking Availability System (TPAS)

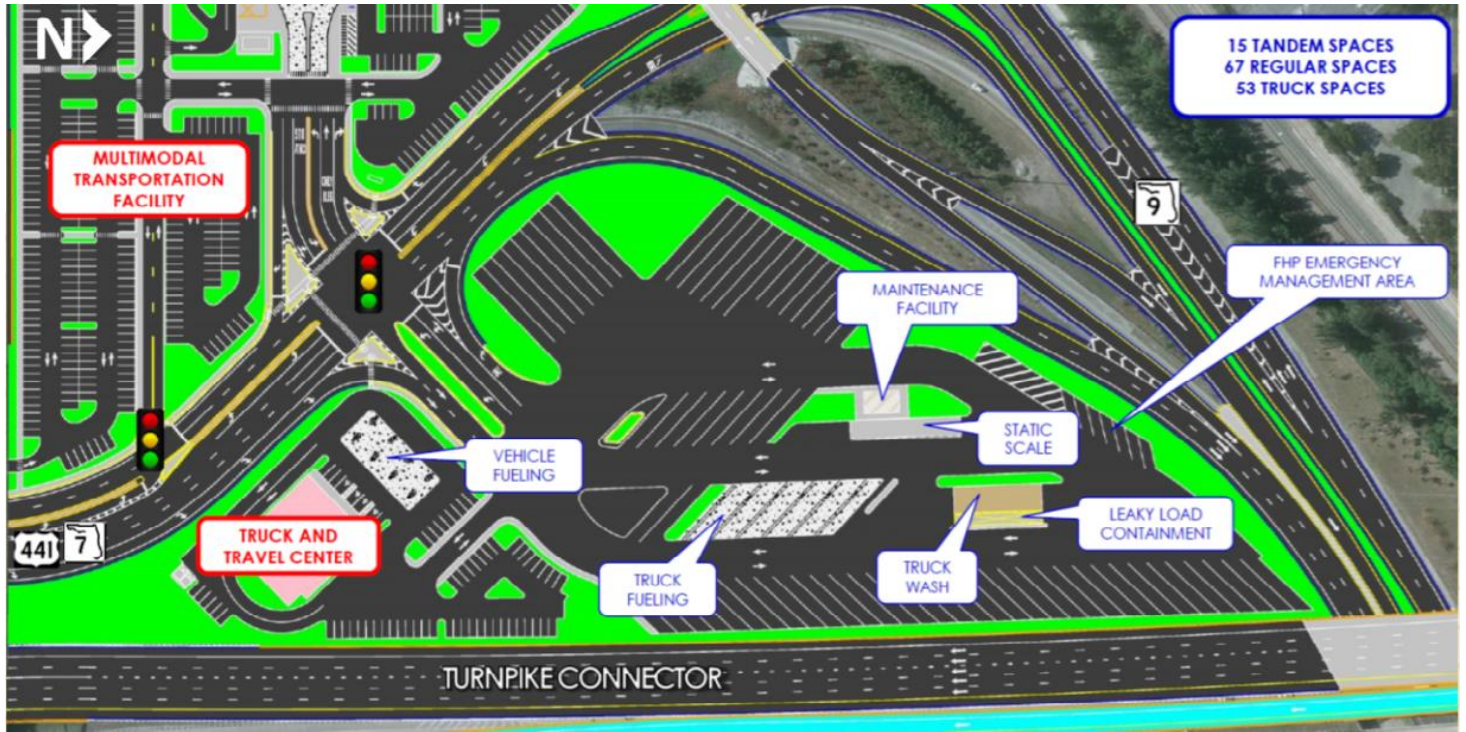
- Develop API to integrate private-facility truck parking availability
- Include MCSAW Weigh Station truck parking availability
- Collaborate with Truck Parking app developers to disseminate TPAS data on their platforms
- Inter-state interoperability



Solutions Toolbox – Partnership

Type	No.	Potential Solutions	1-2 Years	3-5 Years	5+ Years	FDOT's Role in Project
Partnership	PA-1	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).	✓			★★
	PA-2	Establish collaborative program with freight generating facilities to promote partnerships and help provide additional on-site truck parking; i.e., a "Friendly Truck Parking Network."		✓		★★
	PA-3	Collaborate with the local governments and private sector to leverage large venue (stadiums, arenas, regional malls, etc.) parking lots for overnight truck parking.		✓		★

Partnership Example



D6 - Golden Glades Truck Travel Center

Solutions Toolbox – Policy

Type	No.	Potential Solutions	1-2 Years	3-5 Years	5+ Years	FDOT's Role in Project
Policy	PO-1	Include truck parking as eligible project type under FDOT Strategic Intermodal System (SIS) and other capacity improvement programs (establish criteria).	✓			★★★
	PO-2	Apportion dedicated funding for truck parking projects either through legislative request or by leverage NHFP funds (consider both capital and O&M costs).	✓			★★★
	PO-3	Advocate with other states to USDOT to allow greater flexibility for third-party vendor operations at public rest areas; e.g., leveraging AASHTO.		✓		★★★
	PO-4	Leverage federal and state grants/funding opportunities to implement truck parking solutions.	✓			★★
	PO-5	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.	✓			★
	PO-6	Work with MPOs and local municipalities to incorporate secure truck parking requirements at new freight generating facilities (i.e., land use ordinances).	✓			★

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

Primary Programs (<i>can fund projects</i>)		State Funding
<ul style="list-style-type: none">• Strategic Intermodal System, SIS (FDOT)	<ul style="list-style-type: none">• Nationally Significant Freight and Highway Projects, INFRA (USDOT/FHWA)	
<ul style="list-style-type: none">• Economic Development Transportation Fund (Enterprise FL)	<ul style="list-style-type: none">• Advanced Transportation & Congestion Management Technology Deployment, ATCMTD (USDOT/FHWA)	
<ul style="list-style-type: none">• National Highway Freight Program, NHFP (USDOT/FHWA)	<ul style="list-style-type: none">• FY 2019 National Infrastructure Investments, BUILD (USDOT/OST)	
<ul style="list-style-type: none">• Surface Transportation Block Grant, STBG (USDOT/FHWA)		

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



Federal Perspective

Nick Renna, FHWA



National Association of Truck Stop Operators

Tiffany Wlazlowski Neuman, NATSO



Innovative Funding

Brian Hare, PennDOT



Florida Department of Transportation

Truck Parking Workshop

Brian D. Hare, P.E.

PennDOT

Center for Program Development and
Management

December 10, 2020



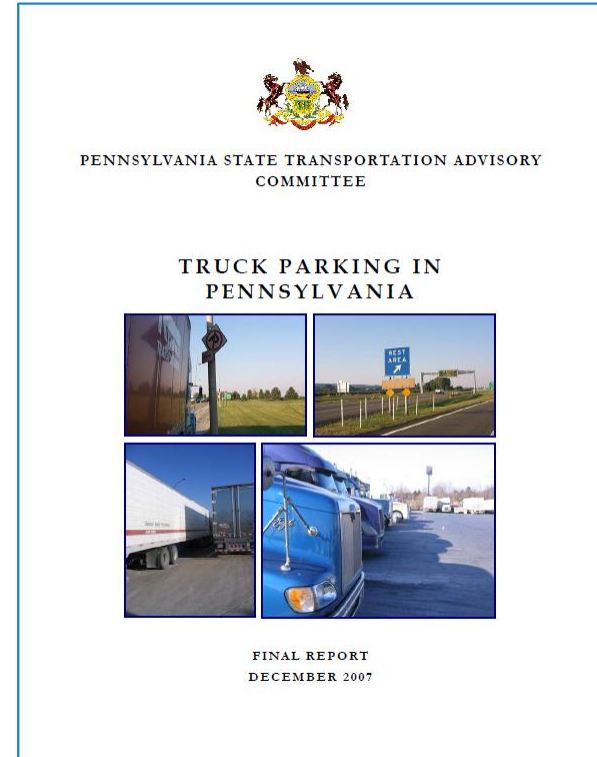
Key Milestones (Pennsylvania)

- 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 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



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

Parking Activity	Facility Type			
	Rest Area	Truck Stop	Industrial Park*	Emergency Parking Site
Long-Term Rest	X	✓	OK	X
Short-Term Parking	✓	OK	OK	X
Staging	OK	OK	✓	X
Emergency Operations	OK	✓	OK	✓

✓ = 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



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: Pennsylvania Freight Forum (scheduled for November 5, 2020).

CFMP Freight Forum

DEPARTMENT OF TRANSPORTATION

SAVE THE DATE

VIRTUAL STATEWIDE FREIGHT FORUM

Thursday, November 5, 2020



**What
moves
OUR economy?**

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 in the final plan.

Learn • Grow • Engage

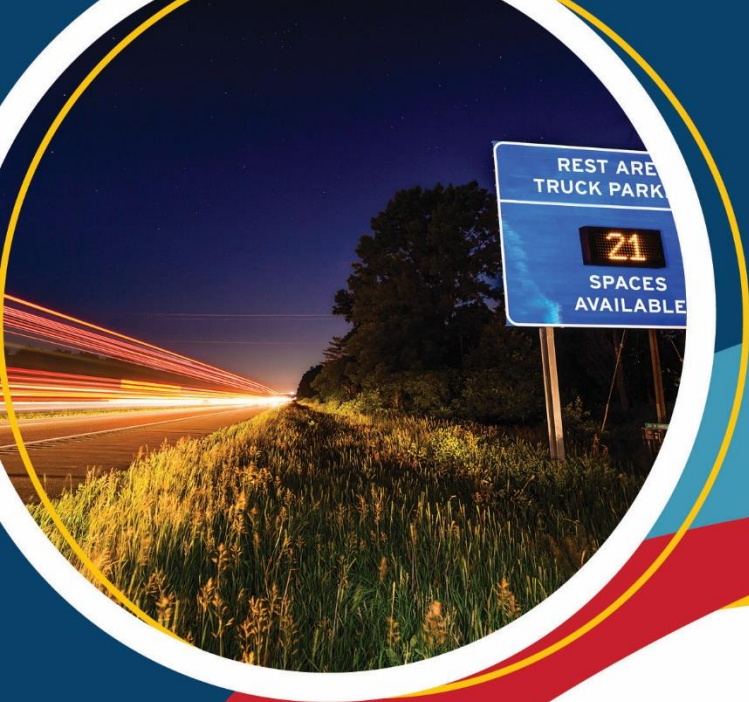
Preregister for free today!

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

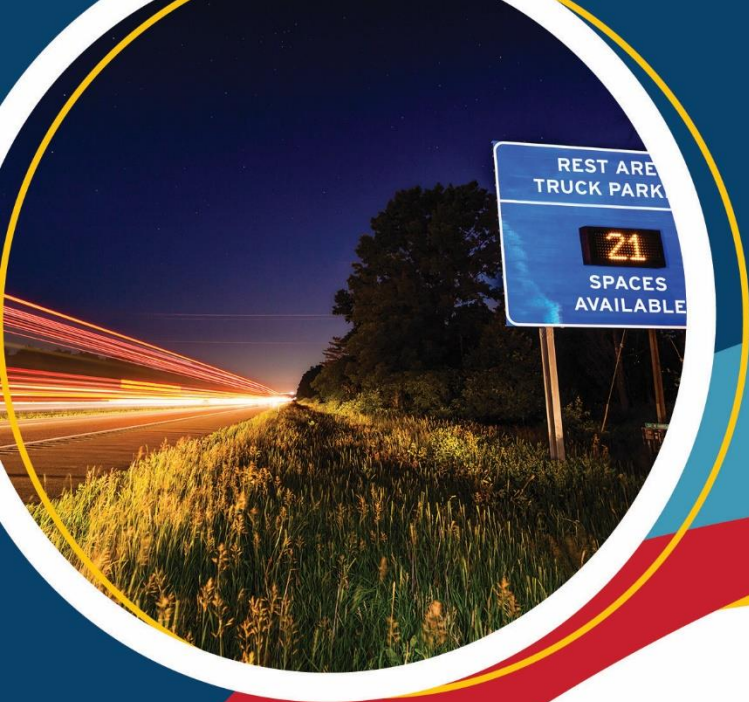


District One Efforts

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



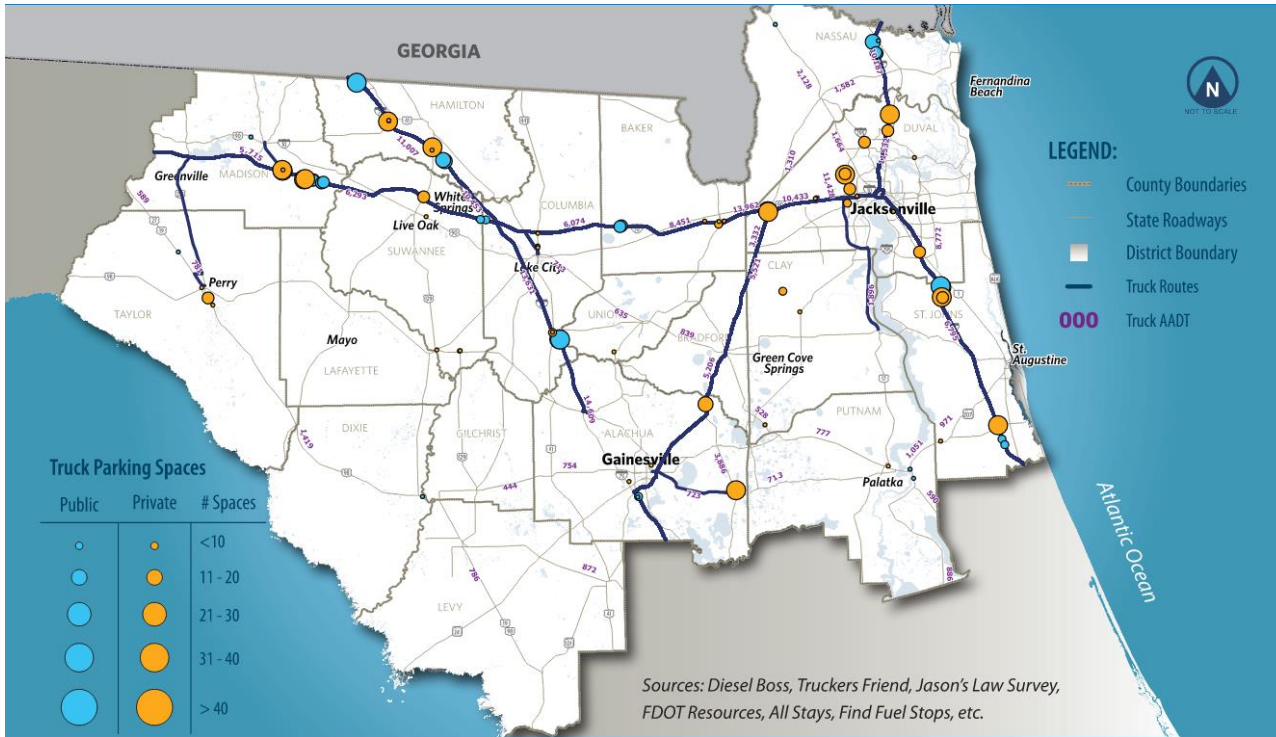
District Two Efforts

Justin Ryan
District Freight & Seaport Coordinator



Northeast Florida Truck Parking Study

Study Purpose

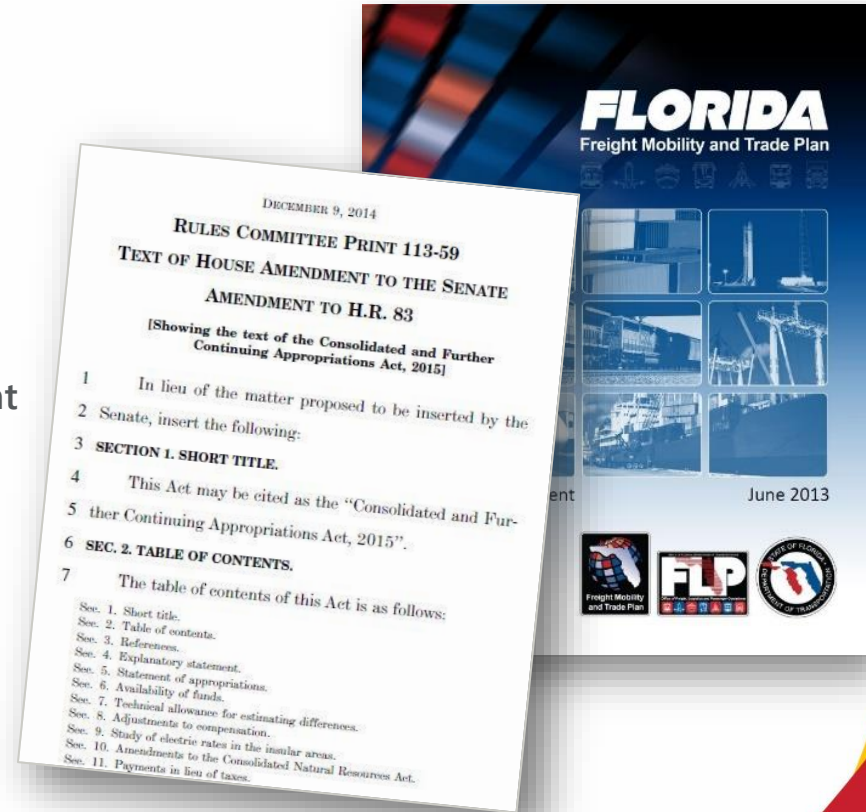


FDOT's Northeast Florida Truck Parking Study assesses current truck parking capacity and utilization in District Two. The study has two critical objectives:

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



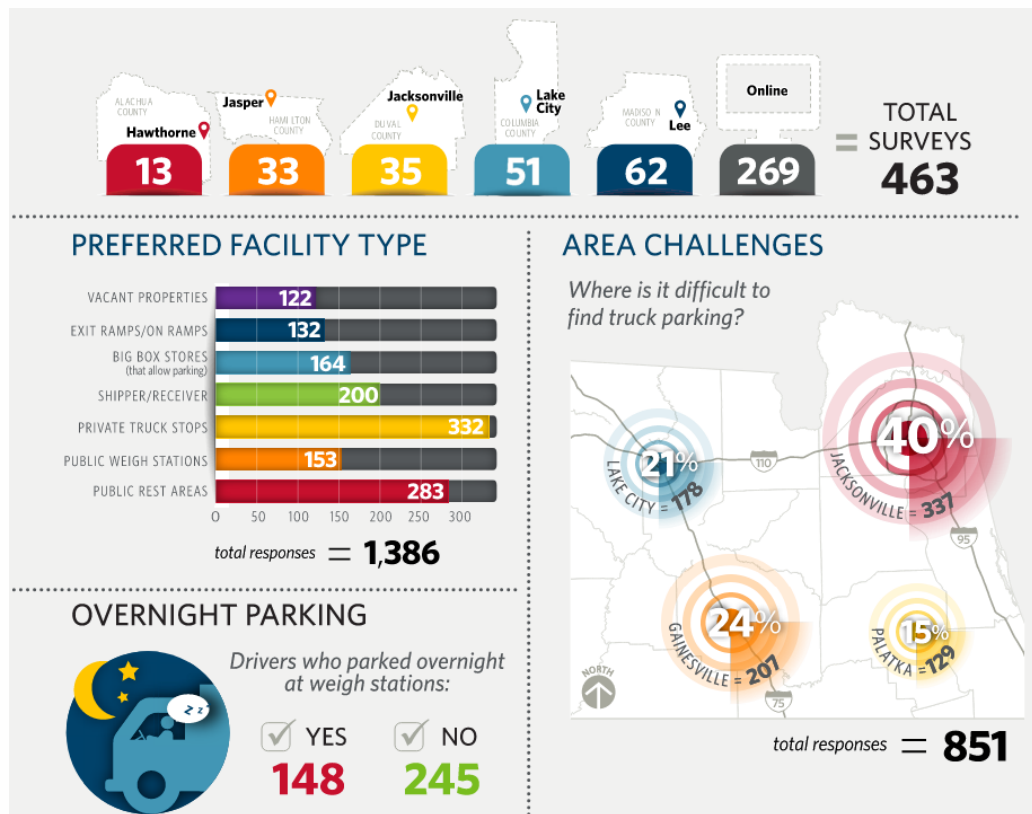
highway maritime projects logistics



Stakeholder Outreach

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.

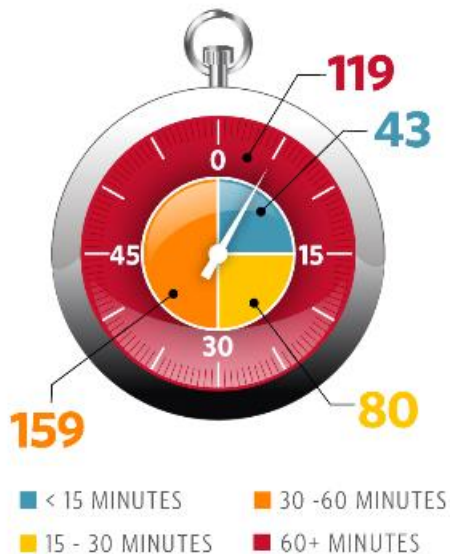


Stakeholder Outreach

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)



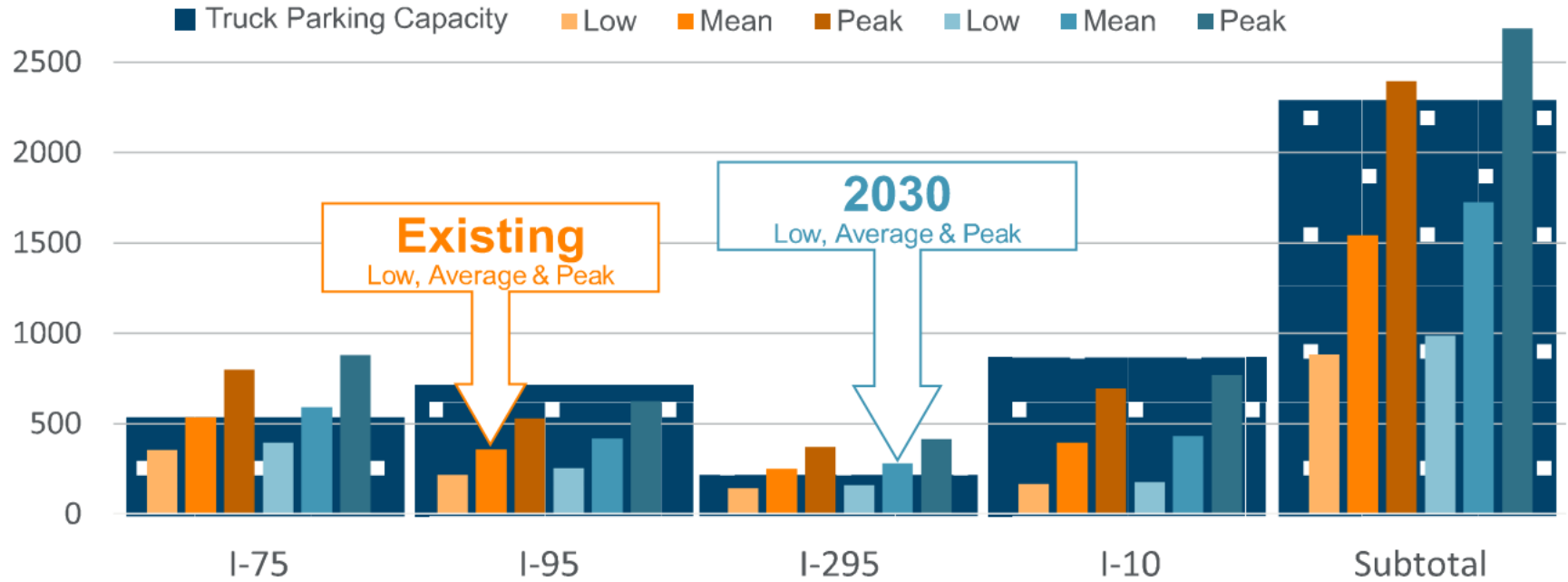
401 = total responses



FHP Commercial Vehicle Enforcement Concerns:

- I-10 & I-95 Corridors prone to illegal parking
- Weigh station parking is underutilized

Needs Assessment



Recommendations - Project

Near - Term

Mid - Term

Long - Term

PROJECT

- **Re-design older rest areas** to improve circulation, safety, and capacity for the Florida Interstate Semitrailer (WB-62FL) commercial trucks.
- **Formalize informal parking at existing rest areas** and evaluate opportunities to reconfigure green space.
- **Leverage current public right-of-way to safely add to available parking.**
- **Identify opportunities to add new amenities to existing facilities** (public rest areas and weigh stations) to incentivize utilization.

- **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.

- **Identify & foster strategic opportunities** to address truck parking capacity needs and future demand.
- **Align public & 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.

Recommendations - Program

Near - Term

Mid - Term

Long - Term

PROGRAM

- 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.
- Work with Central Office to revise rest area formula and identify new funding opportunities.
- 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.

- Leverage and expand the TPAS program for great coverage including private truck parking facilities.

- Leverage existing Florida P3 legislation enacted in 2013 (and updated in 2016) to establish new P3s and co-sponsor public facilities.

Recommendations - Policy

Near - Term

Mid - Term

Long - Term

POLICY

- Consider impacts of new HOS regulations.
- Utilize new federal transportation funding programs based on new published criteria and priorities.

- Consider impacts of Connected Automated Vehicle (CAV) and alternative fuel technology on both short and long-haul commercial truck trips.

- Work with Central Office to identify other potential funding sources (for engineering research, alternative energy and environmental impacts).



Truck Parking Concepts

I-95 NB WIM Station User Experience Enhancement Concept Nassau County



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

I-95 SB WIM Station User Experience Enhancement Concept Nassau County



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- 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

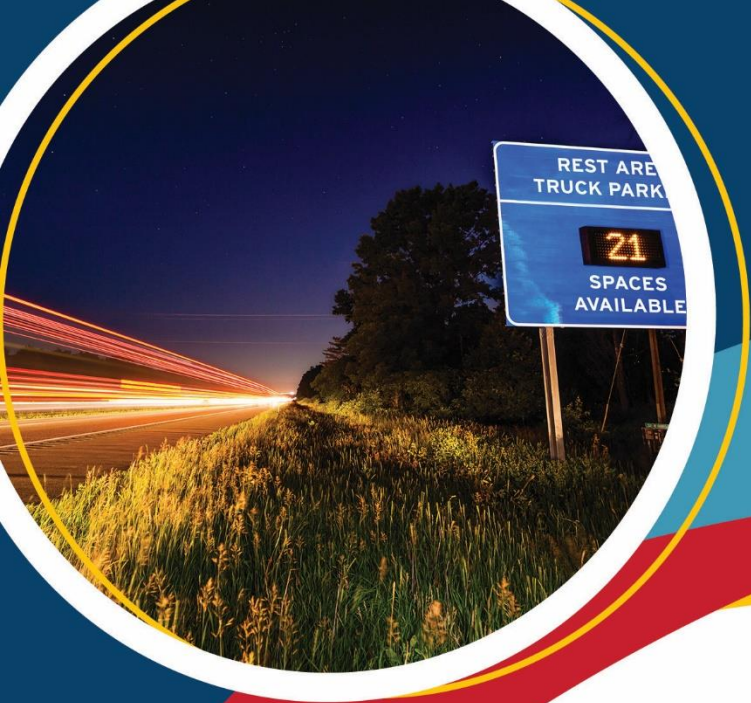
I-75 SB Rest Area Expansion Concept Columbia County



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

Key to Success in Urban Truck Parking Projects

REDUCE RIGHT OF WAY IMPACTS

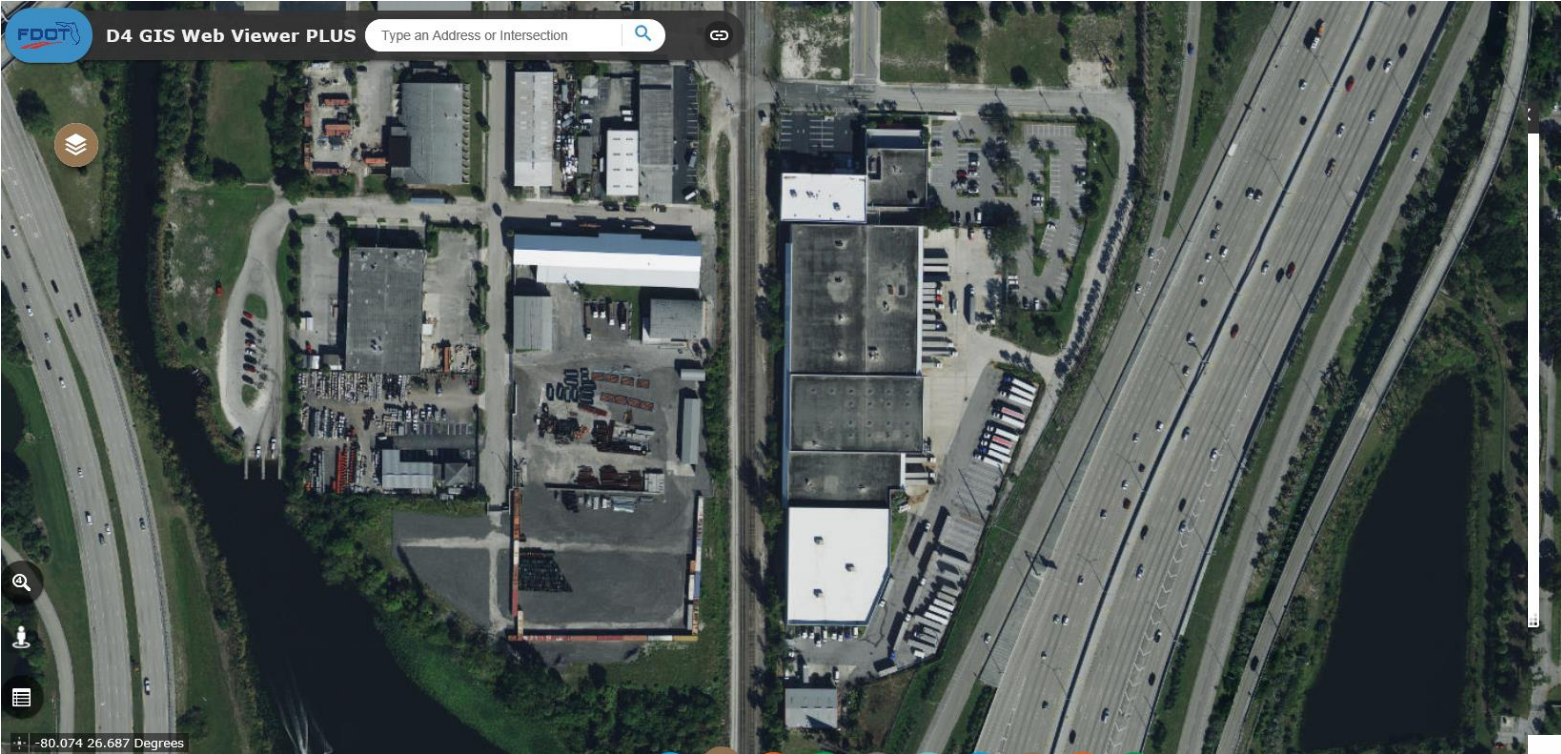
Existing FDOT Owned Properties

- Surplus Property
- Leased Property
- Rest Areas
- Median Usage

New Properties

- Park and Ride Lots
- Florida Department of Agriculture
- Debris Removal

Surplus and Leased Property



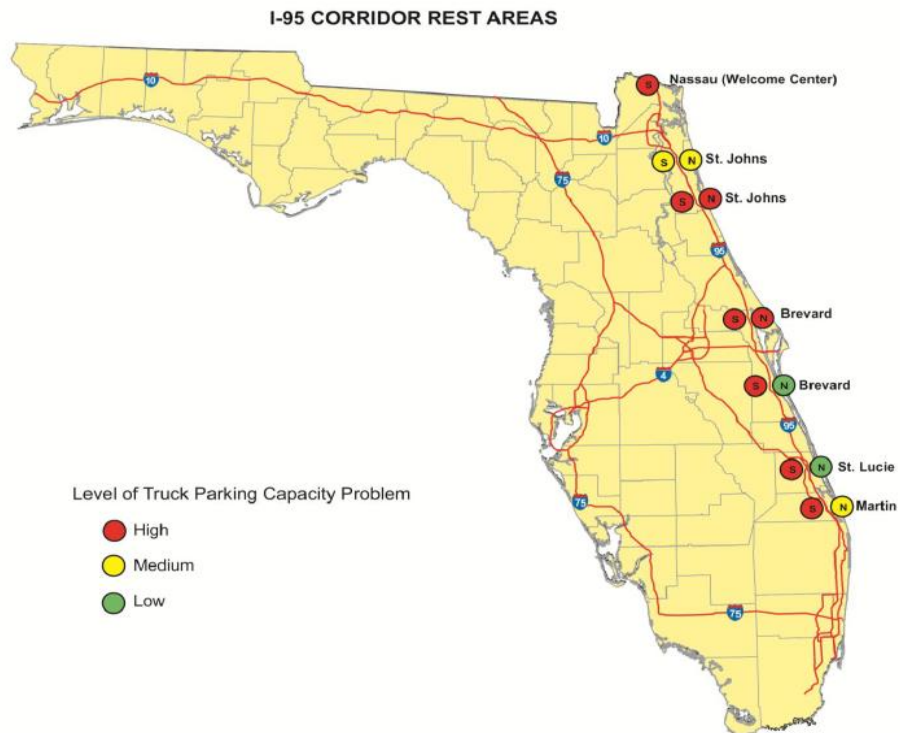
Rest Areas



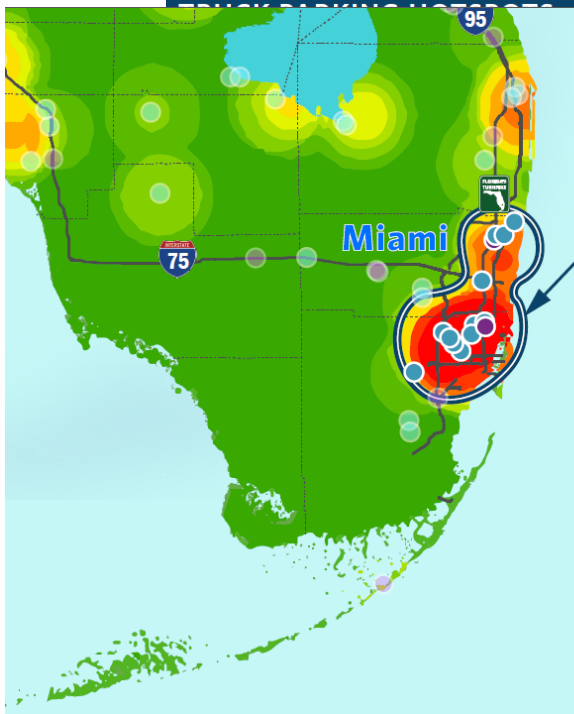
In District Four:

- 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 (2019 Assessment)



PUBLIC

NUMBER OF LOCATIONS



UTILIZATION DURING PEAK HOURS



NUMBER OF SPACES



TIME(S) OF HIGHEST UTILIZATION
8:00 pm - 2:00 am



PRIVATE

NUMBER OF LOCATIONS



UTILIZATION DURING PEAK HOURS



NUMBER OF SPACES



TIME(S) OF HIGHEST UTILIZATION
10:00 am - 8:00 pm



Rest Areas Improvements

The screenshot shows the Florida 511 website interface. At the top, there are social media icons for Facebook, Instagram, and YouTube, along with navigation links for Register, Log In, Statewide, and English. Below this is a main navigation bar with links for Home, Traffic, My Florida 511, Construction Info, Emergency Info, Transit / Airports, Links, and Newsroom. The main content area features a map of the Jensen Beach area. A popup window titled 'Truck Parking' is open, displaying details for a facility at I-95 NB Weigh Sta. at MM 92. The popup includes a table with the following information:

Truck Parking Facility	
Facility Name	I-95 NB Weigh Sta. at MM 92
Roadway	I-95
Available Parking Spaces	11
Total Parking Spaces	13

To the right of the map is a 'Map Legend' panel with various traffic-related options, including Traffic Speeds (checked), Detour Routes, Cameras, Closures, Incidents, Construction, Congestion, Weather Radar, Message Signs, Truck Parking (checked), Drawbridge Crossings, Weather Alerts, Road Weather Alerts, and Weather Forecasts. A color scale for traffic speeds is also visible, ranging from Stopped (black) to Fast (green).

In the bottom left corner of the screenshot, the 'FLORIDA 511' logo is displayed.



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

D4 GIS Web Viewer PLUS Type an Address or Intersection

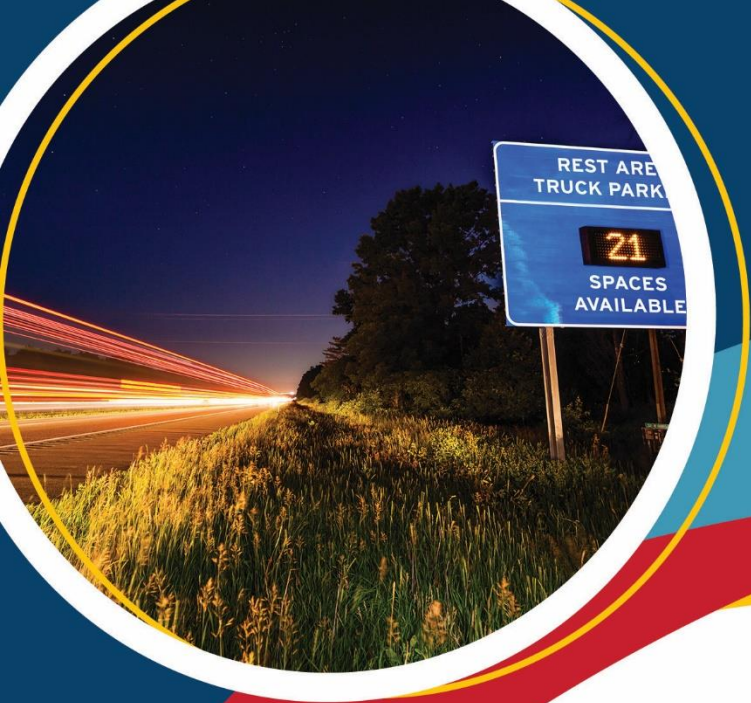
Broward Parcels: 504220490010

County Name	BROWARD
Parcel ID	504220490010
Owner Name	FLORIDA DEPT OF TRANSPORTATION
Owner Address	3400 W COMMERCIAL BLVD
Owner Address 2	
Owner City	FORT LAUDERDALE
Owner Zip	33309
Owner State	FLORIDA
Physical Address	2270 SW 32 ST
Physical Address 2	
Zoom to	...

-80.174 26.080 Degrees

Other Opportunities



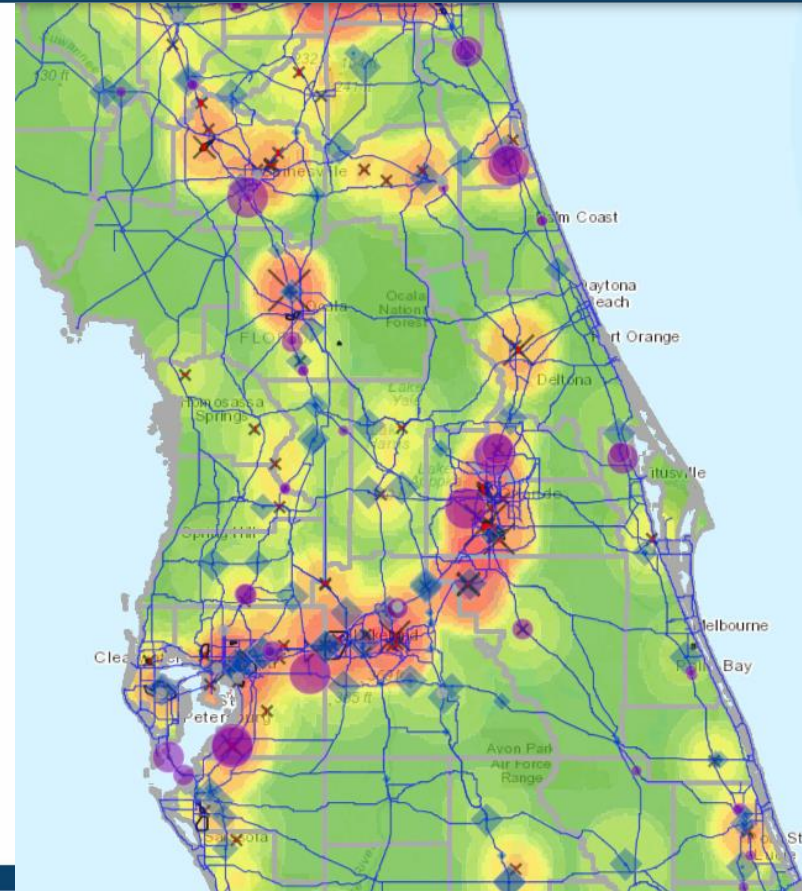


District Five Efforts

Sarah Van Gundy
District Freight & Spaceport Coordinator

D5 Truck Parking Need

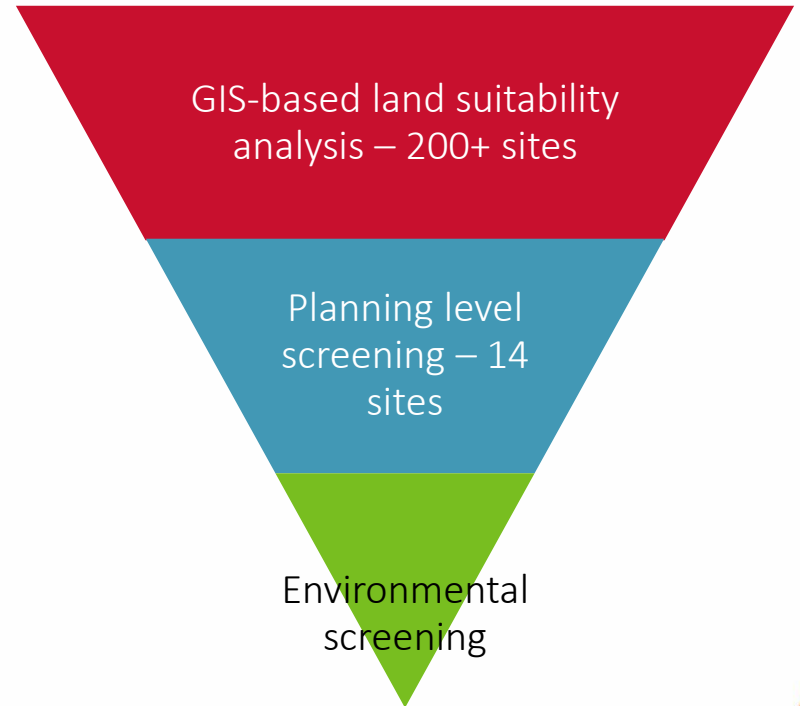
- District Five Truck Parking Phase I Study, Dec 2018
 - I-4 corridor is critical
 - Existing need – 200 to 400 new spaces
 - Year 2040 need – 500 to 800 new spaces
- Statewide Truck Parking Study, March 2020
 - I-4 corridor ranked # 1
- Local government challenges
 - Utilizing partnership approach



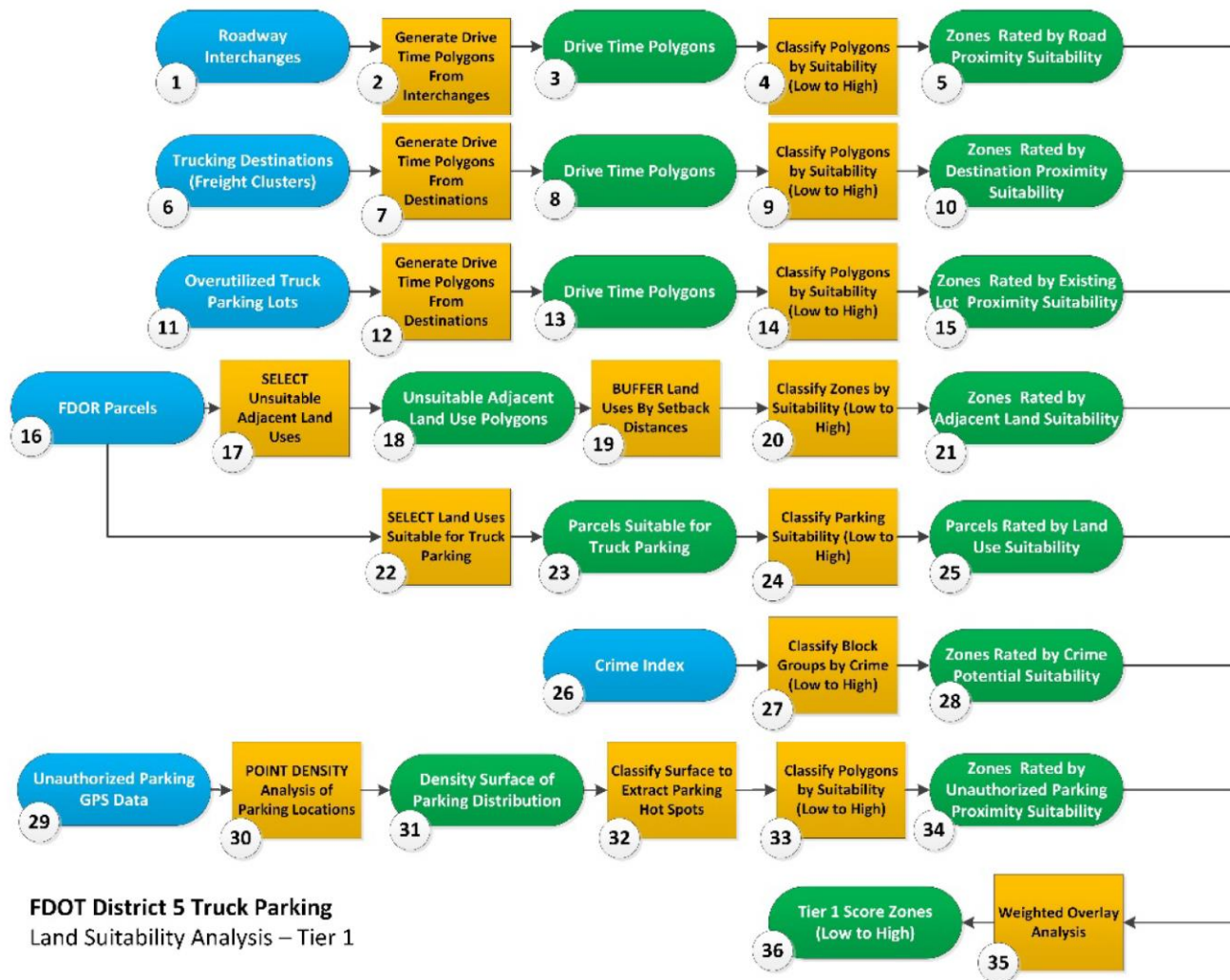
D5 Truck Parking Phase II Study

- 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

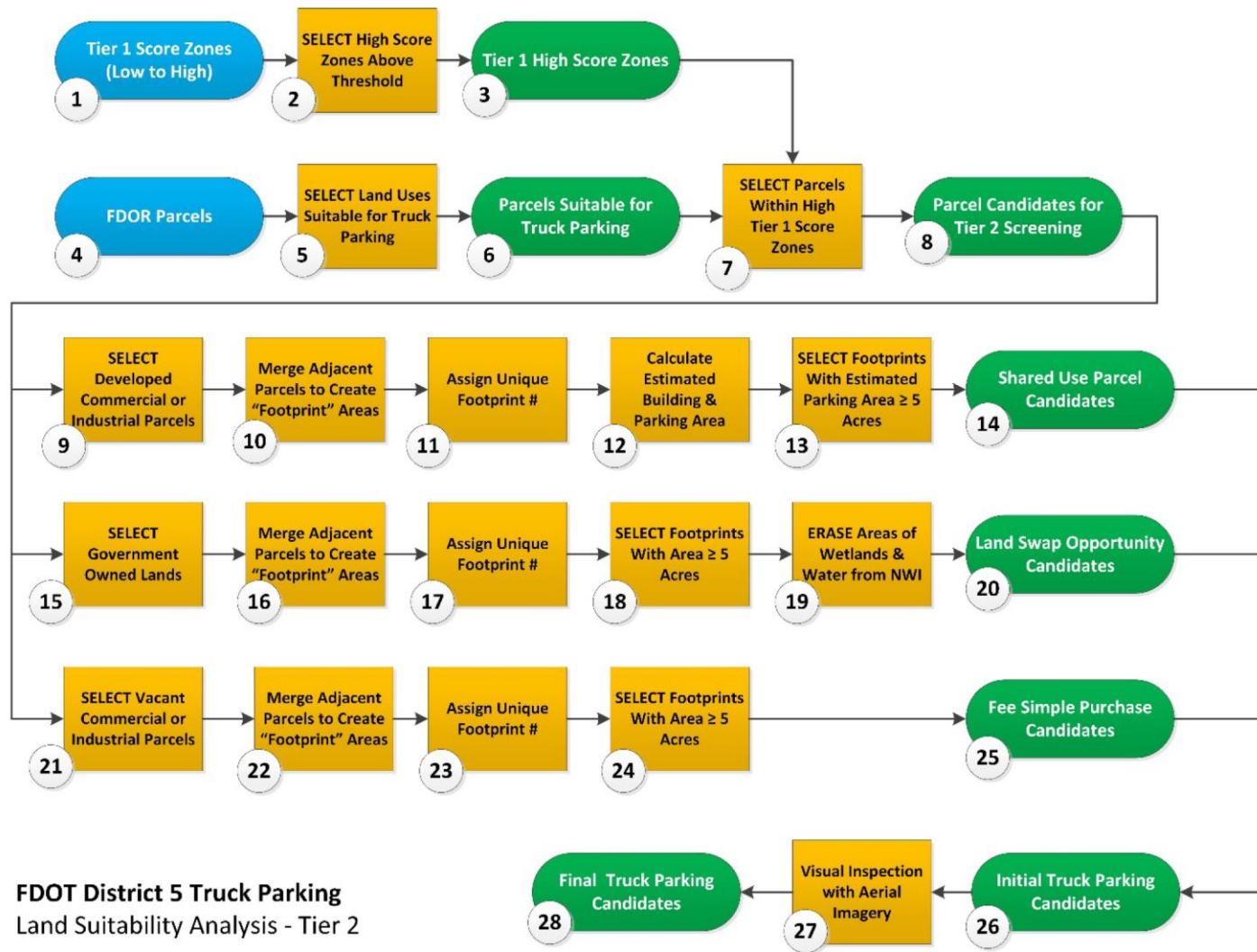


Land Suitability Analysis



FDOT District 5 Truck Parking
Land Suitability Analysis – Tier 1

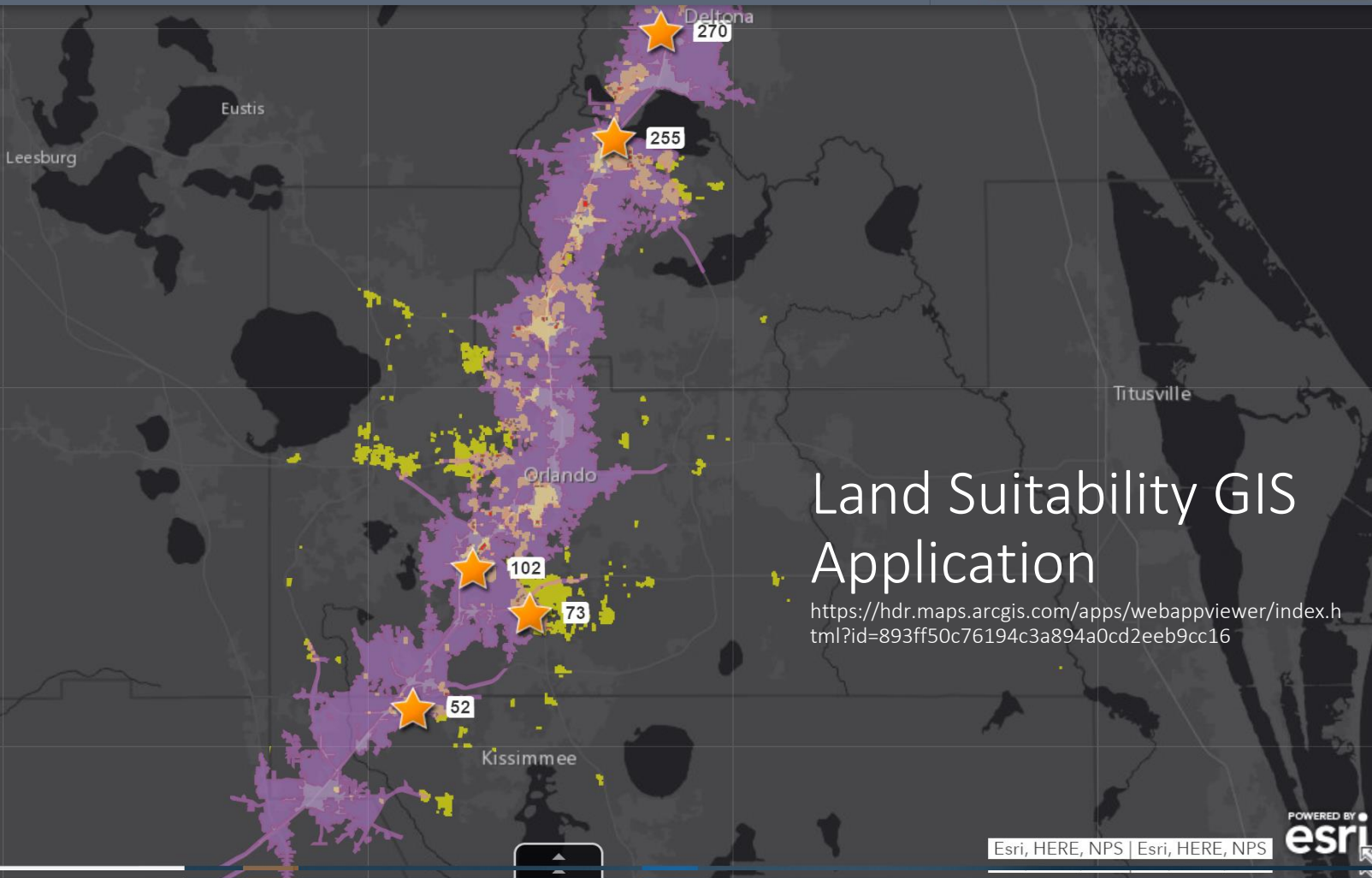
Land Suitability Analysis





10mi

-80.929 28.522 Degrees



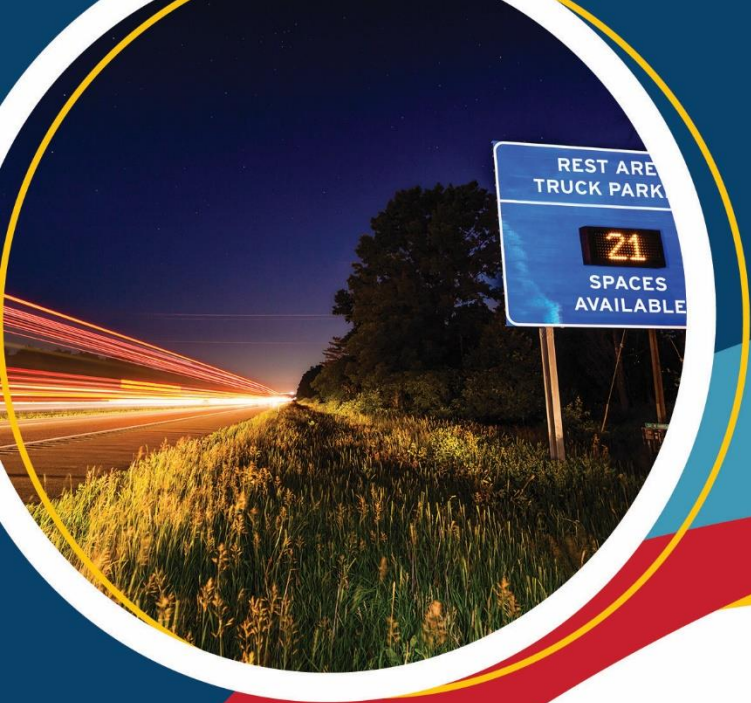
Land Suitability GIS Application

<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.)





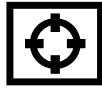
District Six Efforts

Carlos Castro
District Freight Coordinator

TODAY'S AGENDA



**PLANNING
RECAP**



**PLANNING
RESULTS**



**ONGOING
EFFORTS**



**NEXT
STEPS**

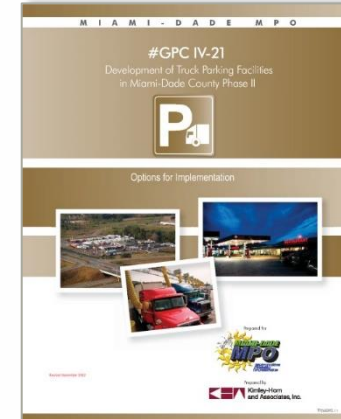
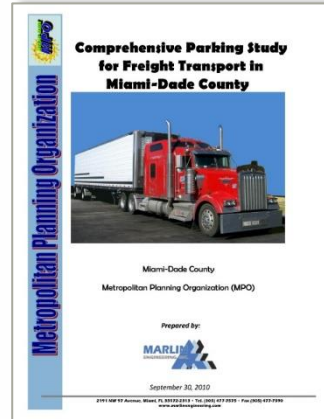
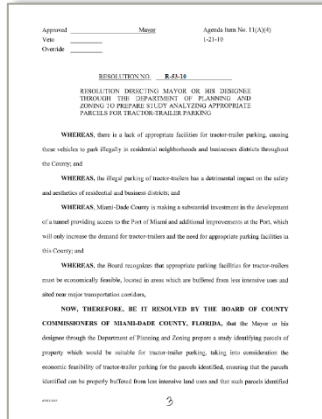




PLANNING RECAP



MIAMI-DADE TPO STUDIES

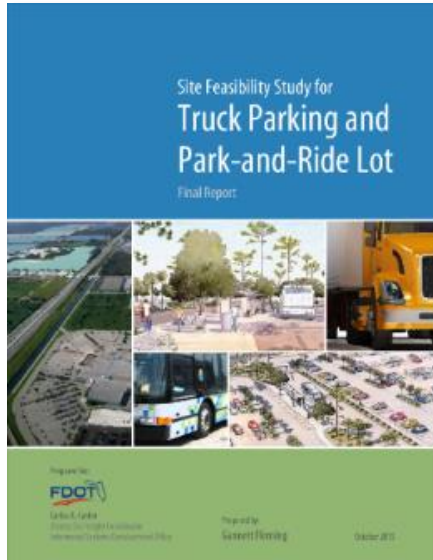


RESOLUTION
No. R-53-10
Miami-Dade Board of
County Commissioners
(2010)

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)

DISTRICT 6 – PLANNING EFFORTS



2015
Planning and Conceptual
Engineering (PACE)

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)

Dolphin Truck Travel Center Tractor-trailer stop near park-and-ride stopped

By **Cameron Lacroix**

A massive facility for tractor-trailer trucks has no business being positioned near Dolphin Station, members of Miami-Dade County's Metropolitan Planning Organization (MPO) voted last week.

Miami-Dade County Commissioner Jose "Pepe" Diaz led the charge at an Oct. 26 meeting of the MPO's Governing Board. He sponsored a resolution to have the Florida Department of Transportation study the site and best use when developing a piece of facility in the planning stages on 13 acres of public land just west of the Florida Turnpike and north of State Road 836.

A joint project of the county, the state transportation department and the Miami-Dade Expressway Authority, the park-and-ride terminal facility will be a hub for the State Road 836-Dolphin Expressway express bus service and eventually for commuter rail if the right to use existing tracks can be acquired from CSX Transportation.

"I found out that, in the area where we're building Dolphin Station, they're trying to put a truck center," Mr. Diaz said. "In the same area where people will drop off their cars to try to get to work, you're going to have trucks. We've tried to put trucks in one place and cars in another place to avoid that mix."

"We've got consensus in that area, and I'd encourage to bring it to the board," he said. "Now you're trying to put a truck center there, it's not going to work," he said.

Mr. Diaz said he knows the area well, but this is not his district, and he doesn't know what other agencies would do there.

"There are plenty of other areas that would be appropriate for a truck stop, they would be appropriate for a truck stop," he said.

"I suggest my colleague's position in this matter," said Harold Denton, county commissioner, MPO member and chair of its Transit Solutions Committee. "We want a facility that can be grown. I would urge the state to not pursue that."

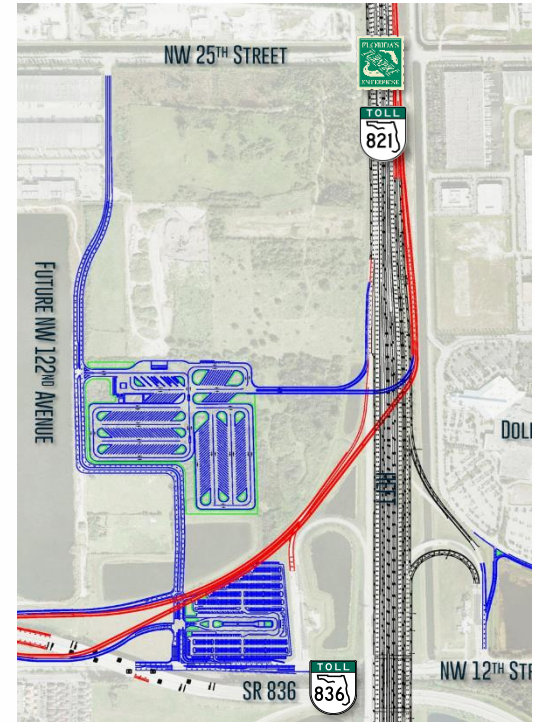
"The department is not the one that created this project," said Harold Denton, director of transportation development for the state transportation department. The

county commission directed the MPO in a 2010 study to look for truck facilities, areas where people will drop off their cars to try to get to work, you're going to have trucks. We've tried to put trucks in one place and cars in another place to avoid that mix.

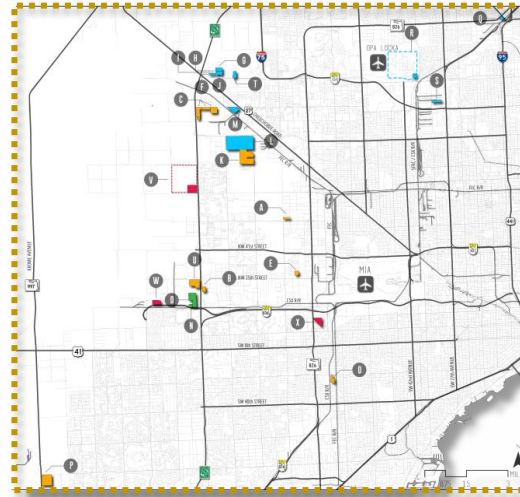
In 2010, the MPO conducted a study that found that 1,000 spaces for trucks were needed and only 293 existed, he said. A 2012 MPO study identified 14 possible sites; the list was eventually whittled down to five, including the property near Dolphin Station.

"The MPO asked us to do a project development and environmental study to evaluate the possibility of moving forward with the truck facility," Mr. Denton said. "At the end of the day, it's an issue of us moving forward with [the study], or if the MPO decides you don't want to proceed with this specific project, to kill it. It's really not a departmental decision."

"If you want us to make a resolution killing the truck stop at this particular site, I'd do it right now," Mr. Diaz said. The board voted unanimously to eliminate the site from consideration for the truck facility.



DISTRICT 6 – PLANNING EFFORTS



2018
Assessment for Potential Truck
Parking Locations in Miami-Dade

24
Sites in total

A Folio Number: 30-3015-001-0410 Owner: Kelly Tractor Co. Jurisdiction: Unincorporated Total Acres / Usable Acres: 5.4 / 9.4 Potential Truck Parking Capacity: 94 Zoning: IU-3	I Folio Number: 30-2112-001-0600 Owner: Bridge HG South, LLC Jurisdiction: City of Hialeah Gardens Total Acres / Usable Acres: 10.0 / 10.0 Potential Truck Parking Capacity: 100 Zoning: IN-2	Q Folio Number: 30-2112-000-0083 Owner: FDOT Jurisdiction: City of Miami Gardens Total Acres / Usable Acres: 0.0 / 6.0 Potential Truck Parking Capacity: 60 Zoning: I-1
B Folio Number: 25-3031-029-0014 Owner: Ikea Property Inc. Jurisdiction: Unincorporated Total Acres / Usable Acres: 14.6 / 14.6 Potential Truck Parking Capacity: 146 Zoning: IU-1	J Folio Number: 27-2019-001-0610 Owner: Bridge HG South, LLC Jurisdiction: City of Hialeah Gardens Total Acres / Usable Acres: 9.5 / 9.5 Potential Truck Parking Capacity: 95 Zoning: IN-2	R Folio Number: 82-1700-000-010 Owner: Miami-Dade County Mission Dept. Jurisdiction: City of Opa-Locka Total Acres / Usable Acres: 598.0 / 8.6 Potential Truck Parking Capacity: 95 Zoning: Government and Institutions
C Folio Number: 30-2801-002-0019 (incl. 0018, 0019) Owner: Liberty Property LTD Partnership Jurisdiction: Unincorporated Total Acres / Usable Acres: 85.8 / 85.8 Potential Truck Parking Capacity: 858 Zoning: IS-3	K Folio Number: 22-3005-001-0510 Owner: FBS 3, LLC Jurisdiction: Town of Medley Total Acres / Usable Acres: 135.3 / 8.7 Potential Truck Parking Capacity: 87 Zoning: M-1	S Folio Number: 30-2128-028-0190 Owner: Praxair of Miami, LLC Jurisdiction: City of Opa-Locka Total Area / Usable Area: 16.9 / 16.9 Potential Truck Parking Capacity: 169 Zoning: Industrial
D Folio Number: 30-4014-011-0010 Owner: Coral Terrace Commercial, LLC Jurisdiction: Unincorporated Total Acres / Usable Acres: 16.4 / 16.4 Potential Truck Parking Capacity: 164 Zoning: IU-3	L Folio Number: 22-3005-001-0010 Owner: F77 1, F77 2, & F77 3, LLC Jurisdiction: Town of Medley Total Acres / Usable Acres: 228.0 / 8.7 Potential Truck Parking Capacity: 838 Zoning: M-1	T Folio Number: 04-2020-001-0061 (0050) Owner: JVC Management Corp. Jurisdiction: City of Hialeah Total Acres / Usable Acres: 17.6 / 17.6 Potential Truck Parking Capacity: 176 Zoning: Government, Institution, Agriculture
E Folio Number: 35-3027-046-0060 Owner: PR/PORG Transal Park, LLC Jurisdiction: Town of Medley Total Acres / Usable Acres: 11.6 / 7.3 Potential Truck Parking Capacity: 116 Zoning: I-1	M Folio Number: 22-2032-004-0310 Owner: Medley B15, LLC Jurisdiction: City of Medley Total Acres / Usable Acres: 29.3 / 7.3 Potential Truck Parking Capacity: 73 Zoning: M-1	U Folio Number: 30-3936-000-0011 (incl. 0011, 0012) Owner: AMB Codina Beacon Lakes Jurisdiction: Unincorporated Total Acres / Usable Acres: 58.5 / 58.5 Potential Truck Parking Capacity: 585 Zoning: Industrial
F Folio Number: 27-2019-001-0660 Owner: Triple FFF Investments Inc. Jurisdiction: City of Hialeah Gardens Total Acres / Usable Acres: 7.5 / 10.0 Potential Truck Parking Capacity: 100 Zoning: IN-1	N Folio Number: 30-3936-000-0171 Owner: FDOT Jurisdiction: Unincorporated Total Acres / Usable Acres: 7.5 / 3.5 Potential Truck Parking Capacity: N/A Zoning: N/A	V Folio Number: 30-3912-000-0010 Owner: Miami-Dade County Water & Sewer Jurisdiction: Unincorporated Total Acres / Usable Acres: 60.0 / 40.0 Potential Truck Parking Capacity: 400 Zoning: Vacant Government awaiting public review
G Folio Number: 27-2019-001-0580 Owner: Teba Development II Jurisdiction: City of Hialeah Gardens Total Acres / Usable Acres: 8.7 / 8.7 Potential Truck Parking Capacity: 87 Zoning: IN-2	O Folio Number: 30-3936-000-0105 Owner: FDOT Jurisdiction: Unincorporated Total Acres / Usable Acres: 53.8 / 46.1 Potential Truck Parking Capacity: 461 Zoning: N/A	W Folio Number: 30-3915-013-0020 Owner: Beacon Lakes South Jurisdiction: Unincorporated Total Acres / Usable Acres: 23.0 / 29.0 Potential Truck Parking Capacity: 290 Zoning: Industrial
H Folio Number: 27-2019-001-0590 Owner: Pedro Hernandez Sr. Jurisdiction: City of Hialeah Gardens Total Acres / Usable Acres: 8.7 / 8.7 Potential Truck Parking Capacity: 87 Zoning: IN-2	P Folio Number: 30-4931-001-0070 Owner: FDOT Jurisdiction: Unincorporated Total Acres / Usable Acres: 19.2 / 19.2 Potential Truck Parking Capacity: 192 Zoning: N/A	X Folio Number: 30-4002-040-0020 Owner: FDOT Jurisdiction: Unincorporated Total Acres / Usable Acres: 15.0 / 15.0 Potential Truck Parking Capacity: 150 Zoning: Vacant Government

1 FDOT-owned parcel recommended for potential development



PLANNING RESULTS

RECOMMENDED SITE

REFINED CONCEPT



192

Truck Parking Spaces

\$11.9M

Estimated Construction Cost



SITE VISUALIZATION



**ONGOING
EFFORTS**



GOLDEN GLADES FACILITY



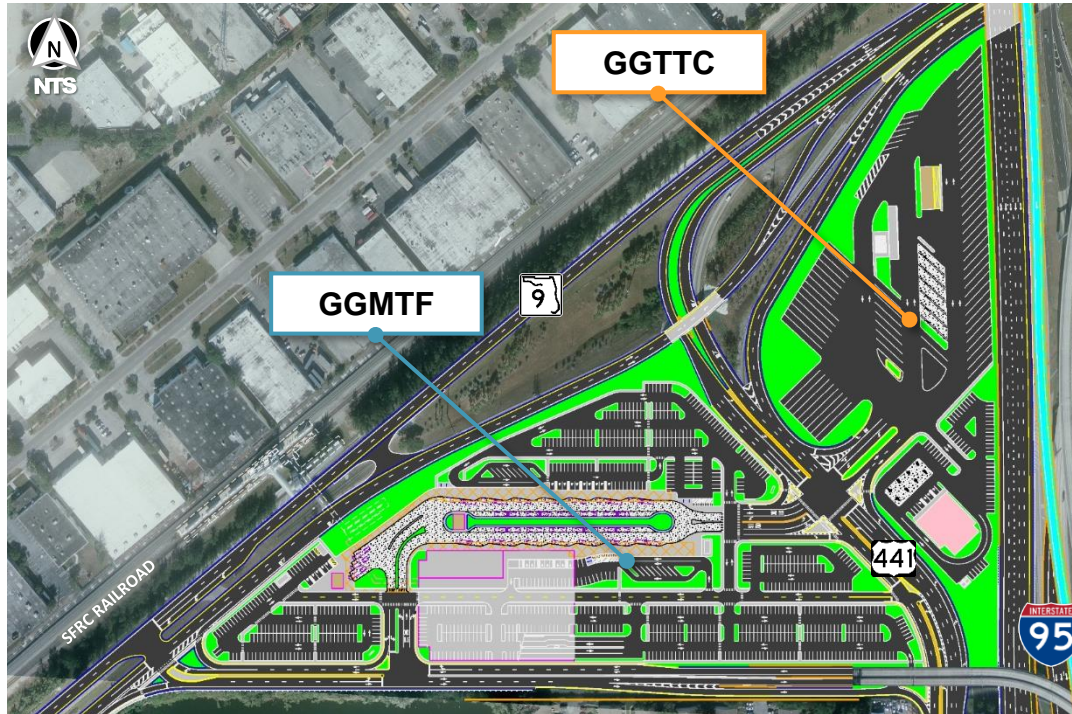
LEGEND:  Project Location

GOLDEN GLADES FACILITY (HISTORY)

- 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 FACILITY (PD&E)

2017 PD&E Re-evaluation Concept



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)

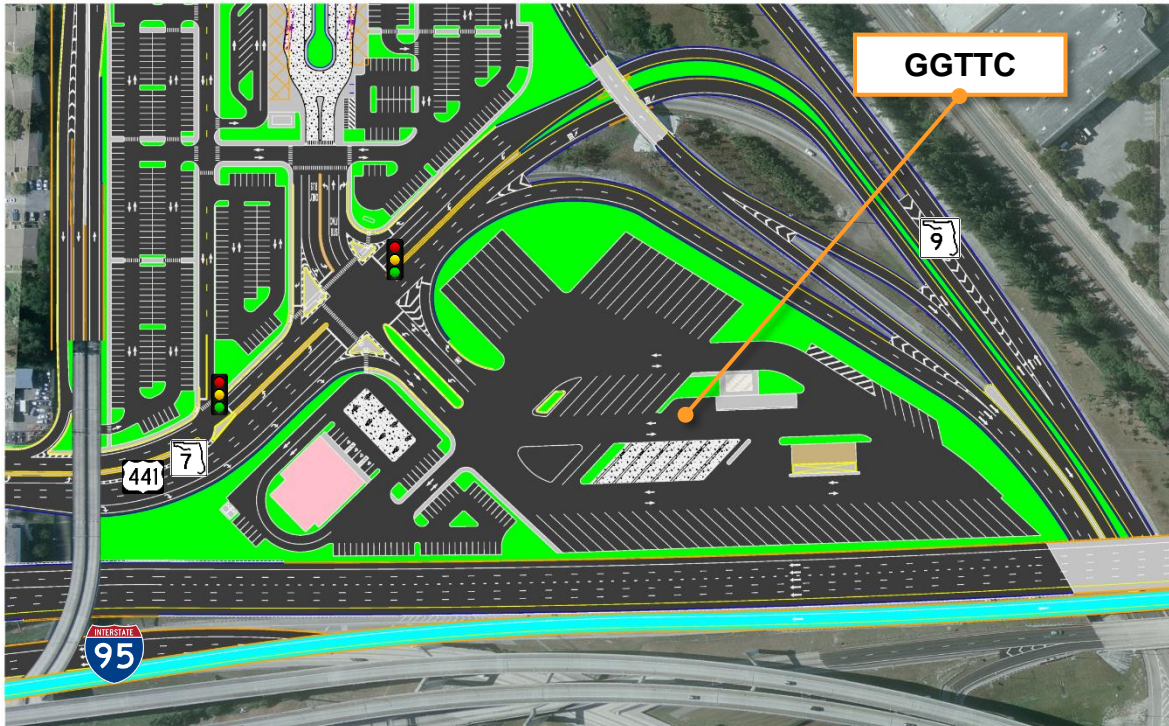
- Tandem Truck Parking
- Truck Wash & Maintenance
- Truck & Auto Fueling Areas
- Travel Center with Showers and Convenience Store
- Truck Scale
- FHP Incident Management Area

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

**Only GGMTF and associated roadway
improvements advanced to construction**

GOLDEN GLADES FACILITY (PD&E)

2017 PD&E Re-evaluation Concept



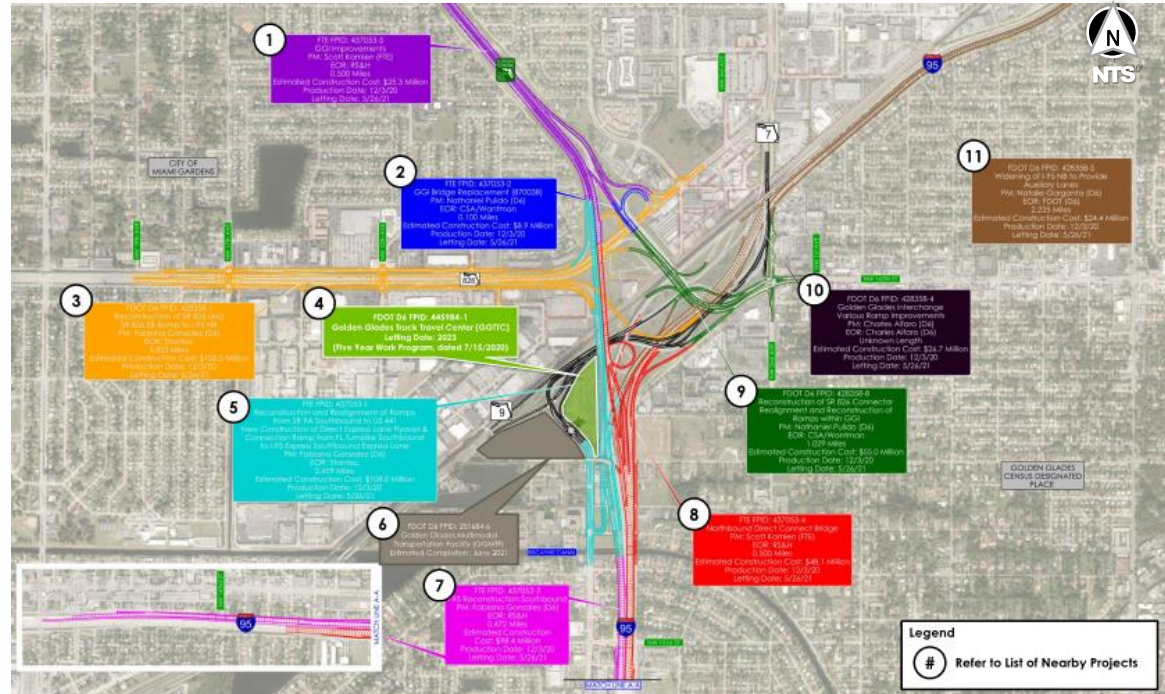
Golden Glades Travel Center (GGTC)



GOLDEN GLADES INTERCHANGE

Roadway Improvements

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



GOLDEN GLADES FACILITY (PD&E)

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

GOLDEN GLADES FACILITY (PD&E)

Engineering / Environmental Analysis

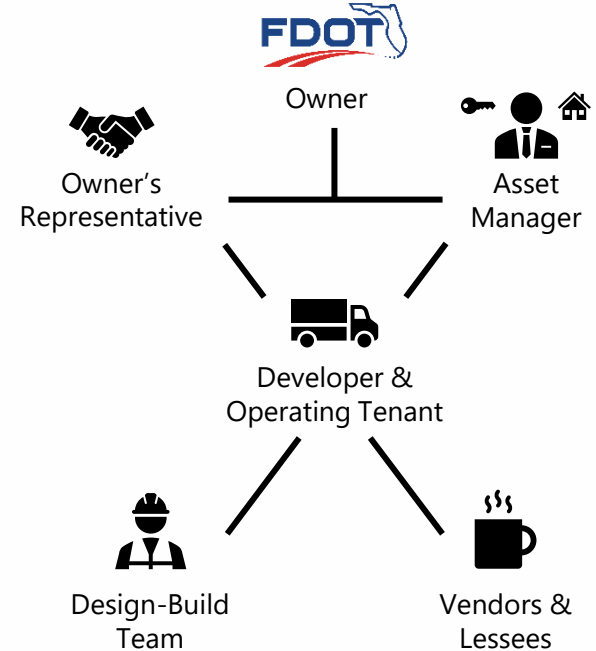
- **Florida Department of Environmental Protection (FDEP)**
 - National Pollutant Discharge Elimination System (NPDES) Generic Permit for Stormwater Discharge from Large and Small Construction Activities
 - Stormwater Pollution Prevention Plan (SWPPP)
- **South Florida Water Management District (SFWMD)**
 - Environmental Resource Permit (ERP)
 - Water Use Permit (dewatering)
- **US Army Corps of Engineers (USACE)**
 - Dredge and Fill Permit

GOLDEN GLADES FACILITY (P3 Approach)

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)



GOLDEN GLADES FACILITY (Schedule)

Project Delivery Approach Design-Build-Finance-Operate-Maintain (DBFOM)

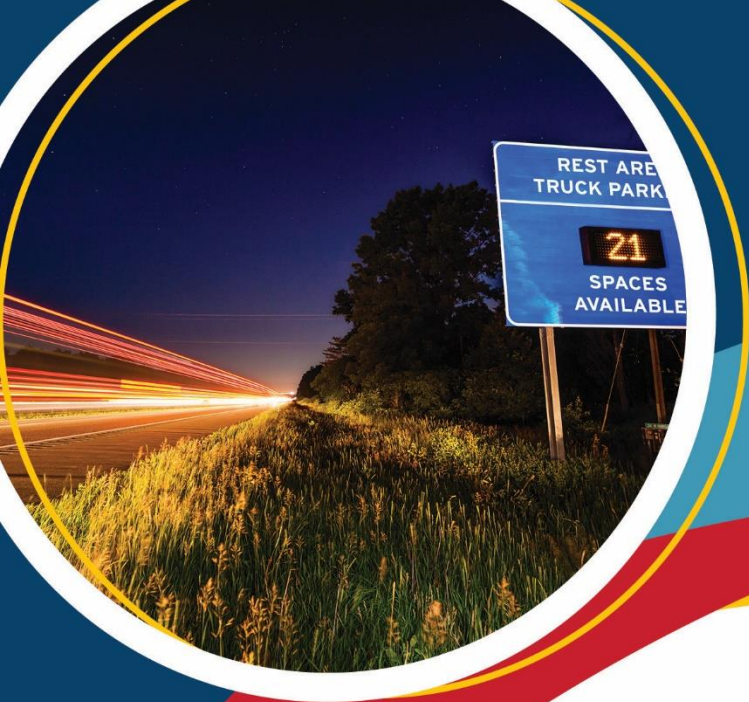
PROJECT SCHEDULE	CY 2020				CY 2021				CY 2022				CY 2023			
ACTIVITY	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Engineering Analysis		■	■	■												
Environmental Analysis			■	■	■											
Type 2 CE Re-evaluation Form					■	■										
Preliminary Design						■	■									
Design-Build RFP								■	■							
Design-Build										■	■	■	■			
Construction/CEI												■	■	■	■	■

- No need to purchase Right-of-Way
- Procurement, Design, and Construction are planned over a 2-year duration



**NEXT
STEPS**

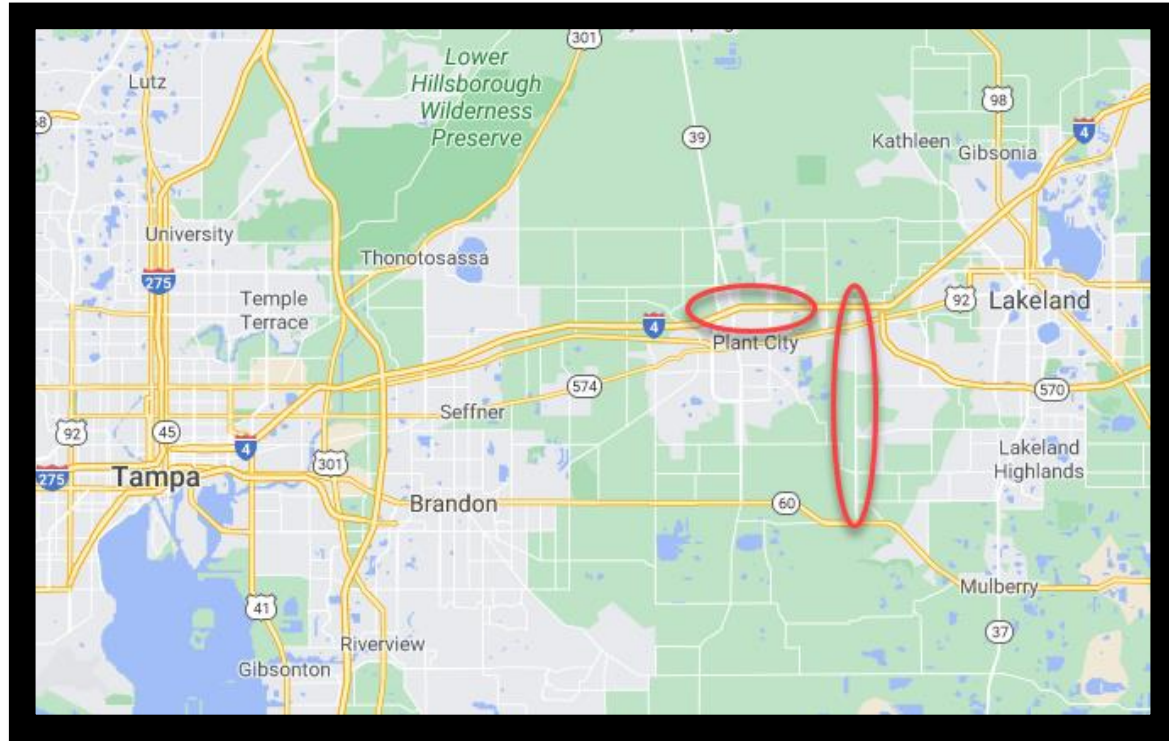




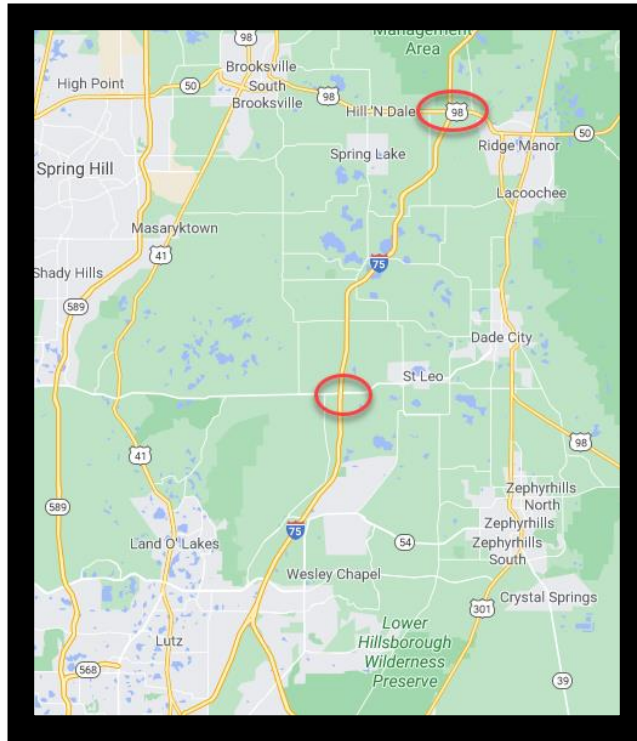
District Seven Efforts

Brian Hunter
District Freight Coordinator

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** 

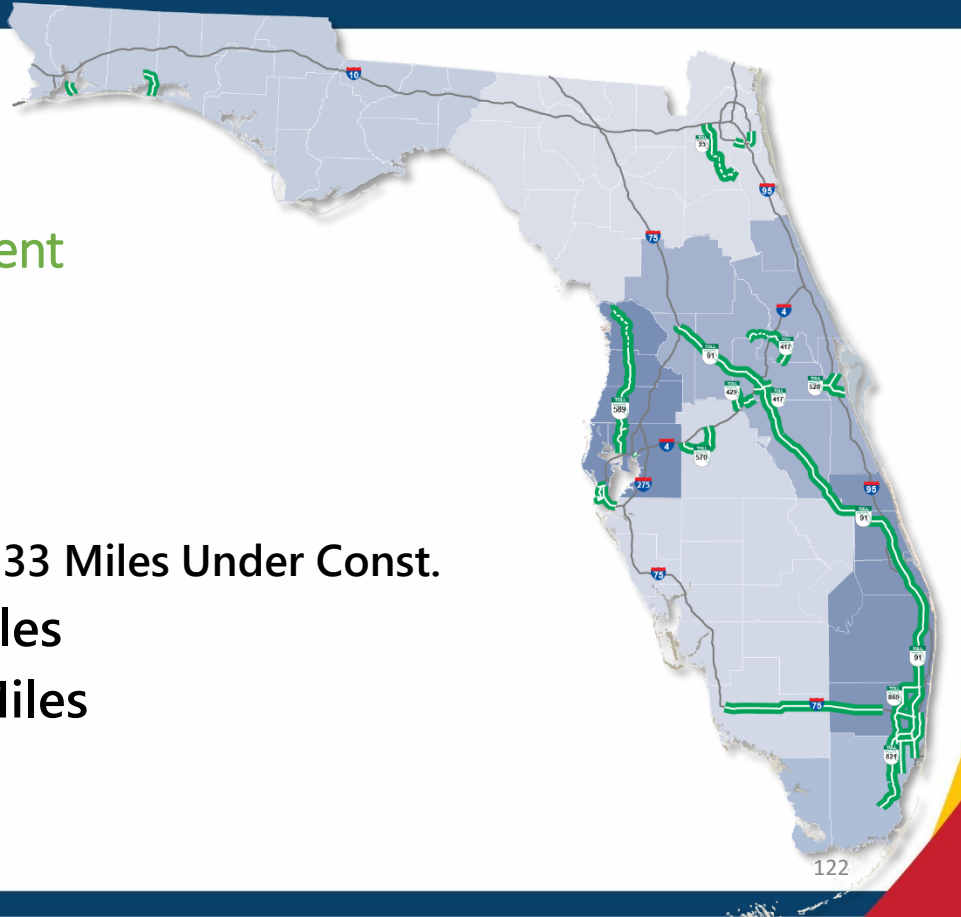
Florida's Turnpike Enterprise



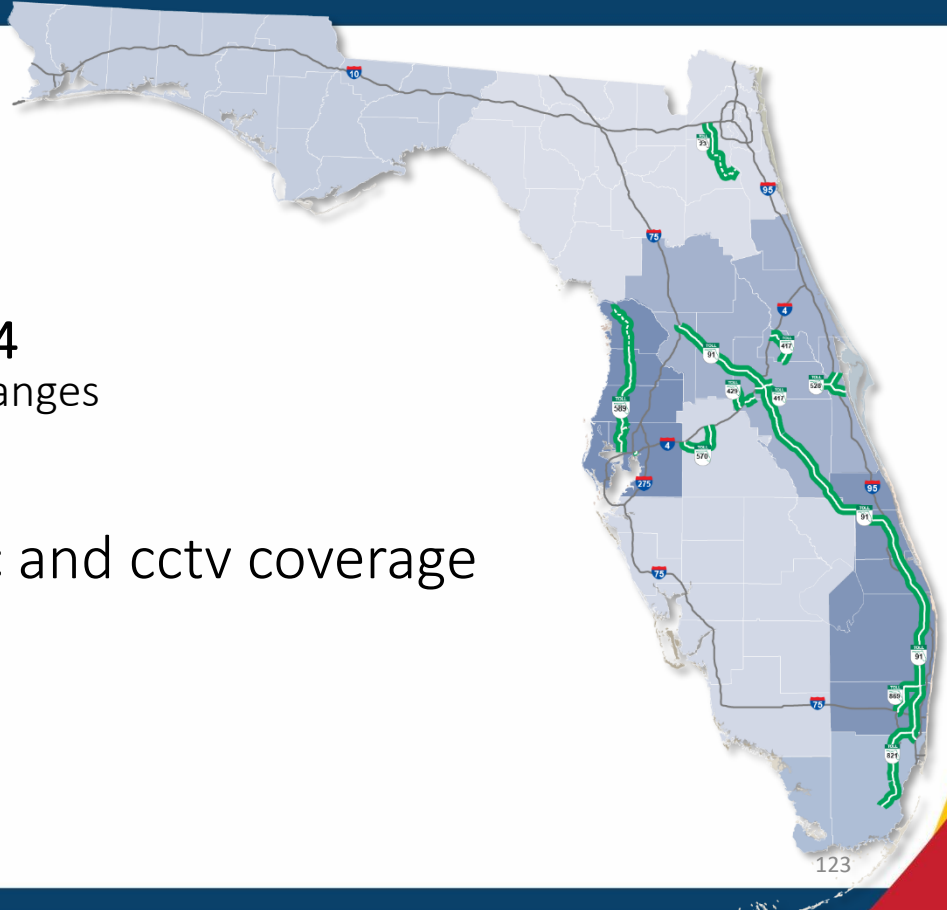
The Tolling Arm
of FDOT

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



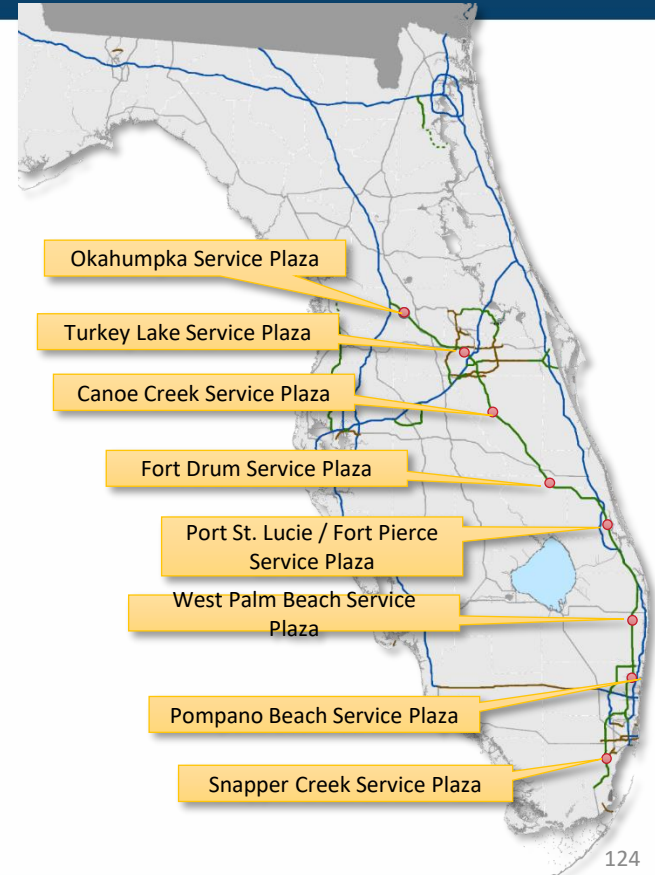
2,433
total lane miles + **144**
interchanges



complete fiber optic and cctv coverage

Truck Parking Areas

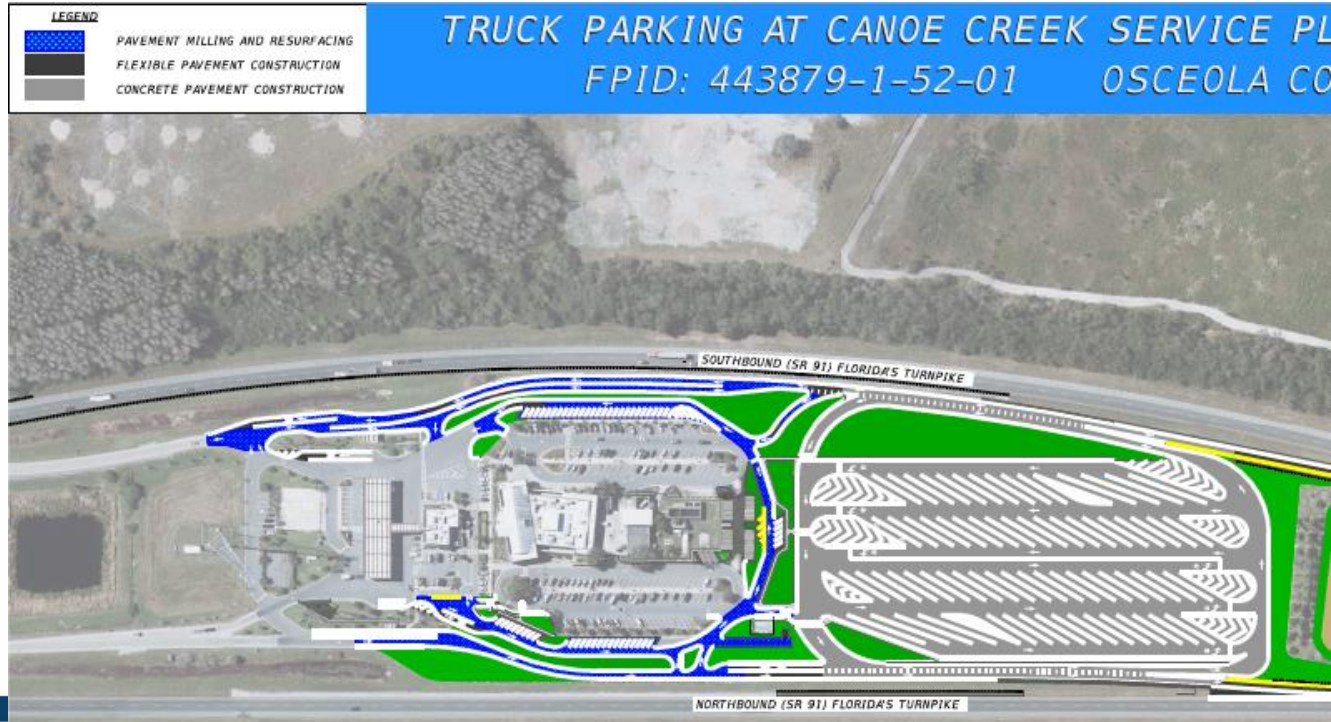
Location	Existing Truck Parking
Okahumpka Service Plaza	19
Turkey Lake Service Plaza	25
Canoe Creek Service Plaza	26
Fort Drum Service Plaza	50
Port St. Lucie / Fort Pierce Service Plaza	48
West Palm Beach Service Plaza	30
Pompano Beach Service Plaza	38
Snapper Creek Service Plaza	30
Total	266



Canoe Creek Service Plaza

Canoe Creek Parking Improvements (MP 229) 443879-1 - \$12 M – FY 2026

- 39 new truck parking spaces
- 2 new tandem truck parking spaces

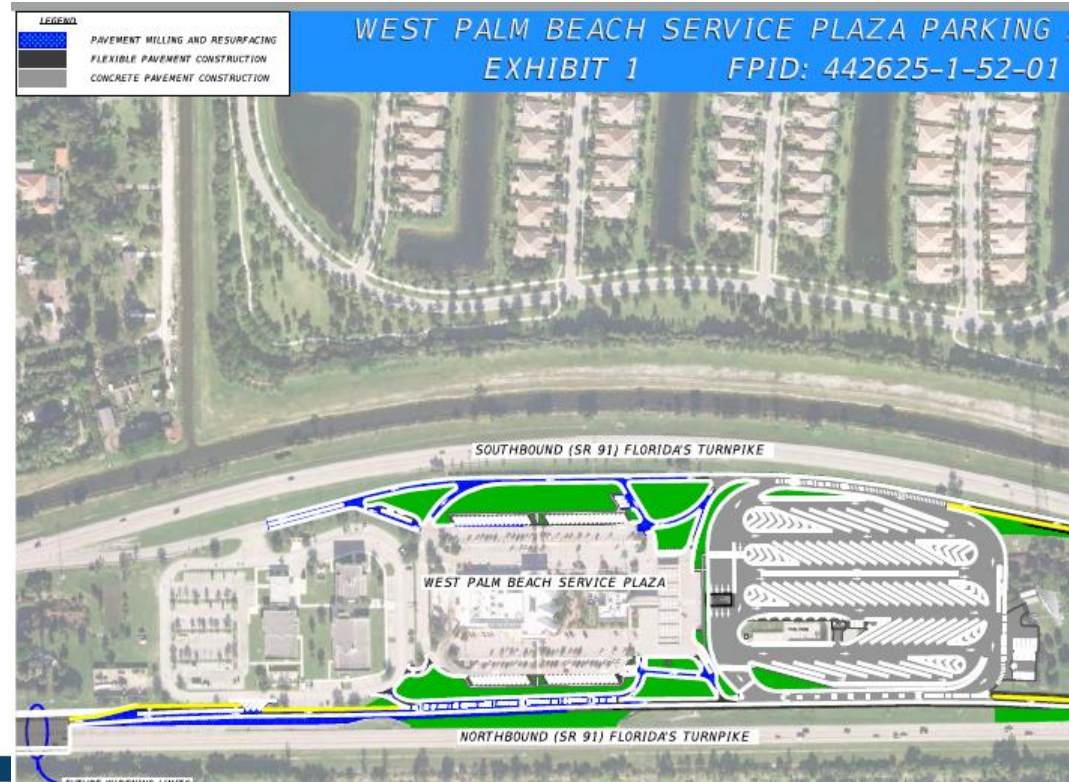


West Palm Beach Service Plaza

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

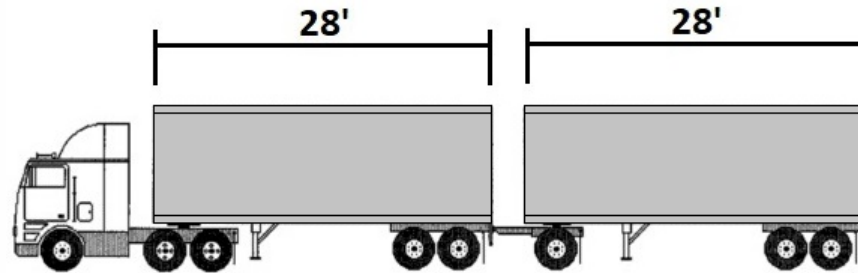
- Evaluating Truck Parking Expansion at:
 - Pompano Service Plaza
 - Port St. Lucie / Fort Pierce
 - Fort Drum Service Plaza
 - Okahumpka Service Plaza



Turnpike Tandem Definitions

Tandem Trailer: WB-67D

Florida Statute 316.515

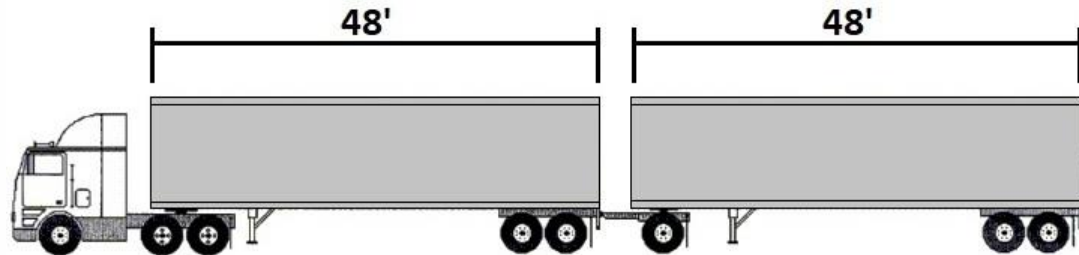


Turnpike Tandem: WB-109D

Florida Administrative Code

14-61.0012 – Definitions

14-61.0016 – Turnpike Tandem Access



Florida Administrative Code

Old FAC 14-61.0016.3(c)

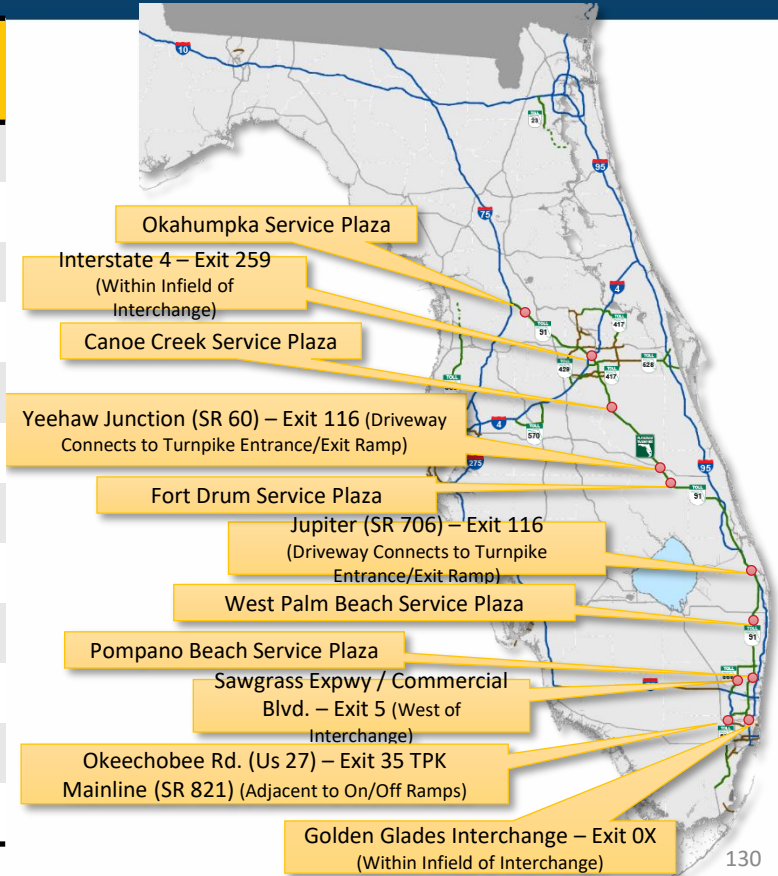
- No authority is given to Turnpike Tandems to travel on routes off the Turnpike System.

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 radiuses certifying that the route can safely accommodate the vehicle configuration.

Tandem Truck Parking Areas

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



*Official Staging Lots (Make-up, break-up)

Turkey Lake Service Plaza

**NOW
OPEN**

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



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



Rickey Fitzgerald

Manager, Freight & Intermodal
Operations
Florida Department of Transportation

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Tallahassee, FL 32399
850.414.4702

Rickey.Fitzgerald@dot.state.fl.us