Agenda

• Setting the stage
• Establishing an effective framework
• Interactive workshop to develop framework
Setting the Stage

- How did we get here?
- Where are we going?
- What is the landscape?
- Why is the setting of priorities important?
How Did We Get Here?

• FMTP Policy and Investment Elements completed in 2013 and 2014

• MPOAC Freight Advisory Committee formed in 2013

• How Should MPOs Engage in Setting Freight Priorities, October 29, 2015

• FAST Act signed December 2015

• Continuing the Discussion, July 18, 2016

• MPOAC’s Opportunity to Enhance the Definition of Florida’s Freight Priorities, October 2016
Where Are We Going?

• Agreement reached on need to establish freight priorities
• Strategic framework needed to develop and implement freight priority program
• Today we will begin the discussion of how to get there
What is the Landscape?

- FAST Act has energized national freight program
- FMTP, modal system plan updates, and FastLane award have energized state freight program
- FMTP has a freight needs database and prioritization process
- Critical Urban/Rural Freight Corridors (CUFC/CRFC) have been designated
- MPOs looking to influence freight funding priorities
FAST Act Promotes and Funds Freight Transportation

- Fixing America’s Surface Transportation (FAST) Act called for designation of the National Highway Freight Network (NHFN) and created new freight funding programs for MPOs and states including:
  - $4.5 billion competitive grant program
  - $6.3 billion in formula funding exclusively for freight projects

- To access the formula funds and compete for the discretionary funds, MPOs and states must have adopted and approved freight plans:
  - These plans communicate needs and identify priorities that help justify funding allocations
Florida’s Freight and Mobility Trade Plan

- FMTP designates key freight facilities
- Freight needs database created populated by partners statewide
- Prioritization process helps promote investment decisions
- Funding comes from variety of state programs (e.g., SIS, FSTED, Intermodal Discretionary)
Florida’s MPOs have Engaged in Freight Transportation Planning at Various Levels

- Most of the large MPOs have:
  - Developed freight plans
  - Conducted research in key topics impacting their regions (e.g., truck parking, seaport access)
  - Incorporated freight considerations into their long range transportation plans (LRTPs)
  - Established prioritization methodologies

- Other MPOs are less advanced in their freight program development
Why is the Setting of Priorities Important?

- Florida’s MPOs must have every advantage possible to compete for available funding
- State freight priorities address the most strategic freight needs; many of these priorities will fall within urbanized areas
- MPOs drive project development and priorities within urban settings
- Each MPO should include freight considerations in project prioritization methodologies
- Unified input by MPOs and the MPOAC to FDOT on freight priorities will help ensure local and regional freight needs are addressed in funding decisions
Funding Opportunities for Freight Projects are Increasing

• MPOs should understand what programs are available and what the eligibility requirements are
  – Mix of formula funding, formula-type grant funds, competitive grant programs and loan programs
  – Each program has different eligibility requirements, application processes, selection criteria, and frequencies
  – MPOs can serve as a catalyst to encourage partners to apply

• The ability of an MPO to identify a freight project, establish a priority, document economic/transportation benefits, develop a proposed funding plan, and illustrate community support drives success
Ability of MPOAC to Promote Freight Priorities at State and National Level

- Endorse an annual list of the top freight priorities for Florida’s MPOs
- Encourage MPOs currently not engaged in freight transportation planning efforts to achieve a minimum standard
- Encourage the creation of an objective scoring process that evaluates a mix of projects equitably

“The MPOAC is a statewide transportation planning and policy organization created by the Florida Legislature pursuant to Section 339.175(11), Florida Statutes, to augment the role of individual MPOs in the cooperative transportation planning process. The MPOAC assists MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion.”

“The MPOAC created the Freight Advisory Committee in April 2013 to serve as a clearinghouse of actionable ideas that allow Florida’s MPOs to foster and support sound freight planning and freight initiatives. The members of the Freight Advisory Committee seek to understand the economic effects of proposed freight-supportive projects; foster relationships between public agencies with responsibilities for freight movement and private freight interests; and reduce policy barriers to goods movement to, from, and within Florida.”

http://www.mpoac.org/freightpage/index.shtml
Establishing an Effective Framework

• Defining the need and purpose for MPOAC
• Identifying components of the framework
How to Develop a Framework for Statewide Freight Priority Identification?

- MPOAC created its Freight Advisory Committee to help ensure MPOs had a unified voice with Florida, as well as to provide support to its members.

- MPOAC is working to ensure all MPOs establish freight priorities, and that minimum standards be established in order for MPOs to be eligible for further promotion of their top priorities by the MPOAC.

- Eight recommendations are intended to help establish strategies for advancing freight priorities.
Eight Recommendations to Advance

1. Develop prioritization subcommittee to lead development of a statewide priority list
2. Work with FDOT to define a process for formal input by MPOs to state investment decisions
3. Establish minimum requirements for project prioritization
4. Engage all MPOs in discussion of process
5. Develop and test prioritization process
6. Develop an annual freight priority list
7. Identify possible modifications to existing FDOT processes for establishing freight priorities
8. Monitor, evaluate and modify the process over time
Key Components to an Effective Prioritization Framework

- Freight project definition/identification
- Project evaluation characteristics/data
- Process for calculating priorities
- Application process for consideration in statewide list
- Review/evaluation criteria
- Development of statewide list/formal dissemination
- Incorporation of priority list into statewide freight program
Interactive Workshop to Develop the Framework

- Review recommendations
- Review the identified actions
- Discuss the approach for each
Are these the Right Actions?

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Freight Project Definition/Identification

- How do we define freight projects?
  - Any roadway project? Any truck thresholds or access to FACs?
  - Are we including non-roadway projects (rail, seaport, aviation)?

- What is the best way to identify freight projects?
  - Quarterly or annual industry outreach?
  - Established work program activities?
  - CIPs and master plans for major hubs?
Project Evaluation Characteristics/Data

• What characteristics should drive project evaluations?
  – Project impact?
  – Project readiness?
  – Freight activity measures?
  – Infrastructure owner?
  – Funding match?
  – Community support?

• How can we define minimum requirements without being too prescriptive?
Process for Calculating Priorities

• How should weights be developed?
  – Are specific factors more important?
  – How formalized and consistent do these factors need to be statewide?

• Are we comfortable with low, medium and high thresholds?
  – How can we compare priorities across MPOs at this level?
Application Process for Consideration in Statewide List

• How often should applications be requested?
  – Rolling review?
  – Annual review?

• What criteria must be met to apply for statewide consideration?
  – What should the submittal contain?
  – Who reviews for completeness?
Review/Evaluation Criteria

• Who will conduct the evaluations of applications?
  – Project review committee?
  – How to address conflicts of interest?

• What criteria should be used to rank projects?
  – Impact on freight mobility?
  – Economic development/job creation?
  – Safety improvements?
  – Community mitigation?
  – Link to funding programs and/or ability to provide match?
Development of Statewide List/Formal Dissemination

• Who owns preparation and dissemination of the list?
  – MPOAC?
  – MPOAC Freight Subcommittee?
  – Freight Prioritization Task Force?

• How should the list be disseminated?
  – MPOAC?
  – Website?
  – Customized mechanism?
Incorporation of Priority List into Statewide Freight Program

• How can we better integrate MPO freight priorities into the state freight program?
  – Work with District Freight Coordinators?
  – Submit list to FLP Office for consideration?
  – Engaged FLP Office in project review process?
  – Work directly with funded offices?
Proposed Next Steps

- Identify Framework Subcommittee
- Draft Framework based on input
- Test Framework and present results to Freight Advisory Committee