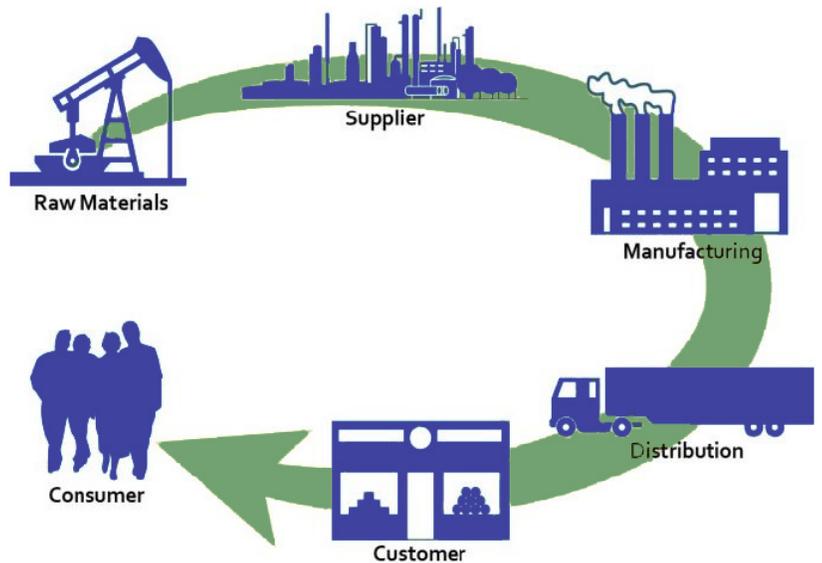


MPOAC's Opportunity to Enhance the Definition of Florida's Freight Priorities

INTRODUCTION AND UNDERSTANDING

Freight and logistics is a critical element of an urban area's transportation system and a key contributor to local and regional economies. Efficient and competitive access to manufacturers, distributors, wholesalers, and major trade gateways such as seaports, airports, and rail yards, ensures a region's businesses can compete in domestic and international markets. A healthy and competitive logistics business community provides high paying jobs for local residents, and serves all aspects of the economy including agriculture and mining, high technology and healthcare, manufacturing, and services and tourism. All of these business sectors must have the ability to produce their products and services and access their markets. Successful businesses provide direct, indirect and induced economic benefits throughout the community, helping create a high quality of life.



Metropolitan planning organizations (MPOs) are responsible for defining the policies that influence transportation system investments, identifying and prioritizing the investments, and engaging the impacted communities to build consensus for the investments. MPOs use technical and citizen advisory committees to engage the public and partner agencies to ensure that the defined priorities meet the needs and expectations of the community. The documentation of needs across a variety of topics in adopted plans positions MPOs to compete for available funding; funding that can come from regional, state, and federal programs. Since 1991, the Federal Highway Administration (FHWA), through the US Department of Transportation's (DOT) Surface Transportation Bill, has become increasingly engaged in freight transportation planning, encouraging MPOs and state departments of transportation to incorporate freight needs into established transportation plans and programs. The most recent federal legislation, the Fixing America's Surface Transportation (FAST) Act, signed into law in December 2015, went even further. The FAST Act called for the designation of the National Highway Freight Network (NHFN) and created new freight funding programs for MPOs and states including a \$4.5 billion competitive grant program and \$6.3 billion in formula funding exclusively for freight projects. In order 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 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), and established prioritization methodologies. Other MPOs are less advanced in their freight program development. The lesser developed freight programs are often the result of available resources as well as less defined freight needs due to industry make up and overall freight activity. In many communities, a desire by residents for limited development has also restricted the development of or interest in freight transportation plans and projects.

Southeast Florida Transportation Council's Freight Project Prioritization Methodology

- Methodologies developed during 2010 Regional Freight Plan for highways, seaports, rail, and air projects
- Process was vetted and approved by RTTAC/SFTEC
- Prioritized lists were provided to RTP for consideration
- Same methodology has been used for the 2014 RFP with minor updates

Route	Agency	From	To	Project Type	Description	Total Score	Rank
1	SR 815/29 Bypass	SR 815 to SR 29	SR 29 to SR 815	Freeway Capacity Improvements	Interchange/Off-Ramp - (SR 815/81)	86	1
2	SR 815/29 Bypass	SR 815 to SR 29	SR 29 to SR 815	Freeway Capacity Improvements	Interchange/Off-Ramp - (SR 815/81)	86	2
3	SR 815/29 Bypass	SR 815 to SR 29	SR 29 to SR 815	Freeway Capacity Improvements	Interchange/Off-Ramp - (SR 815/81)	86	3
4	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	4
5	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	5
6	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	6
7	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	7
8	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	8
9	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	9
10	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	10
11	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	11
12	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	12
13	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	13
14	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	14
15	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	15
16	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	16
17	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	17
18	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	18
19	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	19
20	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	20
21	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	21
22	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	22
23	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	23
24	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	24
25	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	25
26	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	26
27	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	27
28	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	28
29	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	29
30	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	30
31	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	31
32	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	32
33	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	33
34	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	34
35	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	35
36	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	36
37	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	37
38	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	38
39	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	39
40	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	40
41	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	41
42	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	42
43	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	43
44	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	44
45	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	45
46	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	46
47	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	47
48	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	48
49	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	49
50	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	50
51	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	51
52	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	52
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54	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	54
55	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	55
56	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	56
57	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	57
58	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	58
59	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	59
60	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	60
61	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	61
62	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	62
63	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	63
64	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	64
65	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	65
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70	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	70
71	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	71
72	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	72
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75	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	75
76	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	76
77	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	77
78	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	78
79	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	79
80	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	80
81	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	81
82	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	82
83	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	83
84	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	84
85	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	85
86	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	86
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92	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	92
93	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	93
94	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	94
95	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	95
96	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	96
97	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	97
98	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	98
99	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	99
100	SR 136 Street	SR 136 to SR 136	SR 136 to SR 136	Internal Capacity Improvements	SR 136 to SR 136	79	100

SHOULD THE MPOAC HELP ESTABLISH FREIGHT PRIORITIES

The MPO Advisory Council (MPOAC) is an organization unique to Florida. It brings Florida's 26 MPOs together to share ideas and experiences, and to provide a united voice when appropriate to the Florida DOT. The Freight Advisory Committee, created in 2013, ensures that MPOAC members engage in discussions related to freight transportation planning, programming, and investments. Over the last decade, significant investments have been made by FDOT to define the Strategic Intermodal System (SIS), which prioritizes capacity funding on the most strategic projects across highways, seaports, airports, and railroads. The more recent creation of the Freight Mobility and Trade Plan (FMTP) included the creation of a statewide freight needs database; projects from this list were used to take advantage of an additional federal funding match defined by the Moving Ahead for Progress in the 21st Century Act (MAP-21).

With the passage of the FAST Act, the ongoing efforts to designate the NHFN, including the identification of Critical Urban Freight Corridors (CUFC), and the additional funding opportunities created by these programs, it is important that Florida's MPOs actively engage in freight transportation planning, including the definition and prioritization of freight projects. This will ensure the state's MPOs are positioned to compete for available funding, as well as ensure balanced investment in their regions.

"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>



As MPOs develop freight programs and identify freight needs, the MPOAC is well positioned to help promote these projects at the state and national level. Key impacts could include:

- Endorsement of an annual list of the top priorities of Florida’s MPOs;
- Encouragement for MPOs currently not engaged in freight transportation planning efforts to achieve a minimum standard to be considered for endorsement in the annual high priority list; and
- Ability to encourage the creation an even playing field across MPOs by developing a scoring process that provides a quantitative process that also incorporates freight community priorities.

In addition, the MPOs need to ensure consistency where possible with FDOT’s freight prioritization process. FDOT’s freight prioritization process consists of 26 weighted criteria (summarized in Tables 1 and 2 below). Data in support of these criteria were used to evaluate all the needs submitted via an online survey. While the FMTP Investment Element provides a point in time list of prioritized freight needs, the FMTP itself does not have a dedicated funding source and has not recently been updated. However, the needs are available for consideration by other state funding programs, like SIS, Florida Seaport Transportation and Economic Development (FSTED), and District Discretionary Intermodal Funds. As FDOT moves forward with future funding decisions, consistency with their process will be advantageous to the MPOs and the MPOAC.

FUNDING OPPORTUNITIES AND ELIGIBILITY

There are a growing number of funding opportunities for freight projects at local, regional, state, and national levels. It is critical that MPOs understand what programs are available and what the eligibility requirements are for each program.

The programs represent a mix of formula funding provided by partners like FDOT and FHWA, formula-type grant funds to support key programs like FMCSA’s CVISN program, competitive grant programs like TIGER and FASTLANE, and loan programs like TIFIA and SIB. Each of these programs have different eligibility requirements, application processes, and frequencies. MPOs can serve as a catalyst to encourage partners to apply; they also can apply on behalf of partners.

Examples of Freight Project Funding Partners and Programs

- USDOT Grant Programs
 - Transportation Investment Generating Economic Recovery (TIGER)
 - Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE)
 - Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD)
 - Transportation Infrastructure Finance and Innovation Act (TIFIA)
- Federal Highway Administration (FHWA)
- Federal Motor Carrier Safety Administration (FMCSA)
- US Army Corp of Engineers
- Federal Aviation Administration
- FDOT
 - Strategic Intermodal System (SIS)
 - Discretionary Intermodal
 - Intermodal Logistics Center (ILC) Grant Program
- Enterprise Florida, Inc.
- Florida Department of Economic Opportunity (DEO)
- Florida Seaport Transportation and Economic Development (FSTED) Council
- State Infrastructure Bank (SIB)
- Private partners/Concessionaires



TABLE 1 - SUMMARY OF PRIORITIZATION CRITERIA FOR FMTP

FMTP Objectives	Criteria Name with FMTP Strategy Number*	Prioritization Criteria
FMTP Objective 1 (5 Criteria)	Targeted Industry (1.6.1)	Project addresses a specific transportation challenge for an Enterprise Florida identified targeted industry.
	Freight Hub Access (1.1.3)	Project improves access to/from an existing or developing freight hub.
	Intermodal Logistics Center (ILC) Exports (1.2.3)	Project improves Intermodal Logistics Center's (ILCs) export capability/capacity.
	Unique Niche (1.1.1)	Project supports/strengthens the unique niche of a seaport, airport, spaceport, rail freight terminal, or Intermodal Logistics Center (ILC).
	Identified Market Need (1.1.2)	Project is in response to an identified market need.
FMTP Objective 2 (7 Criteria)	Florida Freight Network (2.1)	Project is on a facility designated as the Florida Freight Network.
	Freight Bottleneck (2.5.1)	Project eliminates a freight bottleneck.
	Dedicated Freight Facility (2.5.2)	Project provides a dedicated freight facility or freight shuttle that restores capacity for freight movement.
	Intelligent Transportation Systems (ITS) (2.4)	Project uses Intelligent Transportation Systems (ITS) technology to improve system operations.
	Truck Parking (2.6.1)	Project improves a truck parking situation.
	"Rest Stop Safety and Security (2.6.2)"	Project improves safety and security at rest-stops/layover areas/other facilities.
	Marine Highways (2.5.3)	Project stimulates use of marine highways/short-sea shipping.
FMTP Objective 3 (3 Criteria)	Empty Backhaul (3.5)	Project reduces empty backhaul movements to cut shipping costs.
	Alternative Fuels Access (3.1)	Project improves access to Compressed Natural Gas (CNG)/Liquefied Natural Gas (LNG) or other alternative fuels.
	Supply Chain Costs (3.5)	Project minimizes costs through the entire supply chain to support manufacturing.
FMTP Objective 4 (1 Criteria)	"Private Funding Amount (4.2.2; 4.2.3 and 7.3.2)"	Project private funding (applicant to provide percentage of private funding proposed).
FMTP Objective 6 (2 Criteria)	Local Freight Plans (6.3)	Project is in a local freight plan (applicant must cite the local freight plan and any applicable project priority).
	Statewide Modal Plans (6.3)	Project is consistent with a statewide modal plan (applicant must cite the statewide modal plan and any applicable project priority).
FMTP Objective 7 (3 Criteria)	Emerging Freight Facilities (7.1.4)	Project supports an emerging freight facility (spaceport, marine highway, etc.)
	Benefits (7.3.3)	Project benefits to taxpayers (applicant to provide detailed list of benefits).
	Intermodal (7.3.4.1)	Project provides significant intermodal benefits (multiple freight modes).
Best Practices (5 Criteria)	Cost	Project total cost (applicant to provide detailed total project cost estimate).
	Non-FDOT Funding Status	Funding Status (applicant to provide the current status of any non-FDOT sources of revenue committed or eligible- full/partial/eligible/unfunded).
	Timing and Readiness	Project timing and readiness (applicant to provide project status).
	TIP/STIP	TIP/STIP Inclusion (applicant must cite the plan).
	Dependency	Dependency (applicant to provide list of any associated projects)

*Strategy Number refers to the specific strategy outlined in the FMTP Policy Element that the Prioritization Criteria attempts to address

Source: <http://freightmovesflorida.com/freight-mobility-and-trade-plan/freight-mobility-investment>



TABLE 2 - PRIORITIZATION CRITERIA AVERAGE IMPORTANCE RATING FOR FMTP

Prioritization Criteria	Average Importance Rating
Project addresses a specific transportation challenge for an Enterprise Florida identified targeted industry.	4.0
Project improves access to/from an existing or developing freight hub.	4.5
Project improves Intermodal Logistics Center's (ILCs) export capability/capacity.	3.9
Project supports/strengthens the unique niche of a seaport, airport, spaceport, rail freight terminal, or Intermodal Logistics Center (ILC).	4.1
Project is in response to an identified market need.	4.2
Project is on a facility designated as the Florida Freight Network.	4.1
Project eliminates a freight bottleneck.	4.4
Project provides a dedicated freight facility or freight shuttle that restores capacity for freight movement.	3.6
Project uses Information Technology Systems (ITS) technology to improve system operations.	3.7
Project improves a truck parking situation.	3.4
Project improves safety and security at rest-stops/layover areas/other facilities.	3.3
Project stimulates use of marine highways/short-sea shipping.	3.4
Project reduces empty backhaul movements to cut shipping costs.	3.8
Project improves access to Compressed Natural Gas (CNG)/Liquefied Natural Gas (LNG) or other alternative fuels.	3.4
Project minimizes costs through the entire supply chain to support manufacturing.	3.9
Project private funding (applicant to provide percentage of private funding proposed).	4.1
Project is in a local freight plan (applicant must cite the local freight plan and any applicable project priority).	4.1
Project is consistent with a statewide modal plan (applicant must cite the statewide modal plan and any applicable project priority).	3.9
Project supports an emerging freight facility (spaceport, marine highway, etc.)	3.7
Project benefits to taxpayers (applicant to provide detailed list of benefits).	4.2
Project provides significant intermodal benefits (multiple freight modes).	4.1
Project total cost (applicant to provide detailed total project cost estimate).	4.2
Funding Status (applicant to provide the current status of any non-FDOT sources of revenue committed or eligible full/partial/eligible/unfunded).	4.1
Project timing and readiness (applicant to provide project status).	4.2
TIP/STIP Inclusion (applicant must cite the plan).	3.9
Dependency (applicant to provide list of any associated projects)	4.1

Source: <http://freightmovesflorida.com/freight-mobility-and-trade-plan/freight-mobility-investment>



Eligibility often will require a benefit cost analysis that illustrates for the grantor that a given project has positive economic and transportation system benefits for the state or country – and not simply a relocation of activity from one location to another. Other key considerations include funding matches from public and private project participants.

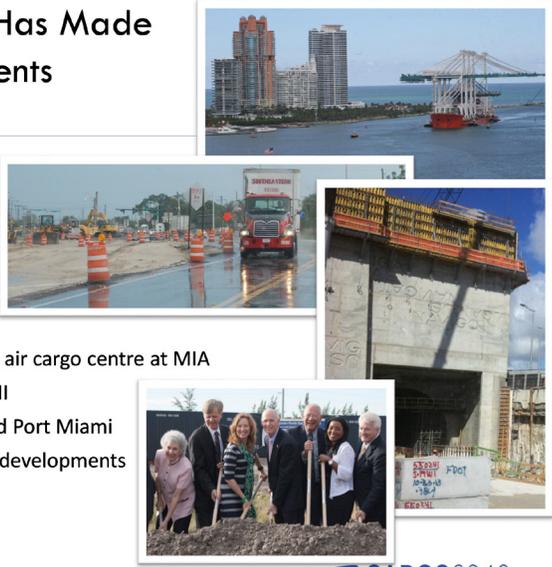
The ability of an MPO to identify a freight project, establish a priority, document the economic and/or transportation benefits of the project, develop a proposed funding plan with local contributions, and illustrate community support drives the success of a region in pursuing many of the available funding programs.

RECOMMENDATIONS FOR THE MPOAC

Given the state of freight transportation in Florida and the U.S., and the ongoing globalization of the world’s economy, it is critical that Florida’s MPOs have every advantage possible to compete for available funding to prepare and enhance their freight transportation and logistics systems, while protecting the quality of life and economic prosperity of their communities. State freight priorities should address the most strategic freight needs (major freight hubs, corridors, connectors). Many of these priorities will fall within urbanized areas and are driven by MPO planning efforts. MPOs drive project development and priorities within urban settings. Each MPO should include freight considerations in their project prioritization methodology so that recommendations can be made as appropriate for local and state funding allocation decisions, as well as to facilitate competition for other funding programs. In addition, unified input by MPOs and the MPOAC to FDOT on freight priorities will help ensure local and regional freight needs are better accommodated in funding decisions.

Southeast Florida Has Made Significant Investments

- SR 826/836 Interchange
- Eller Drive Overpass
- 595 Truck Stop
- Port Miami Tunnel
- Martin Luther King Blvd
- Port Miami Dredging
- Centurion’s new 800K sqft air cargo centre at MIA
- NW 25th St Viaduct Phase II
- ICTF at Port Everglades and Port Miami
- Port of Palm Beach Slip Redevelopments
- Post Panamax Cranes
- South Port Turning Notch
- FLL Runway Extension





The 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. To help strengthen the ability of MPOs to influence state and federal funding allocations, the 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. The below recommendations are intended to help establish strategies for advancing freight priorities, including ensuring MPO priorities are incorporated into and reflected in the state’s freight program. Recommendations include the following:

- **Develop prioritization subcommittee to lead development of a statewide priority list.** In order to develop a set of minimum standards and coordinate with MPOs and FDOT to gain support and acceptance, significant work will be necessary. A subcommittee should be formed to drive this process. This would include brainstorming and outreach activities with all affected stakeholders.
- **Work with FDOT to define a process for formal input by MPOs to state investment decisions.** A key component of these recommendations consists of engaging FDOT in the discussion. The intent is to strengthen the ability of MPOs

to influence freight funding priorities with the state's work program. In order to do this, the MPOAC must coordinate with FDOT to ensure the process developed will be endorsed and accepted by FDOT, and that there is an understanding of the schedule and process for the submission of priorities. Compatibility with the established FDOT freight project prioritization methodology will be expected to be important. FDOT District Freight Coordinators should be the first point of contact with FDOT.

- **Establish minimum requirements for project prioritization.** The MPOAC Freight Advisory Committee should define the minimum requirements an MPO must meet annually to submit freight projects for consideration for inclusion on the MPOAC's freight priority list. It is not the intent of the MPOAC to require a consistent ranking process; it is the intent of the MPOAC to encourage and require each MPO to develop and use a freight prioritization tool and be able to justify their priorities.
- **Engage all MPOs in discussion of process.** In order for a new MPOAC freight project priority list process to be successful, it is critical that the MPOs be engaged in the development process. This is particularly important for the definition of minimum standards. The prioritization subcommittee discussed above will be responsible for this outreach.
- **Develop and test prioritization process.** A process should be developed to review and evaluate the projects submitted by member MPOs for consideration for the high priority freight list. The process should be based on qualitative and quantitative input; it should be flexible enough to accommodate different formats of data provided by MPOs. In addition, the process should include guidance for each MPO, similar to grant applications, that defines what submittals should include. The type of information to be submitted should consider a brief description of an MPO's prioritization process, a listing of high priority projects including results from the process, and a brief narrative as to why each project should be included on a list of statewide urban freight priority projects. An initial list of projects will be developed and used to test the process. MPOs with established prioritization programs should be recruited to support the testing. Results of the tests should be shared with member MPOs to help build consensus and educate MPOs on what to expect.
- **Develop an annual freight priority list.** Using the process defined in the above recommendations, the MPOAC Freight Advisory Committee should develop the first annual list of high priority freight projects for Florida's MPOs. This list should be submitted to FDOT and any other funding partners. The MPOAC should also provide letters of support for projects on the list to any applicant pursuing grant funding (e.g., FASTLANE, TIGER).
- **Identify possible modifications to existing FDOT processes for establishing freight priorities.** As part of the discussion and coordination with FDOT, the MPOAC should consider providing FDOT with recommendations for improvements to their process for identifying and prioritizing freight projects. This could consist of activities like suggesting regular updates to the state's freight needs database with requirements that minimum data be provided for scoring.
- **Monitor, evaluate and modify the process over time.** The creation of a new process like this, especially at the statewide level, will need to be monitored and evaluated over time to determine if the effort is in fact having a positive affect, and secondly, to ensure that the process evolves over time to address the needs of the MPOs and the state. It is anticipated that over the first few years, modifications will be required as different types of projects move through the process, and as MPOs become better at evaluating freight projects.