AAPA Executive Management Conference 2017

May 4, 2017
Rickey Fitzgerald, FDOT
Freight & Multimodal Operations Office Manager
Agenda

• Freight Program
  – New Strategic Focus
  – NHFN
  – FLFAC
  – National Freight Program Funding

• Freight Program – State Funding Augmentation
  – SIS (Flagship)
  – Intermodal Logistic Center (ILC)
  – Strategic Port Investment Initiative (SPII)
Current Priorities

• Rail & Motor Carrier
  – Rail System Plan
  – Hazards Program
  – Open & Closure Program
  – Motor Carrier System Plan
  – Restricted Roads
  – Connectivity, Reliability, Safety

• Freight Coordinators
  – Outreach
  – Freight Roadway Design
  – Heavy Trucks
  – Agribusiness
  – Truck Parking
  – Connectivity, Reliability, Safety
FDOT strategic freight focus is to achieve success through teamwork and efficiency. Teamwork and efficiency will be by means of removing institutional, Infrastructure and funding bottlenecks to build a well-connected, reliable and safe multimodal network.
Florida National Highway Freight Program

• Formula required to spend $301 Million ($6.2 Billion Nationally) over five years:
  – Update existing state freight plan for FAST Act compliance
  – Designate National Highway Freight Network (NHFN)
    • Primary Highway Freight System (PHFS)
    • Critical rural freight corridors (CRFC)
    • Critical urban freight corridors (CUFC)

• Establish freight advisory committee – encourage industry stakeholder involvement
Update existing freight plan (Freight Mobility and Trade Plan)

- Keep existing policy and investment elements
- Append with FAST Act requirements

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<tr>
<th>Required Element</th>
<th>Status</th>
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<td>1. An identification of significant freight system trends, needs, and issues with respect to the State;</td>
<td>Included in Freight Mobility and Trade Plan Investment Element Chapter 2</td>
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<td>2. A description of the freight policies, strategies, and performance measures that will guide the freight-related transportation investment decisions of the State;</td>
<td>Included in Freight Mobility and Trade Plan Policy Element Chapter 4</td>
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| 3. When applicable, a listing of—  
  a. multimodal critical rural freight facilities and corridors designated within the State under section 70103 of title 49 (National Multimodal Freight Network); | List of critical urban/rural freight corridors draft – pending final FHWA approval |
|  b. critical rural and urban freight corridors designated within the State under section 167 of title 23 (National Highway Freight Program); | List of critical urban/rural freight corridors draft – pending final FHWA approval |
| 4. A description of how the plan will improve the ability of the State to meet the national multimodal freight policy goals described in section 70101(b) of title 49, United States Code and the national highway freight program goals described in section 167 of title 23; | Included in Freight Mobility and Trade Plan Investment Element Chapter 1 |
| 5. A description of how innovative technologies and operational strategies, including freight intelligent transportation systems, that improve the safety and efficiency of the freight movement, were considered; | Included in Freight Mobility and Trade Plan Investment Element Chapter 4 |
Designate National Highway Freight Network (NHFN)

• Primary Highway Freight Network (PHFS)
  – 1,656 miles (41,518 Nationally)
  – US DOT Designated

• Critical Rural Freight Corridors (CRFC)
  – 320.14 miles
  – FDOT approve rural area corridors
  – Must provide access to Ag & Industry

• Critical Urban Freight Corridors (CUFC)
  – 160.07 miles
  – Urban areas over 500,000 require MPO approval
  – Must provide access to freight facilities
Designate NHFN: develop draft with CRFC/CUFC
Designate NHFN: develop draft with CRFC/CUFC

Northeast
Northwest
Central
South
### National Highway Freight Program (NHFP) DRAFT Timeline

<table>
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<tr>
<th>Date Range</th>
<th>Milestones</th>
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<tr>
<td>Dec 2016 – Jan 2017</td>
<td>• Review projects for eligibility &amp; create a list of potential NHFP projects for FY2019 – FY 2023</td>
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<td>Feb 2017</td>
<td>• Determine FDOT District priorities</td>
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<td>March - April 2017</td>
<td>• Develop a preliminary NHFP funding strategy for FY2019 – FY 2023</td>
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<td>• Florida Freight Advisory Committee (FLFAC) to provide recommendations and/or endorsement</td>
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<td>May – June 2017</td>
<td>• Incorporate FLFAC recommendations as needed and finalize funding strategy for FY2019 – FY 2023</td>
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<td>• Update FMTP FAST Act Addendum to reflect the final funding strategy for FY2019 – FY 2023</td>
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<td>July 2017</td>
<td>• Program projects</td>
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State Freight Advisory Committee

• Open to Sunshine Law
  – Meeting are recorded
  – Open to public/publicly noticed
  – Meeting minutes will be shared and posted

• Not a decision making body
Tentative Work Program
- Fiscal Years 2016/2017 – 2020/2021
- $15.1 Billion SIS Work Program

SIS Network Includes:
- Highway (4,649 centerline)
- Aviation/Spaceport (19/2 hubs)
- Rail (2,319 miles)
- Seaport (12 ports)
- Transit
- Multimodal

F.S. 339.61 & sub-sections
SIS TENTATIVE WORK PROGRAM – MODAL FUNDING

- SIS Highway projects - $12.9 Billion
- SIS Modal Projects - $2.54 Billion

Funding By Mode
- Aviation $607 Million
- Rail $354.4 Million
- Seaport $625.5 Million
- Transit $339 Million
- Multimodal $78 Million
Intermodal Logistic Center

Florida Statutes 311.101

Managed by FDOT’s Office of Intermodal Systems Development, the ILC Infrastructure Support Program (ISP) provides funds to assist with local government or private sector projects that enhance transportation facilities for the shipment of goods through a seaport to or from an intermodal logistics center. These projects may include investments in road, rail, or other infrastructure. FDOT must allocate at least $5 million annually from its Work Program to these activities. *(Add capacity for seaport operations)*
Florida Statutes 311.10

The Strategic Port Investment Initiative (SPII) is for strategic seaport project funding. These projects help meet the state’s economic development goals of becoming a hub for trade, logistics, and export oriented activities, and often provide increased cargo capacity. This program is funded from the State Transportation Trust Fund and requires an annual minimum of $35 million in project investments.
Questions?
Visit Freight Moves Florida

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