

Florida Freight Advisory Committee Meeting Minutes
Florida Department of Transportation
605 Suwannee Street, Auditorium, Tallahassee, Florida 32399

February 6, 2018

CALL TO ORDER

The meeting was called to order at 3:07 p.m. by Chair

ROLL CALL

The following members participated in the Florida Freight Advisory Committee meeting on February 6, 2018: David Anderton, Port Everglades; Joe Arbona, Genesse & Wyoming Railroad Services, Inc.; Pete Coultas, A. Duda & Sons, Inc.; John Dohm, Florida Transatlantic Holdings, LLC dba Florida Transatlantic Consulting; Richard Dubin, Caribbean Ship Services, Inc.; Scott Fernandez, Aqua Gulf Transport; Gary Goldfarb, Interport Logistics, LLC; Eric Lindstrom, Hillsborough County Economic Development Department; Robert Midgett, Walmart Logistics; Amy Miller, Port of Pensacola; Bob O'Malley, CSX; Barbara Pimentel, Florida Customs Brokers and Forwarders Association; Jake Swab, Purina Animal Nutrition; Malcolm Wade, US Sugar; Holly Cohen, FDOT; Rickey Fitzgerald, FDOT; Brian Hunter, FDOT, Justin Ryan; Jeremy Upchurch, FDOT; Keith Robbins, FDOT; Robert Emerson, FDOT; Greg Hall, FHWA; Jimmy McDonald, CDM Smith; Greg Stuart, Broward MPO; Thomas Knox, CDM Smith; and Casey Grigsby, CDM Smith.

Mr. Fitzgerald opened the meeting up with general reminders regarding the intention of the Freight & Multimodal Office and the Florida Freight Advisory Committee. FDOT's Freight & Multimodal Office operates under a framework for strategic focus. This strategic freight focus is to achieve success through teamwork and efficiency, by removing institutional infrastructure, and funding bottlenecks to build a well—connected, reliable, and safe multimodal network. This same framework should assist in guiding the FLFAC.

The FLFAC is cross sectional representation of freight modes, regional, and perspectives to provide a diverse discussion on modal and regional priorities. They group may not conduct outside communications or meetings that pertain to FLFAC business as they are bound by Sunshine Law, and all meetings must be publicly noticed.

AGENDA ITEM #1 - ADOPTION OF MINUTES FROM THE May 23, 2017, 2017 MEETING

MOTION BY MR. GOLDFARB TO APPROVE THE MINUTES FROM THE MAY 23, 2017 MEETING. SECONDED BY MR. DUBIN MOTION CARRIED UNANIMOUSLY.

AGENDA ITEM #2 – NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP) Recap

Ms. Cohen reviewed the NHFP requirements, Florida's processes, procedures and anticipated share of the funding. The FAST Act established the National Highway Freight Program to improve the efficient movement of freight on the National Highway Freight Network (NHFN). Unlike the

FASTLANE/INFRA grant program, NHFP is a formula program – that means Florida is automatically allocated a share of the \$6.2 Billion national program over five years. Florida’s share is \$301 Million over 5 years, or approximately \$50-60 Million annually.

Projects eligible for NHFP funding must:

- contribute to the efficient movement of freight on the National Highway Freight Network AND
- be identified in a freight investment plan included in the State’s freight plan
- eligible activities include various development and construction phase activities such as construction, operational improvements, freight planning, and performance measurement, outlined in 23 U.S.C. 167(i)(6)
- although the program is highway-focused, each State may use up to 10 percent of its NHFP funds for each fiscal year for public or private freight rail, water facilities (including ports), and intermodal facilities.

The NHFP selection and prioritization process will go through 2024 with the next round of selections, anticipating a continuation of funding within the program. Last years the FLFAC recommended via a survey that NHFP projects that projects would be deemed high impact if they were voted by 50% or more of the committee members as such. These projects were then carried as the highest priorities and top tier projects, second tier priority was created for those that ranked as high impact by 25% or more of the committee members and the remaining projects funded as funding permits, with staff using the survey results as a guide for prioritization purposes.

Ms. Cohen opened a call for projects for any projects (including those that are not currently on the National Highway Freight Network that may be added during the 2018 update). Requests are due no later than March 5th to the District Freight Coordinators.

Mr. Midgett recommended that due to the 2017 hurricanes Florida should reevaluate the traffic and freight flows to and from ports during and leading up to natural disasters.

AGENDA ITEM #3 - NATIONAL MULTIMODAL FREIGHT NETWORK COMMENTS

Ms. Cohen indicated that USDOT has extended the comment period until February 22, 2018 for the National Interim Multimodal Freight Network (NMFN). The Federal Register is specifically looking for comments from State DOTs on submitting additional designations for consideration of inclusion into the Final NMFN.

In MAP-21, Congress directed DOT to develop a National Freight Strategic Plan. In October 2015, DOT released a draft Multimodal Freight Network (MFN) as part of its draft National Freight Strategic Plan. This was intended to address the deficiencies associated with the Primary Freight Network, as the 27,000-mile highway-only network did not represent the most critical elements of the national freight system. Freight travels over an extensive multimodal network of highways, railroads, ports, waterways, pipelines, and airways. A significant portion of the freight moved on this network requires multiple modes of transportation and intermodal connections to reach its final destination. Thus, the reliable movement of freight in the United States depends on all modes working together.

FLFAC members can submit comments independently, through their organization, or with the comments of FDOT. Comments submitted with FDOT must be received by Holly Cohen & Rickey Fitzgerald by February 22, 2018.

Mr. Arbona asked if projects submitted for the NMFN have to within the respective modal plans to be considered for this network. Ms. Cohen said this is not necessary, and these are unrelated to those endeavors.

Mr. Goldfarb noted that the domestic freight shipped using inland and intracoastal waterways has historically been managed under the Jones Act, and would that change under the NMFN? Ms. Cohen mentioned that this may change moving forward, and the examples of why this important and which facilities should be designated are key to ensure that this information is captured in FDOT's submittal.

Mr. Dohm inquired about a possible connection on US 27 for Lake Okeechobee Corridor for freight to connect between Port Miami to the inland Lake Okeechobee area, creating a long-term plan for a more direct connection.

AGENDA ITEM #4 – NATIONAL HIGHWAY FREIGHT NETWORK UPDATE

Ms. Cohen provided a review on the National Highway Freight Network requirements, and the potential corridors that are up for review and new designation. The NMFN is a subsystem of roadways that includes the: Primary Highway Freight System (PHFS), Critical Rural Freight Corridors (CRFC), and Critical Urban Freight Corridors (CUFC). The update process for the NMFN designation requests will provide first and last mile connectivity, and are mile limited per the federal government. The designation update process includes feedback from the District freight coordinators, FLFAC, and MPO Freight Committee.

Ms. Cohen asked that members begin sending comments and network designation input to the local District Freight Coordinator's, though a formal call for input will be sent out in March.

AGENDA ITEM #5 - MEMBER COMMENTS

Ms. Pimentel asked if the committee would analyze the impacts to the users based on Map-21 and FAST Act requirements, example: how may the E-logs may impact trucking? Is the committee's primary purpose to focus on infrastructure?

Mr. Fitzgerald indicated that discussing and being proactive regarding industry, and government standards is welcome. The Committee will be a place for open dialogue that focuses on meeting the requirements of the programs; however, we want to use the network built by this committee to exchange information and ideas as well.

Mr. Dohm discussed the factors of increasing costs of freight, and that each touch of that container increases the cost. Moving forward how can we address multimodal moves and holistically reduce the costs of freight shipments?

Chairperson Miller indicated we need to save time or money for a short sea shipping route to make sense, and create such a mechanism for freight movement.

AGENDA ITEM #6 - PUBLIC COMMENTS

No comments.

AGENDA ITEM #7 - FUTURE MEETING DATES

Ms. Cohen stated that the next meeting will be in late March or April.

ADJOURNMENT

Meeting was adjourned at 4:47 p.m.