

# Florida Freight Advisory Committee

July 29, 2024



**FREIGHT  
& RAIL**

# Call to Order



# Roll Call

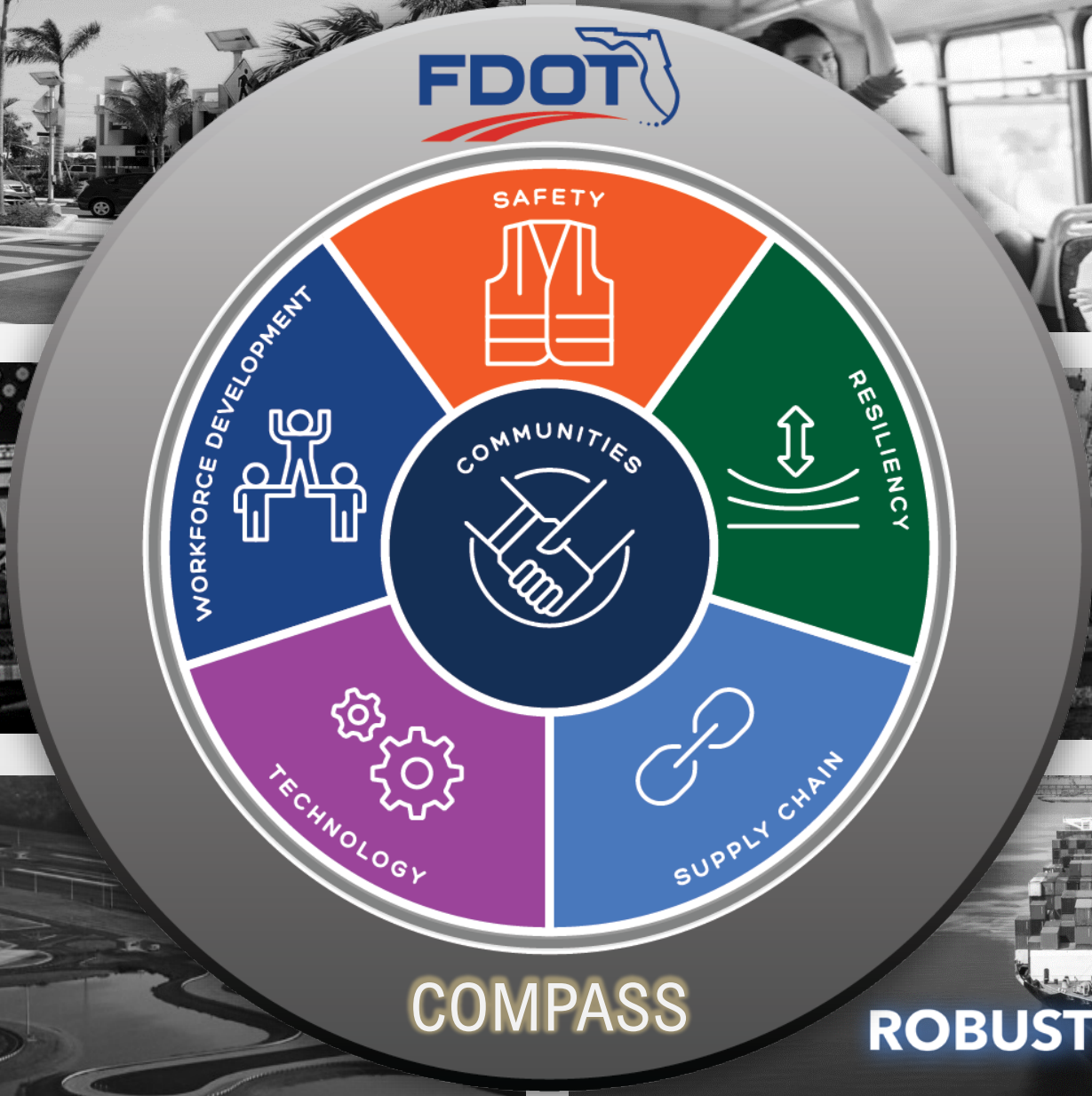
Name		Organization Represented
John	Abrams	Loves Travel Stops
George	Andrews	PortMiami
Joe	Arbona	Genesee Wyoming Railroad
Steven	Bostel	SpaceFlorida
Aubrey	Brown	CSX
Jaime	Cimino	Always Fresh Farms LLC
William	Crowe	Canaveral Port Authority
Jaha	Cummings	City of Punta Gorda
Kevin	Daugherty	Space Coast Regional Airport, Titusville
Laura	DiBella	Adams and Reese
John	Dohm	Florida TransAtlantic Holdings
Patrick	Feeney	Kenan Advantage Group
Emily	Fisher	Florida Ports Council
Bob	Ledoux	Florida East Coast Railway
Bruce	Lyon	Winter Haven Economic Development Council
Robert	Midgett	Walmart
Carol	Obermeier	Southwest Florida International Airport (RSW)
Seckin	Ozkul	University of South Florida
Nick	Primrose	Jacksonville Port Authority (JAXPORT)
Greg	Stuart	Broward Metropolitan Planning Organization
Alex	Trauger	MetroPlan Orlando
Kevin	Walford	Miami-Dade Transportation Planning Organization
Gretchen	Winters	Florida Harbor Pilots Association

# Welcome

# New Administrative Director

- Daniel Fetahovic joined the Modal Development team as our State Freight & Rail Manager!
- Prior to joining the Department, Daniel served as the Public Projects Engineer for the Florida East Coast Railway and as a project manager with CSX.



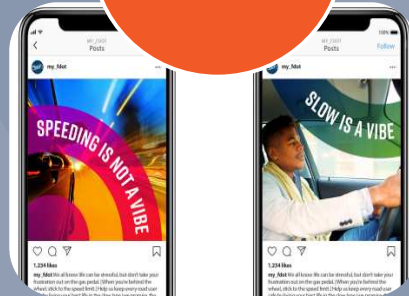




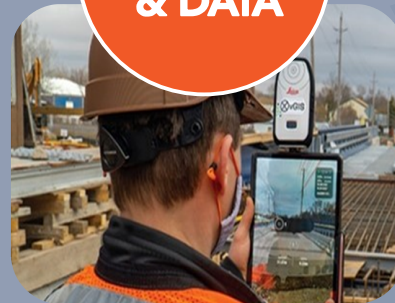


# SAFETY: TOP PRIORITY. GOAL OF ZERO FATALITIES & SERIOUS INJURIES

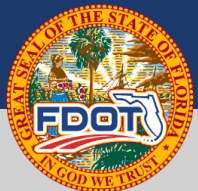
**BEHAVIORAL SCIENCE**

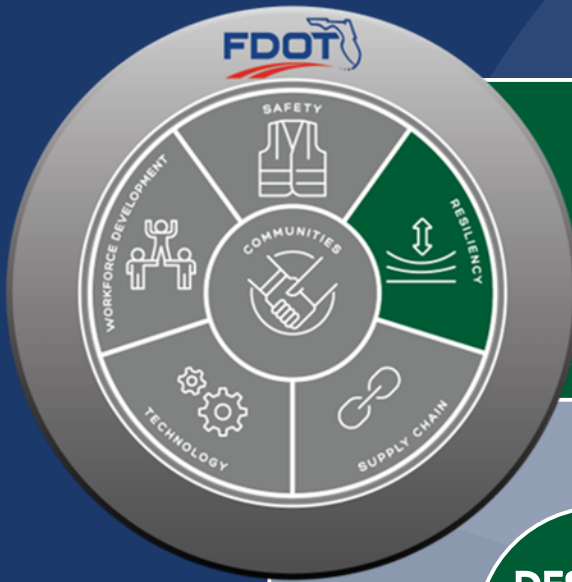


**RESEARCH & DATA**



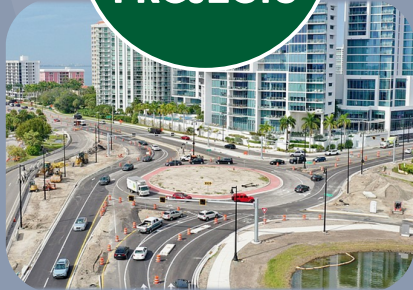
**STATEWIDE COUNTER-MEASURES**





# RESILIENCY: MOVING TOWARD A STRONGER FLORIDA

**DESIGN & CAPACITY PROJECTS**



**EVACUATIONS**



**COASTAL PROTECTIONS**



**INLAND FLOODING**





# SUPPLY CHAIN: SECURES FLORIDA'S FUTURE

**AVIATION**



**SEAPORTS**



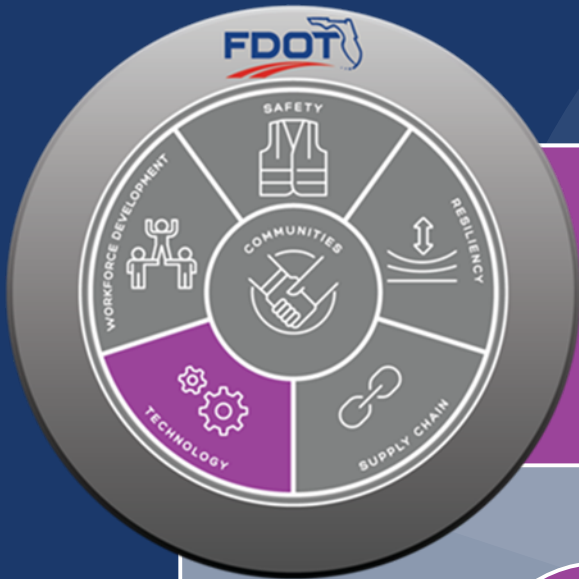
**FREIGHT**



**RAIL**







# TECHNOLOGY: EMBRACING EMERGING TECH AND INNOVATION

**SAFETY**



**DATA &  
DIGITAL INFRA-  
STRUCTURE**



**RESEARCH &  
DEVELOPMENT**



PROMOTE



INSPIRE



ATTRACT



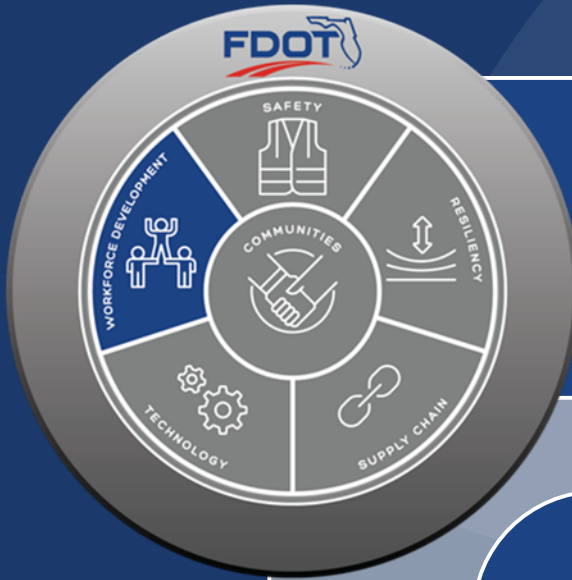
TEST



IMPLEMENT







# ***WORKFORCE DEVELOPMENT: PEOPLE-FOCUSED. PURPOSE-DRIVEN***

**TRAINING**



**HIRING  
EVENTS**



**CAREER  
PROGRAMS**



**UNIVERSITY  
PARTNERSHIPS**





# FDOT IS DEDICATED TO FLORIDA'S COMMUNITIES





# Florida Freight Advisory Committee Expectations Recap

# FLFAC Expectations Recap – Accomplishments

- The Florida Freight Advisory Committee was created in 2017 and came together to advise the Department on the needs of the industry
- Defined how the National Highway Freight Program (NHFP) should look and integrate into the Department's funding strategy
- Critical to the development of the 2020 and 2024 Freight Mobility and Trade Plans
- Provide an ongoing opportunity for feedback on Department freight initiatives

# FLFAC Expectations Recap – Meetings

- If you have questions as we go, please type those in the chat box or questions box. Everyone is muted except the committee members to avoid interruptions
- Meetings are open to the public, and public notices are posted prior to meetings
- Members should not discuss committee happenings outside of meetings
- All online meetings are recorded – agenda, meeting minutes, and presentations are posted to [FDOT.gov/FLFAC](https://www.flhwy.com/FLFAC)

# FLFAC Expectations Recap – Meetings

- We use Robert's Rules for conduct at meetings that allows everyone to be heard and to make decisions without confusion
- The administrator/chair/co-chair will mostly handle the structure, but any member can move a motion
- A motion is a proposal that the entire membership take action or a stand on an issue. Members can:
  - Second motions
  - Debate motions
  - Vote on motions

# FLFAC Expectations Recap – Committee Members

- Per FLFAC Bylaws:
  - a 3 year committee member cycle
  - application submissions for replacing current committee members
  - some sort of guidelines/benchmarks to remain on committee

# FLFAC Expectations Recap – Committee Members

- Committee members will:
  - Attend committee meetings (must attend half of the meetings in the year to remain on committee)
  - Advise on freight-related priorities, issues, projects, and funding needs
  - Promote the sharing of information between the private/public sectors
  - Not discuss committee happenings outside of meetings



# Legislative Updates

# New/Revived Programs



Providing Increased Capacity and Enhanced Capabilities to Move and Store Construction Aggregate



Intermodal Logistics Center (ILC) Infrastructure Support



# Florida Statutes - **Aggregates**



## 339.651 Strategic Intermodal System supply chain demands

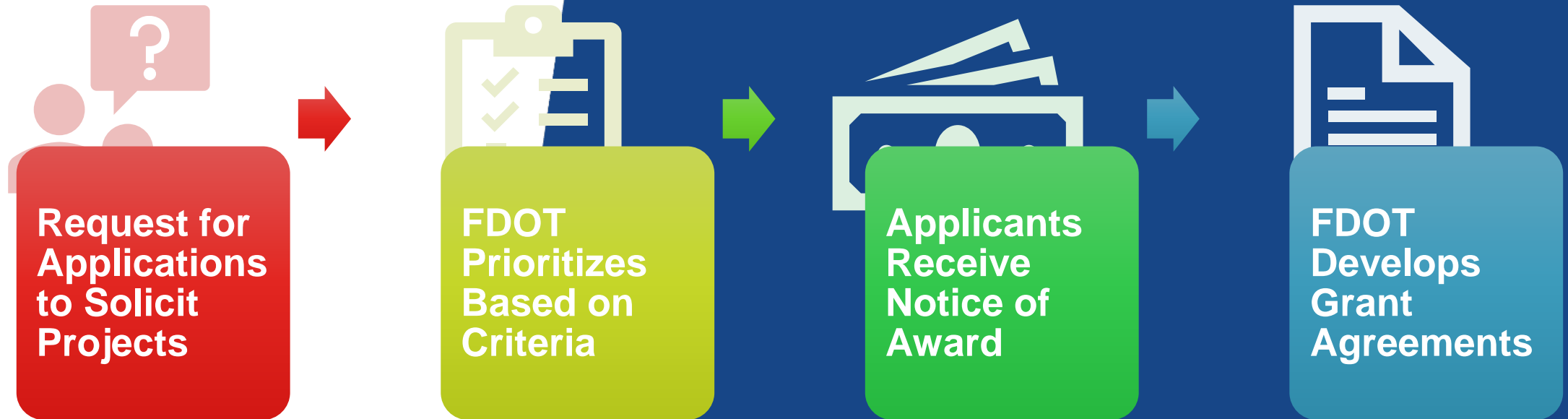
...the Strategic Intermodal System is **instrumental in the movement of road building materials for infrastructure investments**. The Legislature further finds that Florida's rapid economic and population growth can compound supply chain demands on the transportation system, and the **demand for construction aggregate continues to outpace supply**...

The department shall make **up to \$20 million** available each year for fiscal years 2023-2024 through 2027-2028, **from existing work program revenues**, to fund projects that meet the public purpose of providing increased capacity and enhanced capabilities to move and store construction aggregate...



NEW as of  
2023 Session

# Program Process - Aggregates



339.651 F.S.

# Program Requirements - Aggregates



<b>Who</b>	Applicants eligible for project funding under this section are seaports listed in s. 311.09 and rail lines and rail facilities
<b>What</b>	The ability of the project to serve the strategic state interest of mitigating supply chain demands for construction aggregate
	The ability of the project to facilitate the cost-effective and efficient movement and storage of construction aggregate
	The extent to which the project efficiently interacts with and supports the transportation network
	Projects with a funding match shall be prioritized based on the amount of the match and shall be prioritized over projects having no such funding match
<b>How</b>	The State may fund <b>up to 100%</b> of the cost of a project



# Florida Statutes - ILCs

## 311.101 Intermodal Logistics Center Infrastructure Support Program

...the purpose of the program is to provide funds for **roads, rail facilities, or other means for the conveyance or shipment of goods through a seaport**, thereby enabling the state to respond to private sector market demands and meet the state's economic development goal of becoming a hub for trade, logistics, and export-oriented activities...

Beginning with the 2024-2025 fiscal year through the 2029-2030 fiscal year, **\$15 million in recurring funds** shall be made available from the State Transportation Trust Fund for the program...

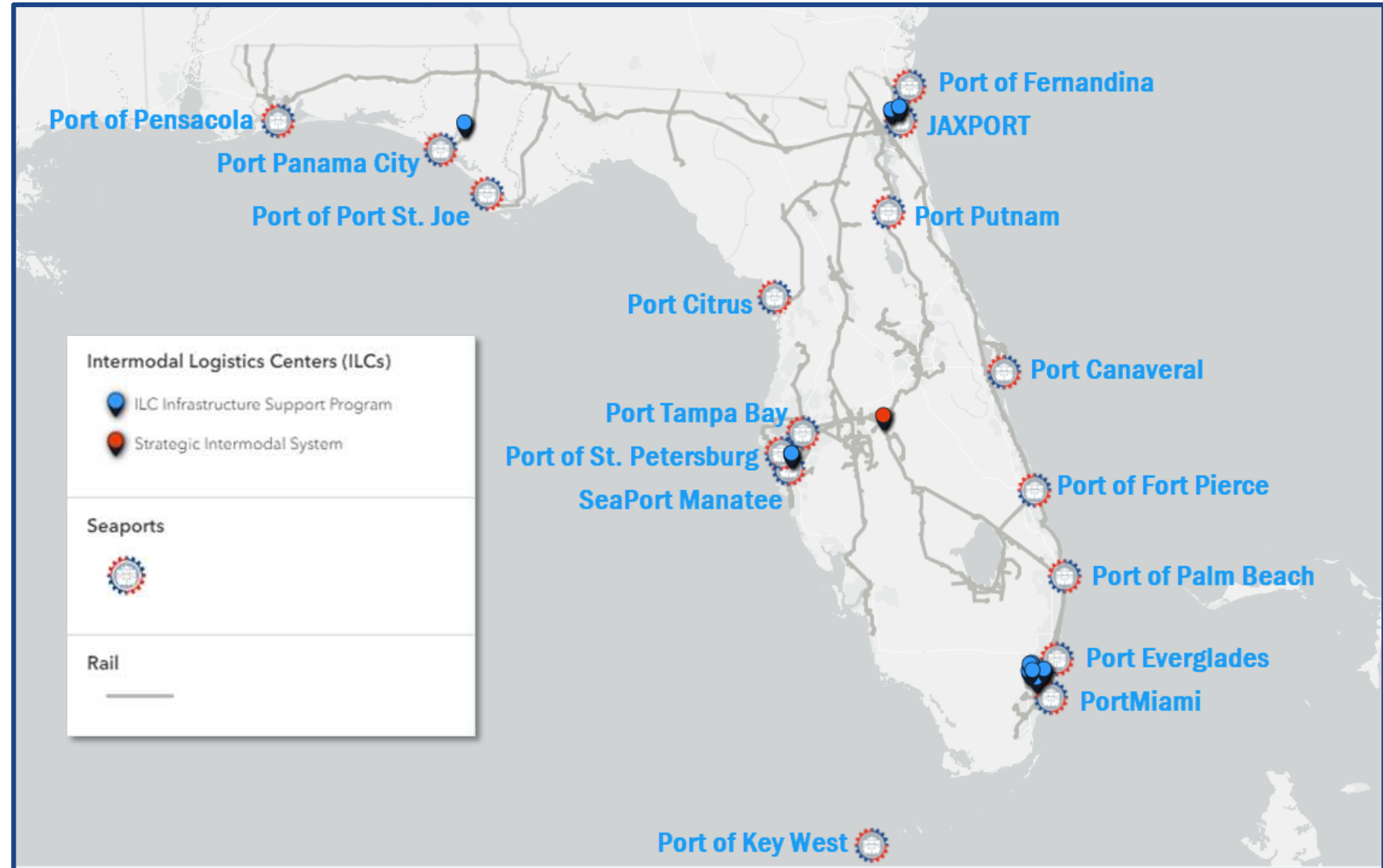


NEW as of  
2024 Session



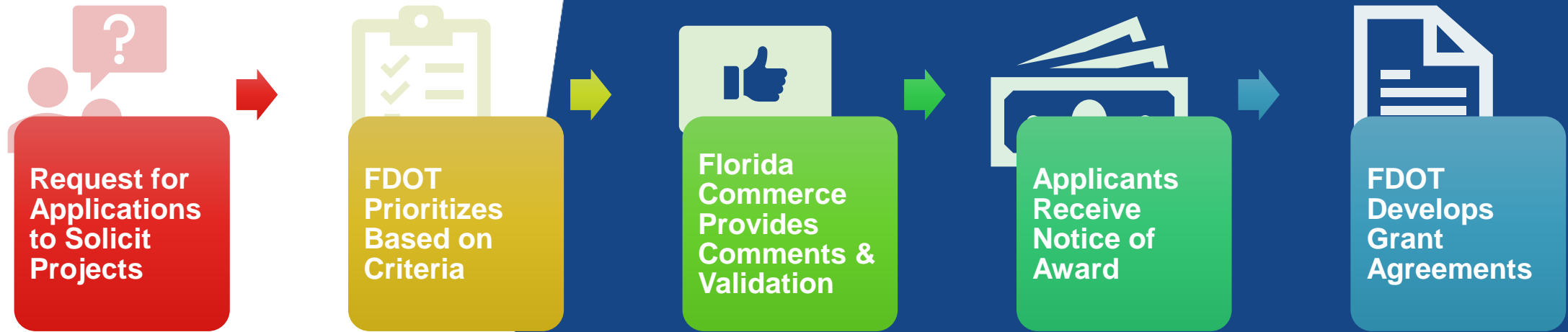
# ILC Programmed Projects

- Previously funded projects shown with light blue pins
- 15 projects with grants ranging from \$220k - \$2.5M max
- Grant total just under \$27.5M in 7 application cycles (FY14 – FY20)





# Program Process - ILCs



311.101 F.S.  
Rule 14-118





# Program Requirements - ILCs

<b>Who</b>	Any ILC that meets the statutory definition
<b>What</b>	The ability of the project to serve a strategic state interest
	The ability of the project to facilitate the cost-effective and efficient movement of goods
	The extent to which the project contributes to economic activity, including job creation, increased wages, and revenues
	The extent to which the project efficiently interacts with and supports the transportation network
	A commitment of a funding match and amount of investment or commitments made by the owner or developer
	The extent to which the owner has commitments with private sector businesses planning to locate operations at the intermodal logistics center
	Demonstrated local financial support and commitment to the project
<b>How</b>	The department shall provide <b>up to 50%</b> of project costs or <b>up to 100%</b> for eligible projects in rural areas of opportunity

# Freight Initiatives Update



# National Multimodal Freight Network



# National Multimodal Freight Network – Purpose

The FAST Act directed USDOT to establish the National Multimodal Freight Network (NMFN)

- (1) to assist States in strategically directing resources toward improved system performance for the efficient movement of freight on the Network;
- (2) to inform freight transportation planning;
- (3) to assist in the prioritization of Federal investment; and
- (4) to assess and support Federal investments to achieve the **national multimodal policy goals** described in section 70101 (b) and **national highway freight program goals** described in section 167 of title 23.

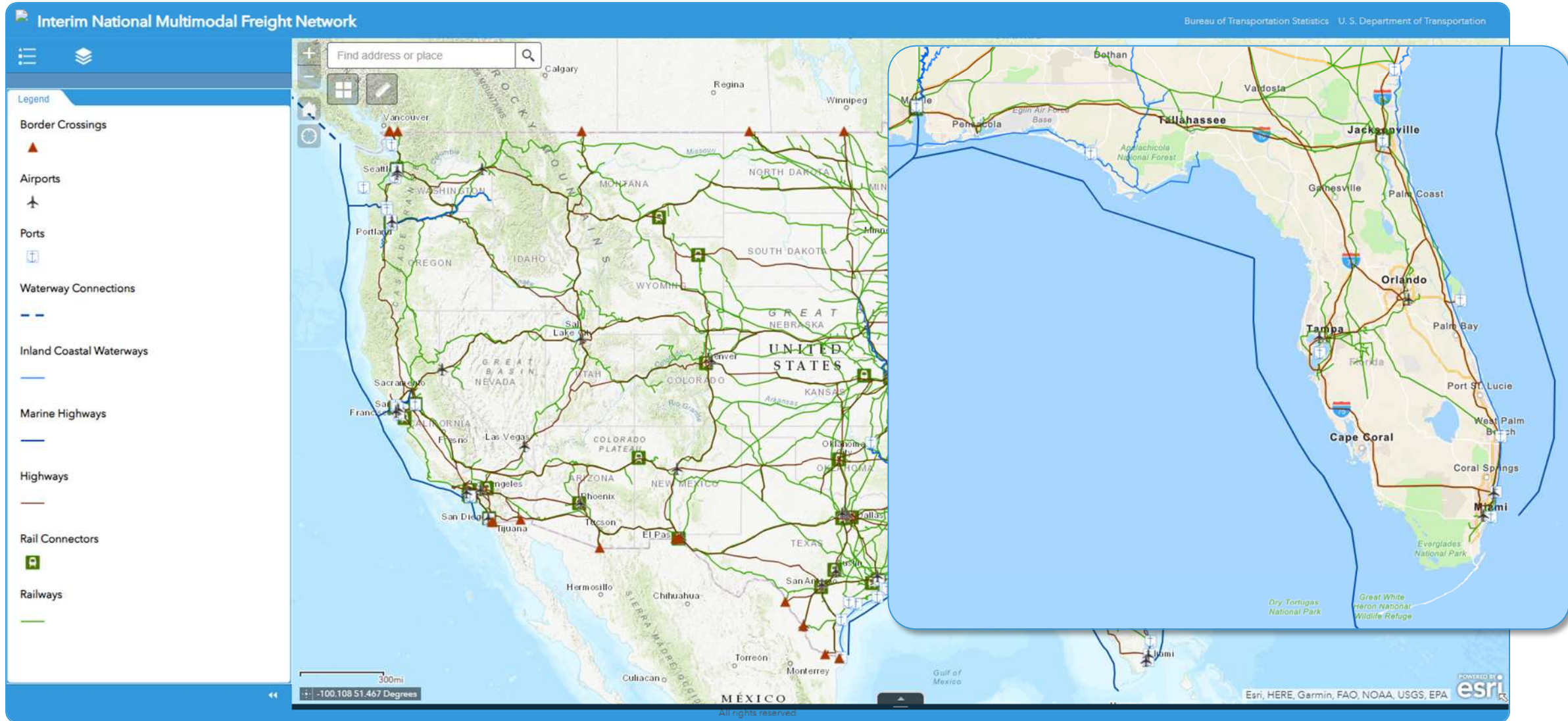


# National Multimodal Freight Network – Designation Factors

## 49 USC 70103 Lists Factors to be Considered

1. Origins and destinations of freight movement within, to, and from the United States;
2. Volume, value, tonnage, and the strategic importance of freight;
3. Access to border crossings, airports, seaports, and pipelines;
4. Economic factors, including balance of trade;
5. Access to major areas for manufacturing, agriculture, or natural resources;
6. Access to energy exploration, development, installation, and production areas;
7. Intermodal links and intersections that promote connectivity;
8. Freight choke points and other impediments contributing to significant measurable congestion, delay in freight movement, or inefficient modal connections;
9. Impacts on all freight transportation modes and modes that share significant freight infrastructure;
10. Facilities and transportation corridors identified by a multi-State coalition, a State, a State freight advisory committee, or an MPO, using national or local data, as having critical freight importance to the region;
11. Major distribution centers, inland intermodal facilities, and first- and last-mile facilities; and
12. The significance of goods movement, including consideration of global and domestic supply chains.

# National Multimodal Freight Network – History



# National Multimodal Freight Network – History

- USDOT previously went through the process of Designating an Interim National Multimodal Freight Network
- The proposed interim NMFN were shared in 2016 with a request for comments
- USDOT determined the comment period needed to be reopened and extended so additional input requested 2018
- Informed by comments received in response to the April 2024 RFI, USDOT will draft a proposed network map to be published for public comment and provide an opportunity for States to provide input

# National Multimodal Freight Network – Next Steps

- Gather input from stakeholders again
- 49 USC 70103 State Input Process
  - Each State certify that they have considered nominations from a wide range of stakeholders, including MPOs, State Freight Advisory Committees, and owners and operators of port, rail, pipeline, and airport facilities
  - Must certify that all additional designations are consistent with the STIP or State freight plan
  - Must also certify that each proposed designation addresses the factors listed in 49 U.S.C. 70103(c)(2)

**FDOT to identify possibilities internally via input from FMTP Project Advisory Committee**

**FDOT to survey FLFAC, MPOs, and modal contacts**

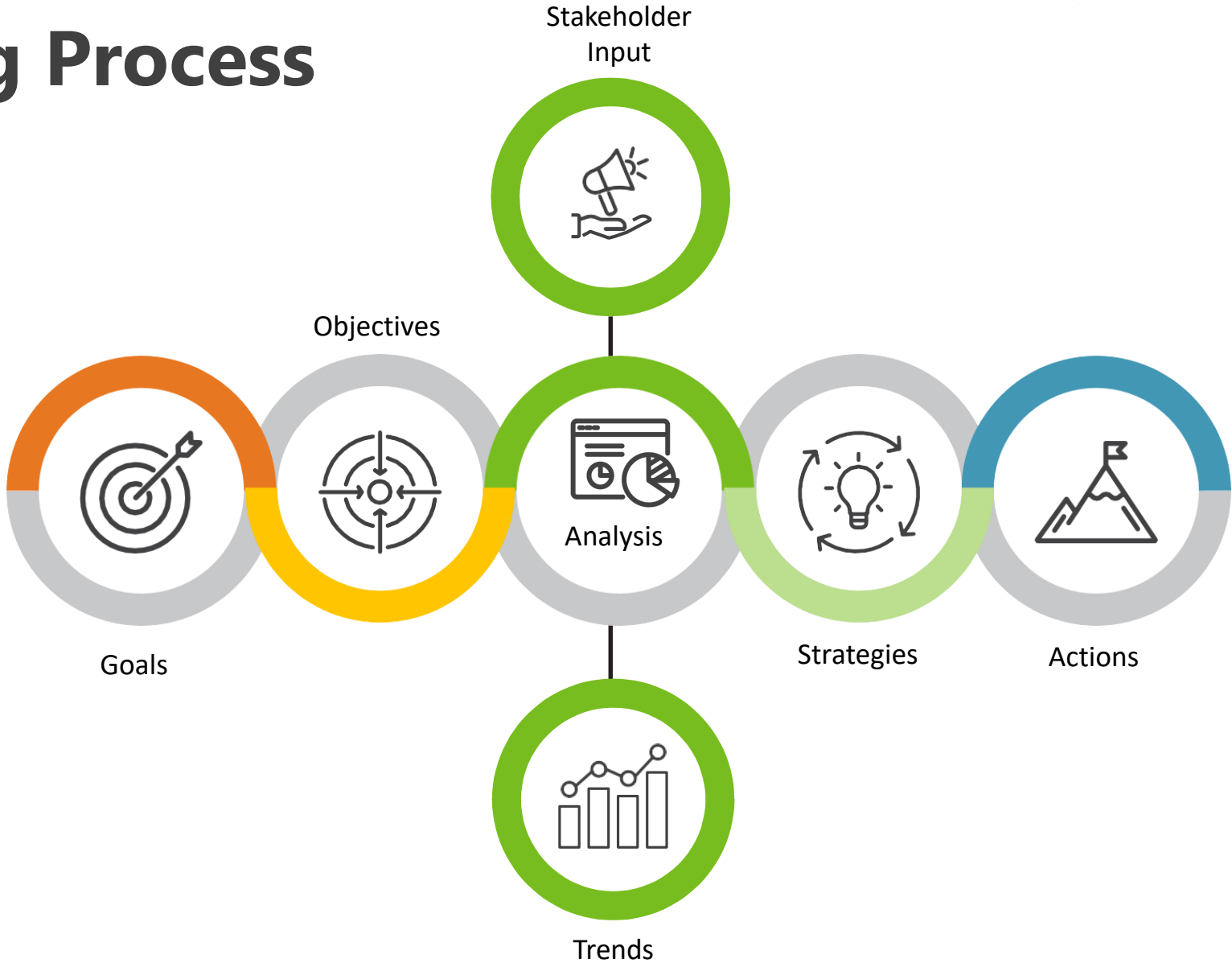




# FLORIDA'S FREIGHT MOBILITY & TRADE PLAN



# Planning Process



***FMTP24***

FREIGHT MOBILITY AND TRADE PLAN

**Thank you for your valuable input!**

**FLFAC will continue to provide  
feedback as we implement  
identified action items.**

**[FDOT.gov/FMTP](https://www.fdot.gov/fmtp)**







# Supply Chain Resiliency Strategic Plan



**SEAPORTS**

# Purpose of Plan

*FDOT will develop a collaborative, multimodal supply chain that is resilient and supportive of planning, preparedness, recovery, and response to human and nature-based hazards and disruptions.*

## Objectives:

- Analyze Supply Chain Vulnerabilities
- Catalog Supply Chain Resiliency Strategies
- Align with Funding Outlook
- Develop Recommended Actions





# Analysis Extent

## Supply Chains

- Energy
- Agriculture
- Construction Materials
- Food Manufacturing
- Medical Device Manufacturing

## Modes

- Roadway
- Rail
- Air
- Maritime
- Space
- Pipeline



**SEAPORTS**

# Outreach Findings (Thus Far)

## Supply Chains

### Agriculture

- Key disruptions: flooding and hurricane impacts on roadways.
- Example Strategy: Weight waivers ahead of major disruptions.
- Important Assets: I-4; US-27

### Construction Materials

- Key disruptions: statewide market disruptions from exogenous events (mine closure/COVID).
- Example Strategy: leverage strong market competition (alternate sourcing) where shortage and bottleneck occurs; rail car tracking system
- Important Assets: Rail, Workforce

# Outreach Findings (Thus Far)

## Modes

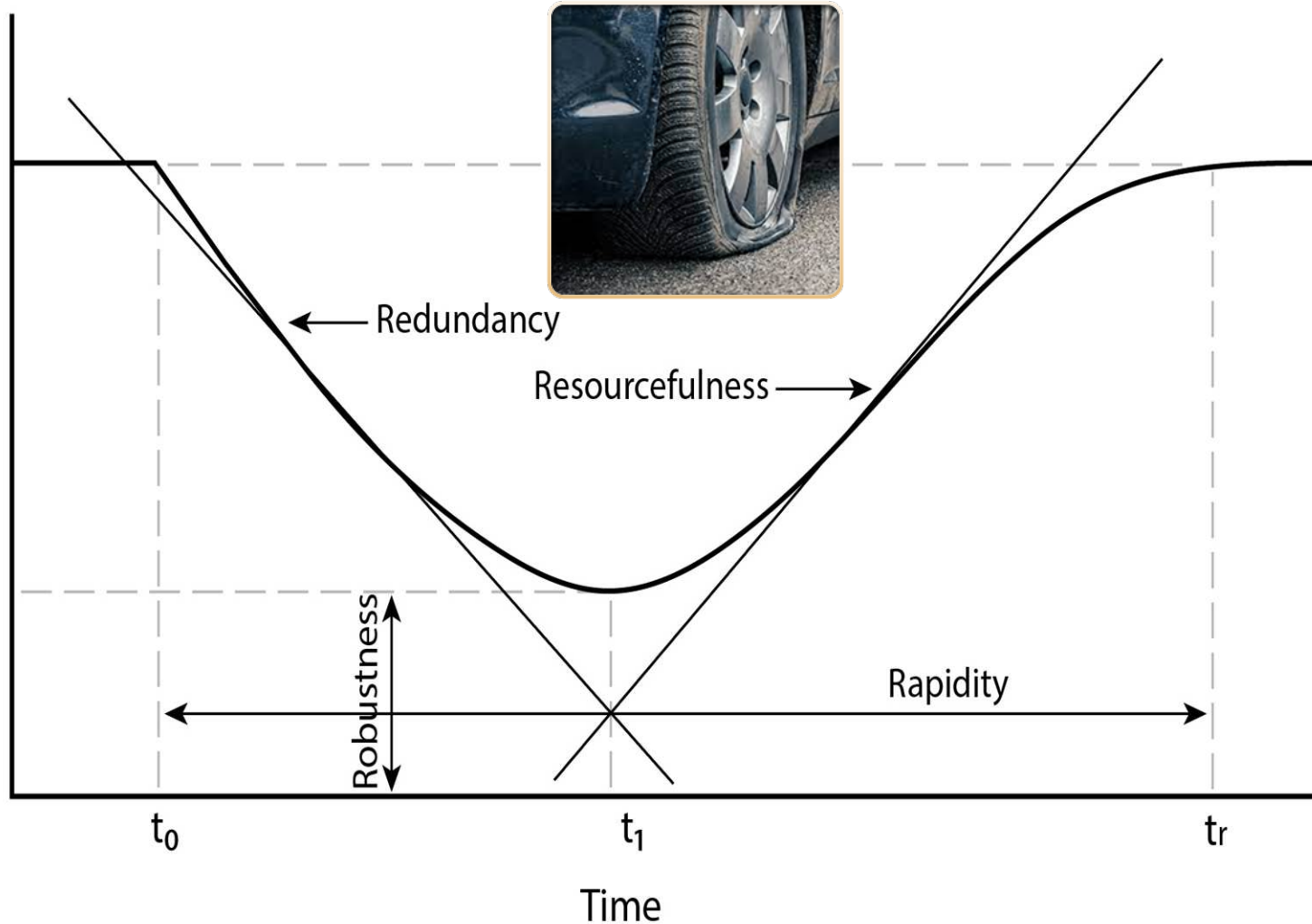
### Aviation

- Key disruptions: pipeline closures, severe thunderstorms, and hurricanes.
- Example Strategy: increased fuel storage and increase of fuel supply sources.
- Important Asset: Pipelines

### Rail

- Key disruptions: hurricanes, storm surges, and inland flooding.
- Example Strategy: improved coordination mechanisms to heighten interregional coordination during storms
- Important Asset: Inland ports

# How to Think About Resiliency



## Redundancy

- Spare Tire
- Another Vehicle in the Household

## Robustness

- Tires Condition (SGR) – Maintenance and Age
- Run-flat or puncture resistant tires

## Rapidity

- Scheduling and Repair
- Time-of-day Considerations

## Resourcefulness

- Towing (AAA/Insurance)
- Inflater



# Survey

Go to  
[www.menti.com](https://www.menti.com)

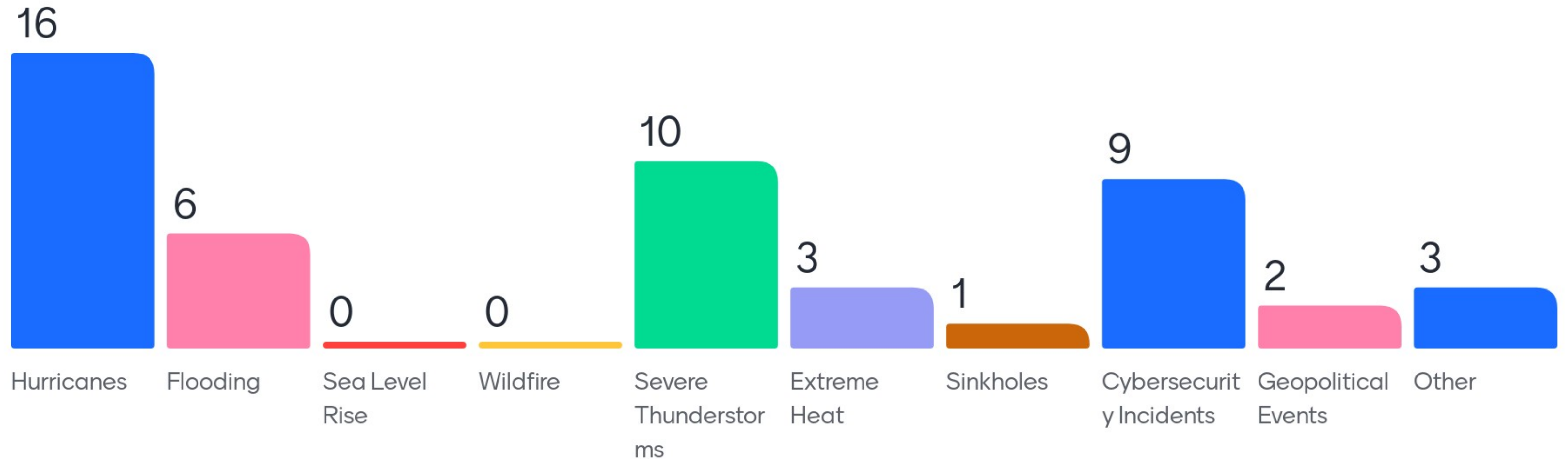
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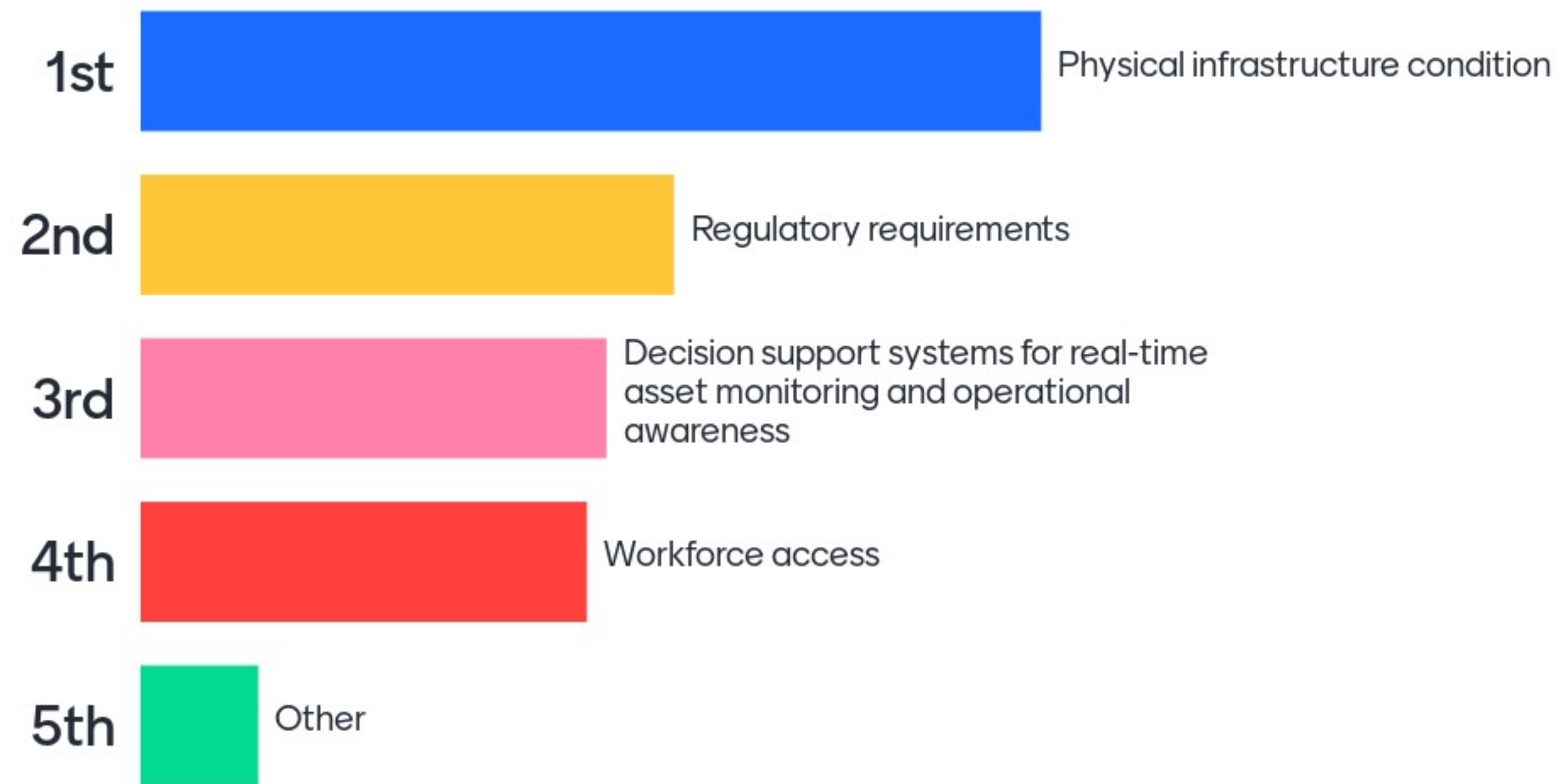
Mentimeter



# What major disruptions or changing conditions have affected how you operate your modes and supply chains over the past five years?



# Rank the key decision factors in addressing resilience in your modal operations





# Based on content presented in the slides, what supply chain resiliency strategies can Florida DOT help implement?

Work force and infrastructure.

elevated freight corridor roadways

Creating more opportunities for investment in various modes— increase rail, widening roads, creating freight corridors to reduce POV/truck interaction.

Educate the next generation get them engaged in innovative solutions

Limited truck parking situation

Road redundancy  
Rail redundancy and rail access to ports

Investment in rail cars that can carry aggregate in the State of FL. Siting new aggregate rail distribution yards on our rail network.

Truck Parking



# Based on content presented in the slides, what supply chain resiliency strategies can Florida DOT help implement?

Driver Parking  
Real time tracking on ERS events  
Transparency with fleets to improve uptime  
Enhancing experience for professional driver

Truck parking

Looking into electrical grid and the demands placed on energy supply

Complete a resilient plan for existing and future infrastructure from a flood risk POV. Also complete a cybersecurity resilience study

Redundancy to support mode choke points and funding opportunities to enhance operations

Engaging multiple materials stakeholder perspectives in conversations to determine any supply chain challenges

Truck Parking

Seaport terminal scheduling systems to help with congestion.



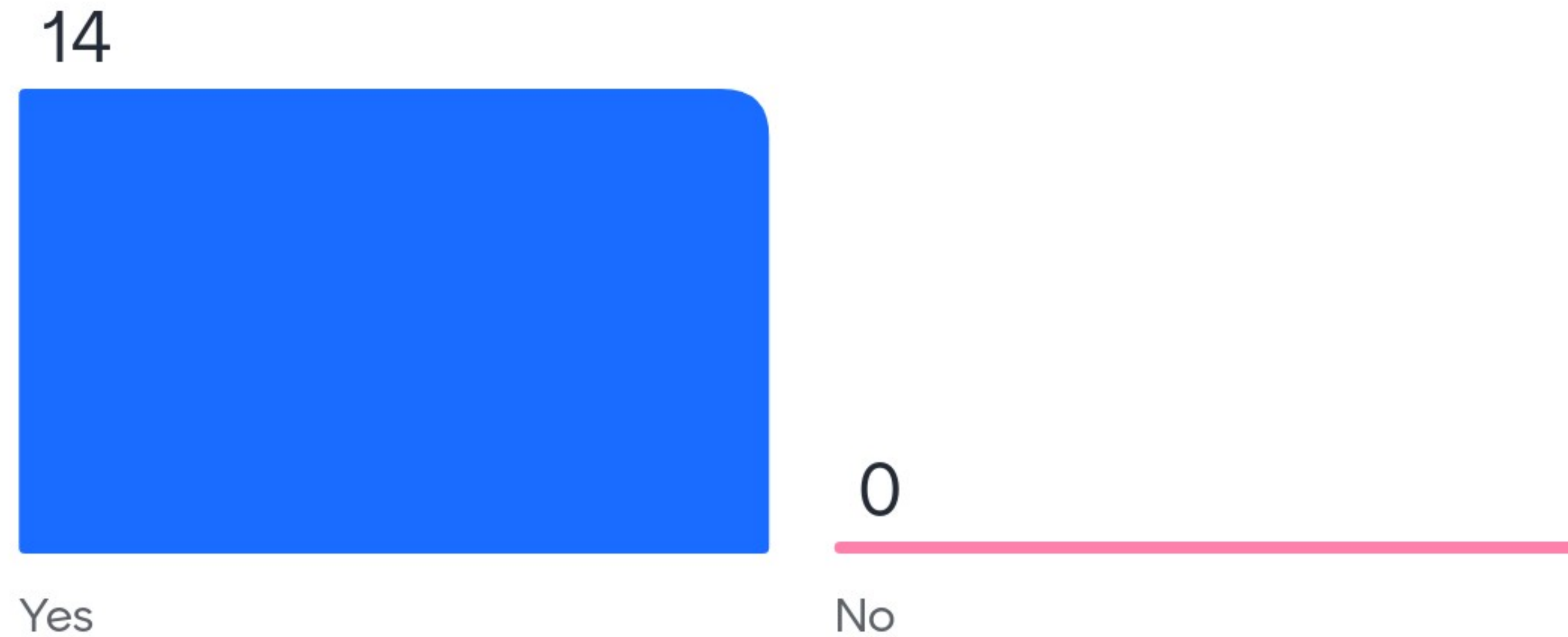
# Based on content presented in the slides, what supply chain resiliency strategies can Florida DOT help implement?

Truck parking in ILCs

Investments in technology support for universal transportation systems  
Improvements in Work fore entry restrictions to some elements of society

Expanded rail capacity.

# Is your organization interested in participating in the modal operators or supply chain interviews



# Get Involved!

- **Supply Chain Summaries**
- **Modal Operator and Supply Chain Interviews**
- **October 2024 Workshop Presenting Supply Chain Resiliency Strategies**

# Questions?

**Matt Miller**

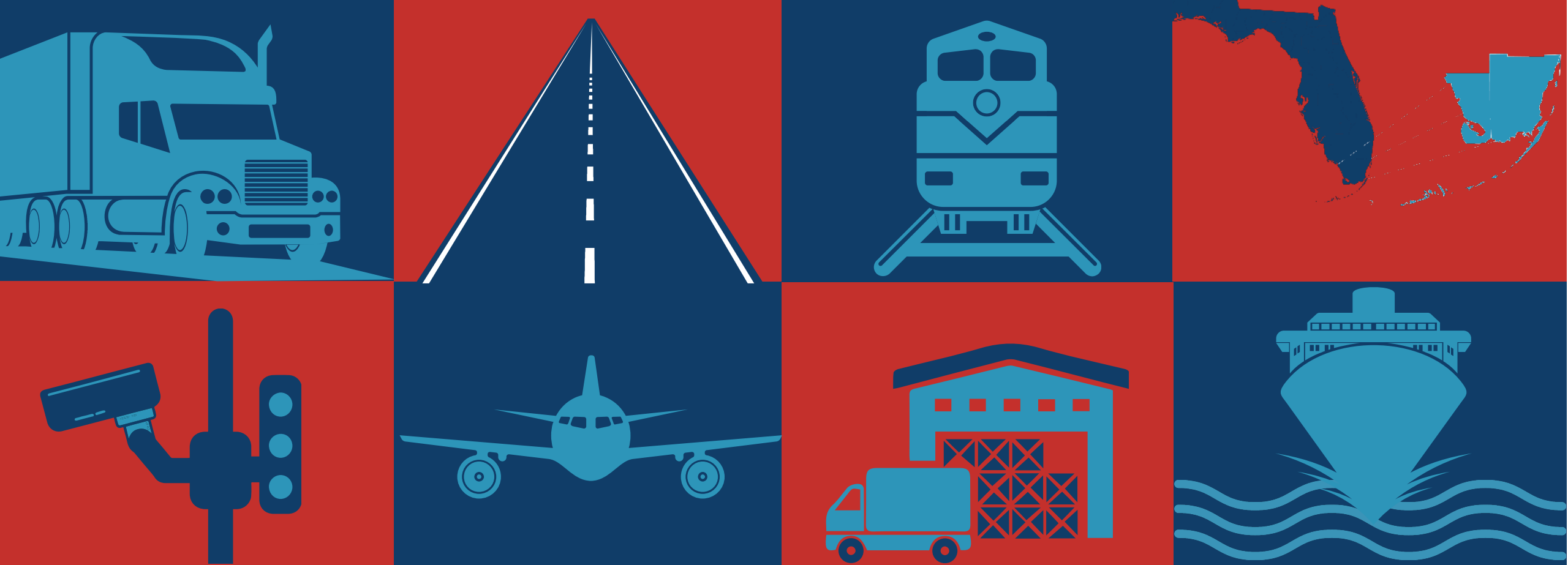
Cambridge Systematics

[mmiller@camsys.com](mailto:mmiller@camsys.com)

703-732-0756







# FDOT District 6 Freight Village Countywide Analysis Study

FPID: 437947-1





# Study Goals



To Improve Florida's Standing as an International Hub for Trade and Logistics Activities

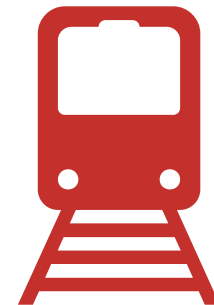
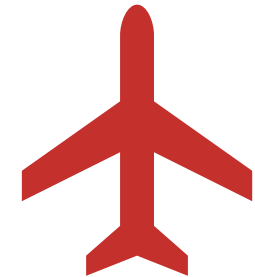
To Develop a Bank of Freight Projects that Meet Existing and Future Needs

To Inform the District Six Work Program

# Study Overview



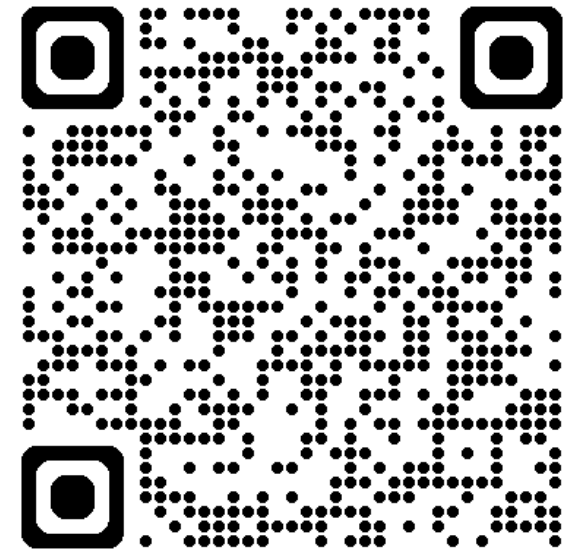
- **Project Kick-Off:** Fall 2023
- **Initial Research and Data Collection:** Fall 2023 – Spring 2024
- **Needs Assessment and Analysis:** Summer 2024
- **Stakeholder Engagement and Feedback:** Ongoing
- **Final Recommendations and Reporting:** Spring 2025



# Get Involved



- Attend the Florida Freight Advisory Committee Meetings
- Online Engagement:  
<https://www.fdotmiamidade.com/freightvillagestudy>



FDOT Project Manager	HNTB Project Manager	HNTB Deputy Project Manager
Daniel Lameck <a href="mailto:daniel.lameck@dot.state.fl.us">daniel.lameck@dot.state.fl.us</a>	Jessica Dean <a href="mailto:jedean@hntb.com">jedean@hntb.com</a>	Daniel Crotty <a href="mailto:dcrotty@hntb.com">dcrotty@hntb.com</a>



# FDOT Communications and Engagement

## TRUCK PARKING OVERVIEW





# HOW FDOT IS MEETING THE CHALLENGE



Leverage  
**Technology**

## OPERATIONS INNOVATION

FDOT implemented the Truck Parking Availability System (TPAS) in 2017. This statewide program gives information about the number of available spaces at Florida weigh stations, rest areas, and Welcome Centers via FL511.

**2,719** state-owned truck parking spaces monitored by TPAS

## NEW TECHNOLOGY

Enhancing vehicle detection technology to improve system reliability





# HOW FDOT IS MEETING THE CHALLENGE



Enhance  
**Policies**



Build  
**Partnerships**

Develop a **statewide** truck parking program – Truck Parking Improvement Program (TPIP)

Identify funding **opportunities** for capacity concepts

Incorporate alternative parking solutions in FDM

Continue to monitor **performance**

Formalize a statewide truck parking working group for a **consistent approach** to implementation

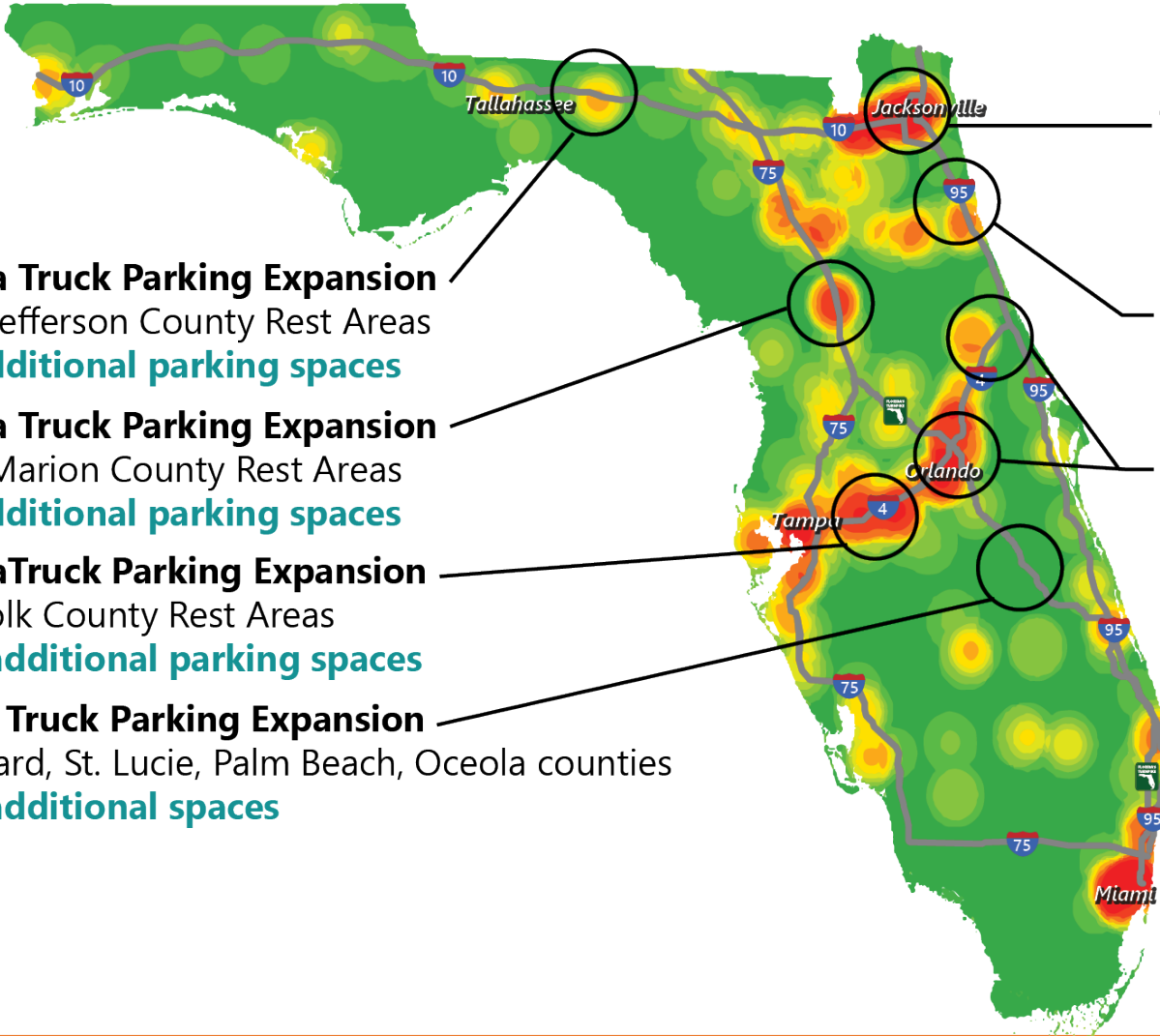
Initiate a statewide **communications** and outreach campaign

Pursue **enhanced** amenities and updated signage

# HOW FDOT IS MEETING THE CHALLENGE



Add Capacity



### Rest Area Truck Parking Expansion

- I-10 Jefferson County Rest Areas
- **67 additional parking spaces**

### Rest Area Truck Parking Expansion

- I-75 Marion County Rest Areas
- **26 additional parking spaces**

### Rest Area Truck Parking Expansion

- I-4 Polk County Rest Areas
- **142 additional parking spaces**

### Turnpike Truck Parking Expansion

- Broward, St. Lucie, Palm Beach, Ocala counties
- **160 additional spaces**

### Cecil Proving Ground Truck Parking Facility

- Duval County, I-10/US 90/First Coast Expressway Interchange
- **109 additional parking spaces**

### Rest Area Truck Parking Expansion

- I-95 St. Johns County Rest Areas
- **128 additional parking spaces**

### I-4 Truck Parking Facilities

- Volusia, Seminole, Osceola Counties
- **917 additional parking spaces**

 Truck Parking Shortages

# HOW FDOT IS MEETING THE CHALLENGE



Add  
**Capacity**



## I-4 Truck Parking Facilities

The I-4 corridor within FDOT District 5 has the highest unmet truck parking demand in the state of Florida with only 36 existing public truck parking spaces.

2024-2025	2024-2026	2026-2028
DESIGN	ROW	CST

**917**  
TOTAL  
SPACES  
ADDED





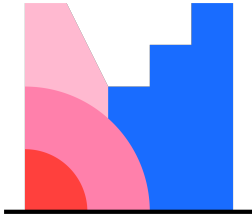
[FDOT.GOV/TRUCKPARKING](https://www.fdot.gov/truckparking)



# Survey

Go to  
[www.menti.com](https://www.menti.com)

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1173 4226



Mentimeter





# How would you like to find out about what FDOT is doing to address truck parking challenges?

email blasts

Monthly emails

The website is great.

Rest areas, information at gas stations

LinkedIn and X are my go to information channels

Email newsletter

Targeted FDOT e-mails to stakeholders. Social media, including 15 second videos

Resource on website and email notifications

# How would you like to find out about what FDOT is doing to address truck parking challenges?

Development of an e-newsletter issued monthly

Sessions and events

Newsletter? One pager sent to registered emails.

Website. Email

Social media

Push text messages to industry partners

Social media

Call Holly

# How would you like to find out about what FDOT is doing to address truck parking challenges?

Social Media

Website

Landline truck radio

Website and emails  
.social media

YouTube video shorties

Share data

A dedicated truck  
parking website and  
forum/group

Advertise on What the  
Truck



# How would you like to find out about what FDOT is doing to address truck parking challenges?

Owner operator networks

Have FDOT representatives and consultants go to the industries involved: port meetings, professional associations, related industries (eg, real estate SMS developers)

need to include rules about truck parking not becoming long term parking

if it isn't already, the map and data on the previous slide should be on the front page of the website linked with TPAS displaying realtime data.

Post on social media

Ask elected officials to sponsor

technology to limit truck going to specific ocean carriers to eliminate congestion to other ocean carriers



# Survey

Go to  
[www.menti.com](https://www.menti.com)

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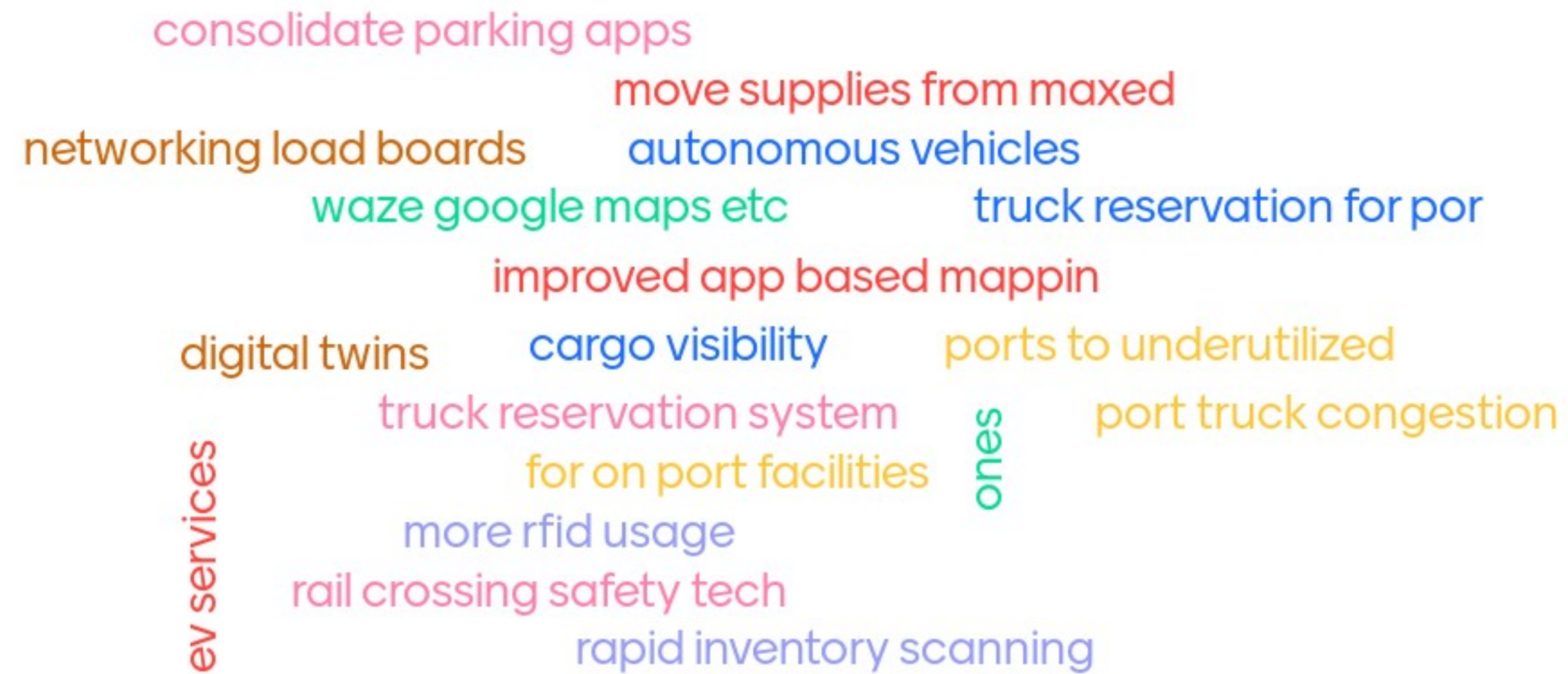


Mentimeter



# What are the supply chain technology and innovation needs?

18 responses



# What solutions could be implemented within 1 year?

Continued attention to truck parking

Pilot project for the statewide seaport terminal scheduling system.

Pilot projects to test technology solutions, such as rail safety countermeasures

AI technology committee

Add land for storage of unloaded boxes to free up capacity at ports

Widespread announcement of truck parking updates/websites

Plans and studies involving what was discussed in the previous question, information website/ email newsletter to keep everyone updated

Monitoring/limiting port access based on port operators capacity to process



# What solutions could be implemented within 1 year?

Incentivize freight corridors to get trucks on alternative routes to ease congestion

Public Awareness Campaigns:  
Launch campaigns to inform the public and stakeholders about the importance of freight movement and planned improvements.

Inbound to outbound comparison for freight volume, reduce bottle necks if parking was or wasn't available





# FTP Highlight



# 2055 Florida Transportation Plan Update



SINGLE, OVERARCHING **PLAN**



GUIDES FLORIDA'S TRANSPORTATION **FUTURE**



**FOUNDATION** FOR FLORIDA'S WORK PROGRAM

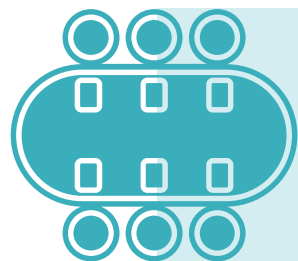


UPDATED EVERY **5 YEARS**



COLLABORATIVE EFFORT WITH **PUBLIC AND PRIVATE PARTNERS**

# Mechanisms for Engagement



## Steering Committee

16 key partners and stakeholders who provide input and guide the 2055 FTP



## Statewide Webinars

Community webinars structured to receive public and partner feedback



## Focus Groups

5 Focus Groups will provide input to the Steering Committee at key milestones

*Safety, Resilient Infrastructure, Economic Development/Supply Chain, Technology, & Workforce Development*



## Regional Workshops + Virtual Open Houses

In-person and online open houses structured to receive regionally-focused public and partner feedback

# Next Steps

- Ideally hold next meeting in-person around October and/or around January 2025
- Look to feedback from today to inform future meeting topics



# Public Comments

# Member Comments

Name		Organization Represented
John	Abrams	Loves Travel Stops
George	Andrews	PortMiami
Joe	Arbona	Genesee Wyoming Railroad
Steven	Bostel	SpaceFlorida
Aubrey	Brown	CSX
Jaime	Cimino	Always Fresh Farms LLC
William	Crowe	Canaveral Port Authority
Jaha	Cummings	City of Punta Gorda
Kevin	Daugherty	Space Coast Regional Airport, Titusville
Laura	DiBella	Adams and Reese
John	Dohm	Florida TransAtlantic Holdings
Patrick	Feeney	Kenan Advantage Group
Emily	Fisher	Florida Ports Council
Bob	Ledoux	Florida East Coast Railway
Bruce	Lyon	Winter Haven Economic Development Council
Robert	Midgett	Walmart
Carol	Obermeier	Southwest Florida International Airport (RSW)
Seckin	Ozkul	University of South Florida
Nick	Primrose	Jacksonville Port Authority (JAXPORT)
Greg	Stuart	Broward Metropolitan Planning Organization
Alex	Trauger	MetroPlan Orlando
Kevin	Walford	Miami-Dade Transportation Planning Organization
Gretchen	Winters	Florida Harbor Pilots Association

# Adjourn

# Florida Freight Advisory Committee



Florida's Harborside Hometown







**Daniel Fetahovic**  
Administrative Director  
State Freight and Rail Manager  
850-414-4517  
[daniel.fetahovic@dot.state.fl.us](mailto:daniel.fetahovic@dot.state.fl.us)



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