



U.S. Department
of Transportation
**Federal Highway
Administration**

Florida Division

February 12, 2018

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In Reply Refer To:
HDA-FL

Mr. Michael Dew
Secretary of Transportation
Florida Department of Transportation (MS-59)
605 Suwannee Street
Tallahassee, FL 32399-0450

Dear Secretary Dew:

The Federal Highway Administration Florida Division Office ("Division Office") has reviewed the Florida Department of Transportation's (FDOT) Freight Mobility and Trade Plan Investment Element FAST Act Addendum (FMTP) dated January 2018 and received by the Division Office on January 25, 2018.

The Division Office finds that the combined components of the FDOT FMTP (Policy Element dated June 2013, Investment Element dated September 2014, MAP-21 Addendum dated July 2015, and FAST Act Addendum dated January 2018) contains all elements as required by 49 U.S.C. § 70202. The State has, therefore, met the prerequisite in 23 U.S.C. § 167(i)(4) that it develop a State Freight Plan in accordance with 49 U.S.C. § 70202 before it may obligate funds apportioned to the State under 23 U.S.C. § 104(b)(5). The State may now obligate such funds for projects that meet all National Highway Freight Program (NHFP) eligibility requirements described in 23 U.S.C. § 167, and all other applicable Federal requirements.

Please be advised that the Division Office's finding that the Plan satisfies the requirements of 49 U.S.C. § 70202 and 23 U.S.C. § 167(i)(4) is not a determination that the projects listed in the freight investment plan component of the Plan required by 49 U.S.C. § 70202(b) meet all other NHFP eligibility requirements set forth in 23 U.S.C. § 167, or any other applicable Federal requirement.

If you have any questions regarding NHFP eligibility requirements, please contact Mr. Greg Hall at (850) 553-2232.

Sincerely,

James C. Christian, P.E.
Division Administrator



Florida Department of Transportation
Office of Freight & Multimodal Operations



Florida Freight Mobility and Trade Plan
Investment Element FAST Act Addendum

January 2018

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Chapter 1: Introduction

The Freight and Multimodal Operations Office (FMO) is excited to offer this addendum to our well founded strategic freight plan - Freight Mobility and Trade Plan (FMTP). This addendum incorporates criteria into the FMTP that is required by the Fixing America's Surface Transportation Act (FAST Act) enacted by 49 U.S.C. 70202. (**Table 1-1** provides an overview of each requirement). The FMO Strategic Focus is to remove institutional, infrastructure, and funding bottlenecks to build a well-connected, reliable and safe multimodal network. In addition, the FMTP is used to plan for the robust and reliable freight transportation infrastructure necessary for continued economic growth and diversification. Combined, the Strategic Focus and FMTP work to promote economic growth and to enhance the inextricable link of freight transportation infrastructure to Florida's economic vitality.

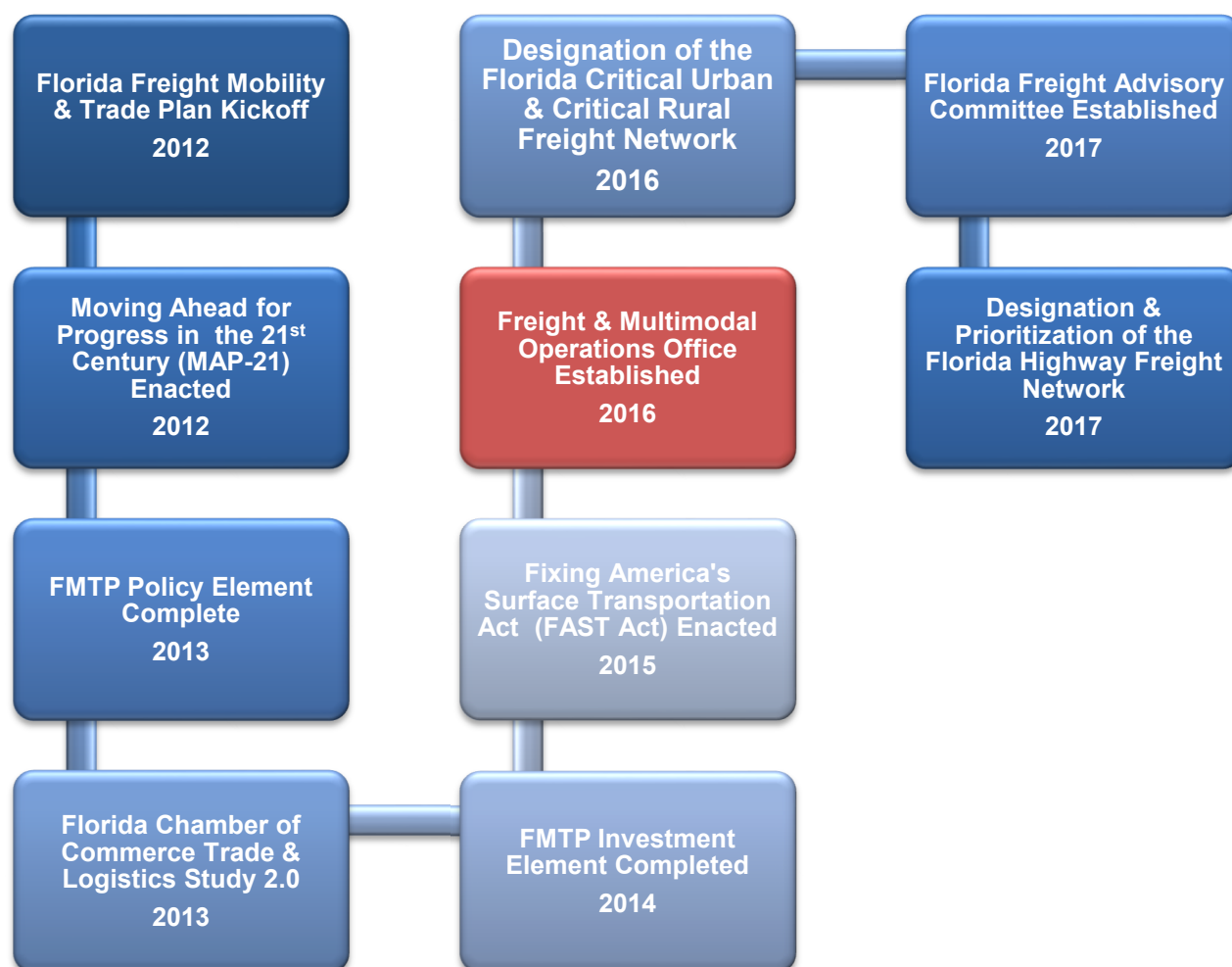
The FMTP identifies freight transportation hubs and facilities critical to the state's economic growth and recommends appropriate prioritization for investments in these facilities. Enhanced economic growth will help guide statewide transportation investments and policy to achieve related strategic goals, including safety, state of good repair, livability, and environmental sustainability.

The creation of the FMTP was a two phase process done collaboratively with the freight and logistics community to provide a process that reflects the actual stakeholders' needs. The first phase of the process produced the Policy Element which outlines a foundation for objectives, strategies, and measurable goals for FDOT and agency partners. The second phase produced the Investment Element which builds upon the Policy Element and provides the state with a tool to make informed, measured, and economically feasible decisions for freight investments.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) was the framework for developing the FMTP and was a stepping stone for the FAST Act. However, to receive funding under the National Highway Freight Program (23 U.S.C. 167), the FAST Act requires the development of a State freight plan which must comprehensively address the State's freight planning activities and investments both immediate and long-range. Key requirements include: the State may develop its freight plan either separately from, or incorporated within, its statewide strategic long-range transportation plan required by 23 U.S.C. 135; and the state must update its freight plan at least every five years, and may update its freight investment plan more frequently than the overall freight plan. [49 U.S.C. 70202(e)]. See **Appendix B:** for additional information.

In addition to integration into FDOT long-range plans, the FMTP institutionalized freight planning by aligning strategies and objectives with the statewide priorities, networks, and plans that already exists within the Florida Transportation Plan (FTP) and the Strategic Intermodal System (SIS). Florida's freight and mobility timeline implementation is shown in **Figure 1-1**.

Figure 1-1: Florida Freight and Mobility Timeline Implementation



Source: Office of Freight and Multimodal Operations FREIGHT@dot.state.fl.us

Since the implementation of the FMTP, FDOT has created the Freight and Multimodal Operations Office and continued to engage with public and private stakeholders to enhance multimodal freight programs. The Freight and Multimodal Operations Office completed Florida's designation of freight network components and continued leading the investment in freight transportation infrastructure.

1.1 FAST Act Requirements

The FAST Act established criteria that is required to be addressed in the state's freight plan. **Table 1-1** provides an overview of each of these requirements and where they are addressed within the FMTP and FAST Act Addendum.

Table 1-1: FAST Act Requirements and Location Addressed in the FMTP

Requirement	Addressed in FMTP
1. An identification of significant freight system trends, needs, and issues with respect to the State;	FMTP Investment Element Ch. 2, FAST Act Addendum Ch. 2
2. A description of the freight policies, strategies, and performance measures that will guide the freight-related transportation investment decisions of the State;	FMTP Policy Element Ch. 4, FMTP Investment Element Ch. 2, FAST Act Addendum Ch. 3
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); b. critical rural and urban freight corridors designated within the State under section 167 of title 23 (National Highway Freight Program);	FAST Act Addendum Chapter 4
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;	FMTP Investment Element Ch. 1, FAST Act Addendum Ch. 5
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;	FMTP Investment Element Ch. 4, FAST Act Addendum Ch. 6
6. In the case of roadways on which travel by heavy vehicles (including mining, agricultural, energy cargo or equipment, and timber vehicles) is projected to substantially deteriorate the condition of the roadways, a description of improvements that may be required to reduce or impede the deterioration;	FMTP Investment Element Ch. 2, FAST Act Addendum Ch. 7
7. An inventory of facilities with freight mobility issues, such as bottlenecks, within the State, and for those facilities that are State owned or operated, a description of the strategies the State is employing to address those freight mobility issues;	FMTP Investment Element Ch. 2 and Ch. 5
8. Consideration of any significant congestion or delay caused by freight movements and any strategies to mitigate that congestion or delay;	FMTP Investment Element Ch. 2, FAST Act Addendum Ch. 6 and Ch. 7
9. A freight investment plan that, subject to 49 U.S.C. 70202(c), includes a list of priority projects and describes how funds made available to carry out 23 U.S.C. 167 would be invested and matched; and	FAST Act Addendum Ch. 8 and Appendix C
10. Consultation with the State Freight Advisory Committee, if applicable.	FAST Act Addendum Ch. 9

Source: Office of Freight and Multimodal Operations FREIGHT@dot.state.fl.us

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Chapter 2: Freight System Trends, Needs, and Issues

Florida's freight system is critical to the economic vitality of the state, as an increasing population and an educated workforce generate additional economic activity. These increases place additional demands on Florida's freight system, which must constantly improve to accommodate the increased demand. The FMTP Policy and Investment Elements provided system-wide and mode-specific analyses regarding the emerging trends and demands that impact the state's freight system. These demands will require future attention to address potential deterioration of freight facilities. This chapter will identify the locations in which these analyses are located within the FMTP Policy and Investment Element.

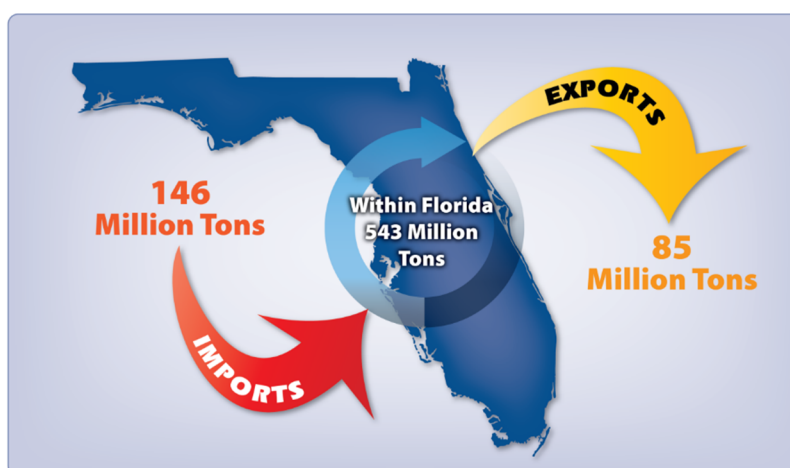
2.1 Florida's Population and Tourism Trends

Chapter 2 of the FMTP Policy Element provides a detailed analysis regarding population growth and tourism trends within the state. Overall, Florida's population is forecasted to grow to 21.4 million in 2020, and to 33.5 million in 2060. Tourism within the state is also experiencing increasing trends. Visitors to Florida has also increased since 1980 from approximately 20 million visitors to over 80 million visitors.

2.2 Key Markets and Top Commodities

The commodity and market analysis completed and detailed in **Chapter 2** of the FMTP Policy Element and **Chapter 2** of the FMTP Investment Element provide commodity and market analyses for the entire state's freight system and for each mode. Overall, **Figure 2-1** illustrates freight movements to, from, and within the state of which are expected to grow by 69 percent in weight and 174 percent in value by 2040.

Figure 2-1: 2011 Florida Total Freight Flows



Source: FHWA, Freight Analysis Framework 3.4

2.3 Needs and Issues

Chapter 3 of the FMTP Policy Element described the process implemented to identify key freight needs and issues while Chapter 2 of the FMTP Investment Element provides a detailed analysis by mode. The analysis found within the FMTP Investment Element identified growing strains due to congestion and bottlenecks along the state's highway corridors which is forecasted to worsen by 2040 even with planned improvements. Other modes are feeling impacts such as rail, which has experienced intensified use with the growth of marine containerization.

Chapter 3: Freight Policies, Strategies, and Performance Measures

The FMTP is a multimodal freight needs plan that focuses on the movement of freight through the supply chain across all freight related modes. Performance measures guide freight-related transportation investments by providing an additional source of information. As part of the development of the FMTP Policy Element, stakeholders helped FDOT develop a set of Objectives and Strategies to achieve these four goals illustrated in **Chapter 2** of the FMTP Investment Element. The full list of Strategies associated with each Objective is included in **Chapter 4** of the FMTP Policy Element.

The FAST Act requires a description of the freight policies, strategies, and performance measures that will guide the freight-related transportation investment decisions of the State. The following sections provide information on the Florida Freight Policy Objectives, FDOT's Freight Performance Measures and FMTP's consistency with other State Plans, including the Florida Transportation Plan (FTP), the Florida Strategic Plan for Economic Development, and the Strategic Intermodal System (SIS) Policy Plan.

3.1 Florida Freight Policy Objectives

Chapter 4 of the FMTP Policy Element identified seven Freight Policy Objectives. These objectives are outlined in detail within this chapter.

3.2 FDOT's Freight Performance Measures

Chapter 2 of the FMTP Investment Element discusses how Florida's freight network is currently performing utilizing performance measures. The performance measures section was based on information from 2014. A brief update of the changes since the completion of the Investment Element is provided below.

3.2.1 Florida Multimodal Performance Measures

The FDOT Statistics Office developed a Florida Multimodal Mobility Performance Measures Source Book which is a collection of current and historical data and analysis describing the performance of Florida's transportation system. It is intended to be the primary source of mobility performance measure results for the State of Florida that are covered in four dimensions:

- **Quantity** - How much freight is moved and how many people are served
- **Quality** – How good or bad the travel experience is
- **Accessibility** – Ease in engaging in activities
- **Utilization** – How much of the transportation system is used/available

Table 3-1 displays the performance measures for freight, methodology, the dimension of mobility for the performance measure, and its reporting period. This information has been updated to include the performance measures from the 2016 FDOT Multimodal Mobility Performance Measures Source Book. A detailed breakdown of the freight performance measures is included on pages 69 through 100 of the source book. A summary of the performance measures for Truck, Aviation, Rail and Seaport is provided in **Appendix A**.

Table 3-1: Freight Performance Measures

Mode	Performance Measure	Mobility	Reporting Period	Methodology
Truck	Combination Truck Miles Travelled	Quantity	Daily	Determined using combination truck traffic volume and segment length.
	Truck Miles Traveled	Quantity	Daily	The product of a road's vehicle miles traveled and the percentage of vehicles that are trucks.
	Combination Truck Tonnage	Quantity	Yearly	The Freight Analysis Framework (FAF) tonnage data is interpolated using combination truck miles traveled data to calculate combination truck tonnage.
	Combination Truck Ton Miles Traveled	Quantity	Yearly	Determined using combination truck miles traveled and average weight of the load.
	Value of Freight	Quantity	Yearly	The Freight Analysis Framework (FAF) cargo value data is interpolated using combination truck miles traveled data to calculate combination truck tonnage.
	Travel Time Reliability	Quality	Peak Hour, Peak Period, Daily	For the seven largest MPOs, freight travel time reliability is defined as the percentage of freeway trips by combination trucks traveling at least 45 mph.
	Travel Time Variability	Quality	Peak Hour, Peak Period, Daily	Freight travel time variability is defined as 95th percentile travel time index (TTI ₉₅).
	Combination Truck Hours of Delay	Quality	Daily	Combination truck hours of delay is based on combination truck speed.
	Combination Truck Average Travel Speed	Quality	Peak Hour, Peak Period	The calculation of combination truck average travel speed is identical to the methodology for (passenger) vehicle's average travel speed, except that combination trucks are assumed to have a lower free-flow speed.
	Combination Truck Cost of Delay	Quality	Yearly	The monetization of combination truck cost of delay is based on combination truck hours of delay and the marginal cost of truck labor per hour.
Aviation	Tonnage	Quantity	Yearly	All air cargo landed at public airports.
	Value of Freight	Quantity	Yearly	Values of air cargo are extracted from the Freight Analysis Framework.
Rail	Tonnage	Quantity	Yearly	Tons of freight carried by rail mode originated or terminated in Florida.
	Value of Freight	Quantity	Yearly	Values for rail tonnage are extracted from the Freight Analysis Framework.
	Active Rail Access	Accessibility	Yearly	Active rail access accounts for active rail serving intermodal logistic centers and seaports.
Seaport	Tonnage	Quantity	Yearly	International and domestic waterborne tons of cargo handled at both public and private terminals in port areas of Florida.
	20-foot Equivalent Units	Quantity	Yearly	Includes international and domestic waterborne cargo handled at both public and private terminals in port areas of Florida.
	Value of Freight	Quantity	Yearly	Seaport highway adequacy is the dollar value of Florida's international waterborne commerce as reported by the U.S. Census Bureau.
	Active Rail Access	Accessibility	Yearly	Seaport active rail access accounts for active rail serving seaports.

Source: Multimodal Mobility Performance Measures Source Book, Florida Department of Transportation - Transportation Statistics Office, 2016. <http://www.floridampms.com/Final%20Reports/MPM%20Source%20Book%202016%20Final.pdf>

Truck

FDOT measures truck performance in a variety of ways. Truck performance measures for Freight is included on pages 71-91 of the 2016 Florida Multimodal Mobility Performance Measures Source Book. These performance measures include:

- Combination Truck Miles Travelled (pg. 71)
- Truck Miles Traveled (pg. 74)
- Combination Truck Tonnage (pg. 77)
- Combination Truck Ton Miles Traveled (pg. 78)
- Value of Freight (pg. 79)
- Travel Time Reliability (pg. 80)
- Travel Time Variability (pg. 81)
- Combination Truck Hours of Delay (pg. 82)
- Combination Truck Average Travel Speed (pg. 85)
- Combination Truck Cost of Delay (pg. 88)
- Combination Truck Backhaul Tonnage (pg. 91)

Aviation

The Florida Multimodal Mobility Performance Measures Source Book provides information on air cargo tonnage and the value of air cargo freight. Aviation performance measures for freight is included on pages 92-93 of the 2016 Florida Multimodal Mobility Performance Measures Source Book. These performance measures include:

- Tonnage (pg. 92)
- Value of Freight (pg. 93)

Rail

Rail performance is measured in tonnage, including tons of freight carried by rail mode originated and terminated in Florida. Rail performance measures for freight is included on pages 94-96 of the 2016 Florida Multimodal Mobility Performance Measures Source Book. These performance measures include:

- Tonnage (pg. 94)
- Value of Freight (pg. 95)
- Active Rail Access (pg. 96)

Seaport

FDOT measures seaport performance in tonnage. Tonnage includes international and domestic waterborne tons of cargo handled at both public and private terminals in port areas of Florida. Seaport performance measures for freight is included on pages 97-100 of the 2016 Florida Multimodal Mobility Performance Measures Source Book. These performance measures include:

- Tonnage (pg. 97)
- Twenty-foot Equivalent Units (pg. 98)
- Value of Freight (pg. 99)
- Active Rail Access (pg. 100)

3.2.2 FDOT Performance Measures

FDOT develops performance measures to help establish and inform goals, objectives, and strategies as well as to monitor FDOT mission alignment. Performance measures also communicate progress toward achieving goals in transportation plans and programs such as the Freight Mobility and Trade Plan. Likewise, performance measures are instrumental in the development of prioritization of state investments.

FDOT uses performance measures to:

- Assess how well Florida's multimodal transportation system is functioning
- Provide information to support and inform decision-making
- Assess how effectively and efficiently transportation programs, projects and services are being delivered
- Determine customer satisfaction levels
- Demonstrate transparency and accountability to Florida's citizens and to foster collaboration with FDOT's transportation system stakeholders

The 2016 FDOT performance report includes detailed information on five separate categories. **Table 3-2** provides an overview of the information included in the FDOT performance reports.

Table 3-2: 2016 FDOT Performance Report

FDOT Performance Reports	
Performance Report	Elements included in report
Safety	Fatal and serious injuries related to impaired driving, speeding and aggressive driving, distracted driving, at-risk drivers, vulnerable road users
Preservation	Percent of pavement and bridges meeting condition standards, percent of maintenance activities that meet department standards, roadway clearance times due to incidents and crashes
Mobility	Vehicle miles traveled, transit ridership, freight tonnage, freight and port access, hours of delay, travel time reliability, travel that is heavily congested
Economy	Return on Investment of FDOT programs, capacity funds for the SIS, Florida share of U.S. trade, Florida value of freight, construction projects completed on-time and within budget
Environment	Air quality, water quality, impacts to the physical, natural and cultural environment, vibrant and healthy communities, customer satisfaction

Source: 2016 FDOT Performance Report, <http://www.fdot.gov/planning/performance/2016/2016PerformanceReport.pdf>.

These five performance measures directly tie to the goals of the Florida Transportation Plan (FTP) which include safety and security for residents, visitors, and businesses; to provide agile resilient, and quality infrastructure; efficient and reliable mobility for people and freight; more transportation choices for people and freight; providing transportation solutions that support Florida's global economic competitiveness; providing transportation solutions that support quality places to live, learn, work, and play; and providing transportation solutions that enhance Florida's environment and conserve energy.

Performance Measures on State of Good Repair

FDOT regularly monitors and tracks maintenance preservation. Information on the performance measures on the state of good repair is outlined within **Chapter 2** of the Investment Element on Pages 2-27 through 2-30. The recently updated 2016 FDOT Performance Report includes information on preservation on pages 2-1 through 2-26. FDOT has identified a set of core measures related to the preservation of the transportation system. **Table 3-3** provides information on the core measures of the FDOT Performance Report for Preservation. Some highlights from the 2016 FDOT Performance Report are:

- State Highway System (SHS) pavement is in excellent condition, with 91.5 percent exceeding FDOT standards.
- FDOT maintained bridges are also in excellent condition, with 95.1 percent exceeding FDOT standards.
- FDOT completed 93.2 percent of its planned resurfacing lane miles in fiscal year 2015/16.

Table 3-3: 2016 FDOT Performance Report (Preservation)

CORE MEASURE	Element
Pavement Condition	Percent Lane Miles Resurfaced
Bridge Condition	Bridges with Weight Restrictions Bridge Repair Projects Let Bridge Replacement Projects Let
Maintenance	Roadway Maintenance Roadside Maintenance Traffic Services Maintenance Drainage Maintenance Vegetation Aesthetics Maintenance
Transit State of Good Repair	

Source: 2016 FDOT Performance Report, Office of Policy Planning

3.2.3 Freight Performance Measures and Targets from FMTP Investment Element Addendum (July 2015)

When FDOT started the FMTP in the summer of 2012, the FDOT team focused on developing a collaborative process including other state agencies and the private sector to enhance freight mobility. This collaboration with partner agencies, private companies, and other stakeholders in the Policy Element of the FMTP laid the foundation for Florida's freight plan to be accepted by the industry. Objectives and Strategies were developed as part of series of statewide forums to ensure the plan would support the overall freight vision for the state.

Early in the development stages of the Investment Element of the FMTP, FDOT had a series of discussions with a wide variety of internal staff related to scoring freight projects and the pros and cons of each approach. These meetings set the overall course for the prioritization process. One of the key outcomes of this effort included a desire to include freight projects of all modes. The team concluded that there was not enough reliable statewide data to score freight projects of all modes based on quantitative data alone. Therefore, the decision was made to take a broader approach to prioritization using criteria tied directly to the objectives and strategies developed with stakeholder input.

In addition, the FMTP is a multimodal freight needs plan focused on the complete movement of freight through the supply chain across all freight related modes. This principle facilitated the need for analysis of performance measures by mode and not to a specific objective or strategy. Performance measures guide freight-related transportation investments by providing an additional source of information. Weaknesses identified in performance measure analysis at a strategic level can lead to projects created to address a need, and then those project needs can be added to the dynamic freight project needs list. Therefore, the performance measures and prioritization criteria are intentionally not directly tied, but used for distinct purposes.

3.2.4 New Federal Freight Performance Measures

The U.S. Department of Transportation's Federal Highway Administration (FHWA) has published a rulemaking that proposes new performance measures to assess system performance, freight movement, the Congestion Mitigation and Air Quality (CMAQ) Improvement Program, and pavement and bridge condition. The proposed regulation calls for an increased level of transparency and accountability in establishing and achieving targets for performance impacting commuters and truck drivers.¹

Freight and CMAQ Performance Measures

On May 20, 2017, the FHWA final rulemaking on national performance measures took effect. This final rule, sets forth measures that State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) will use to report on characteristics within their jurisdiction. The rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America's Surface Transportation (FAST) Act.² State DOTs will need to establish targets by May 20, 2018, for all measures in this rule. **Table 3-4** and **Table 3-5** provide information on the system performance measures, reporting requirements and how FDOT is prepared to report on the new measures.

Table 3-4: System Performance Measures

System Performance	Performance Measures	FDOT Response
The performance of the Interstate and non-Interstate National Highway System (NHS) to carry out the National Highway Performance Program (NHPP)	Two measures of system performance: <ul style="list-style-type: none"> • A measure that will assess the percent of reliable person-miles traveled on the Interstate. • A measure that will assess the percent of reliable person-miles traveled on the non-Interstate NHS. 	The 2016 FDOT Multimodal Mobility Performance Measures Source Book collects data on person miles traveled for Daily and Peak Hour. PMT is determined using vehicle traffic volume, segment length, and average vehicle occupancy for highway motor vehicles.
Freight movement on the Interstate system	A measure that will assess freight movement on the Interstate by the percentage of Interstate system mileage providing for reliable truck travel time (Truck Travel Time Reliability Index)	The 2016 FDOT Multimodal Mobility Performance Measures Source Book provides data on Truck Travel Time Reliability for Daily, Peak Hour and Peak Period. For the seven largest MPOs, freight travel time reliability is defined as the percentage of freeway trips by combination trucks traveling at least 45 mph.

¹ https://ops.fhwa.dot.gov/freight/freight_analysis/perform_meas/#fhwa

² <https://www.fhwa.dot.gov/tpm/rule/pm3/faqs.pdf>

System Performance	Performance Measures	FDOT Response
Traffic congestion and on-road mobile source emissions for the purpose of carrying out the CMAQ Program	A measure that will assess total emissions reductions by applicable pollutants under the CMAQ program.	Florida is exempt from this reporting requirement, because no geographic areas are designated as nonattainment or maintenance for ozone, carbon monoxide or particulate matter.
	Two measures that will assess traffic congestion under the CMAQ program: <ul style="list-style-type: none"> • A measure that will assess annual hours of peak hour excessive delay per capita. • A measure that will assess modal share; specifically, the percent of non-single occupancy vehicle travel which includes travel avoided by telecommuting. 	

Table 3-5: System Performance Reporting Requirements

The performance of the Interstate and non-Interstate National Highway System (NHS) to carry out the National Highway Performance Program (NHPP)	
Requirement	FDOT Response
State DOTs will provide a Baseline Performance Period Report by October 1, 2018, that will include two-and four-year targets for the Interstate system, but only a four-year target for the non-Interstate NHS.	The FDOT Transportation Data & Analytics office is ensuring the NHS is correct and is updated per districts data collection and CO validation and FHWA approval. This is currently underway and should be completed by Fall 2017. The importance of the accurate NHS validates the data and federal designations on the NHS like the NHFN or the Scenic Highway Program, or the functional class program. FDOT anticipates compiling this information by October 2017.
The State DOTs have the option to adjust four-year targets in their Mid Performance Period Progress Report, due October 1, 2020. There is no requirement for State DOTs to report baseline condition/performance or two-year targets for the non-Interstate NHS before the Mid Performance Period Progress Report. This will allow State DOTs to consider more complete data.	FDOT is verifying the mileage is correct through the Certified Public Mileage program that coordinates with approximately 480 entities gathering mileage data annually for the HPMS data submittal to support the miles traveled calculations. FDOT anticipates compiling this information by October 2017.
Freight movement on the Interstate system	
Requirement	FDOT Response
Freight movement will be assessed by a Truck Travel Time Reliability (TTTR) Index. State DOTs and MPOs will have the data they need in FHWA's National Performance Management Research Data Set (NPMRDS), as the data set includes travel times for the full Interstate System. State DOTs and MPOs may use an equivalent data set if they prefer.	The FDOT Multimodal Mobility Performance Measures Source Book provided data on Truck Travel Time Reliability for Daily, Peak Hour and Peak Period. For the seven largest MPOs, freight travel time reliability is defined as the percentage of freeway trips by combination trucks traveling at least 45 mph. FDOT anticipates compiling this information by October 2017.

Bridge and Pavement Condition Performance Measures Final Rule

On May 20, 2017, the FHWA's final rule on pavement and bridge condition performance measures to address new requirements established by MAP-21 and the FAST Act will take effect. This Pavement and Bridge Condition Performance Measures final rule, establishes measures for State DOTs to carry out the National Highway Performance Program (NHPP) and to assess the condition of pavements on the non-Interstate National Highway System (NHS); pavements on the Interstate

System; and bridges carrying the NHS, including on- and off-ramps connected to the NHS.³ **Table 3-6** through **Table 3-8** provide information on the system performance measures, reporting requirements and how FDOT is prepared to report on the new measures.

Table 3-6: Pavement and Bridge Condition Performance Measures

System Performance	Performance Measures	FDOT Response
Bridge	<ul style="list-style-type: none"> Percentage of NHS bridges in Good condition Percentage of NHS bridges in Poor condition 	The 2016 FDOT Performance Report provides data on Bridges with Weight Restrictions, Bridge Repair Projects Let and Bridge Replacement Projects Let.
Pavement	<ul style="list-style-type: none"> Percentage of Interstate pavements in Good condition Percentage of Interstate pavements in Poor condition Percentage of non-Interstate NHS pavements in Good condition Percentage of non-Interstate NHS pavements in Poor condition 	The 2016 FDOT Performance Report provides data on pavement for Percent Lane Miles Resurfaced.

Table 3-7: Bridge Condition Reporting Requirements

Bridge Condition	FDOT Response
Two- and four-year statewide targets for the first Performance Period must be established by May 20, 2018.	FDOT Transportation Data & Analytics office is working closely with the FHWA division office to insure the reporting requirements are met. An addendum to the Highway Performance Monitoring System (HPMS) field manual is scheduled for release in Fall 2017 to address requirements for the System Performance Measures.
The State DOTs will report these targets in the Baseline Performance Period Report to FHWA by October 1, 2018.	
The State DOTs have the option to adjust four-year targets in their Mid Performance Period Progress Report, due October 1, 2020.	

Table 3-8: Pavement Condition Reporting Requirements

Pavement Condition	FDOT Response
State DOTs are required to begin collecting pavement data that meets the new data collection requirements. The dates are: <ul style="list-style-type: none"> January 1, 2018: State DOTs are required to collect data for Interstate pavements. January 1, 2020: State DOTs are required to collect data for the non-Interstate NHS pavements. 	FDOT Transportation Data & Analytics office is working closely with the FHWA division office to insure the reporting requirements are met. An addendum to the Highway Performance Monitoring System (HPMS) field manual is scheduled for release in Fall 2017 to address requirements for the System Performance Measures.
State DOTs are required to submit the pavement condition data that meets the new data collection requirements. The dates are: <ul style="list-style-type: none"> April 15, 2019, and each April 15 thereafter (Interstate Pavement data). June 15, 2021, and each June 15 thereafter (Non-Interstate NHS pavement data). 	
State DOTs must establish pavement targets. Targets must be established by May 20, 2018. The State DOTs have the option to adjust 4 year targets in their Mid Performance Period Progress Report, due October 1, 2020.	
State DOTs must report pavement targets. The first reporting of targets (4-year statewide Interstate targets and 2- and 4-year statewide non-Interstate NHS targets) is due to FHWA by October 1, 2018, when the Baseline Performance Period Report is due.	

³ <https://www.fhwa.dot.gov/tpm/rule.cfm>

3.3 Consistency with other State Plans

Chapter 4 of the FMTP Policy Element provides information on the consistency of the FMTP with other State of Florida plans. Information is provided on the consistency with 2060 FTP Goals, Florida Chamber of Commerce Six Pillars and consistency with the Department of Economic Opportunity Strategic Plan for Economic Development.

3.4 FDOT Roadway Characteristics Inventory

FDOT maintains the Roadway Characteristics Inventory (RCI) Features & Characteristics Handbook which is used for identifying and defines the data found in the Roadway Characteristics Inventory. This handbook also provides basic guidelines and considerations to assist the RCI data collector. The features and characteristics in RCI reflect the roadway data of interest to the Florida Department of Transportation.

Data in RCI is organized by features and characteristics. Features are a collection of characteristics. They group similar characteristics together. Characteristics are the actual data component of RCI and each one is specifically created for a certain purpose. Features are assigned to owning offices. Each owning office manages and is responsible for their feature(s).

The handbook recently added the National Highway Freight Network under Feature 116, Freight Network on Pages 18-19 of the Handbook. The Freight Network features includes:

- Roadway ID
- NHFN codes (subsystem of NHFN roadway network)
- Beginning Mile Point (BMP)
- Ending Mile Point (EMP) for the roadways assigned as part of NHFN

FDOT's Transportation Data and Analytics Office is responsible for the Freight Network in the handbook. Additional information on the Roadway Characteristics Inventory Features & Characteristics Handbook can be found at:

<http://www.fdot.gov/planning/statistics/rci/RCI%20Features%20and%20Characteristics%20Handbook%20FINAL%20August%202016%20v3.pdf>.

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Chapter 4: National Freight Networks

Information on the existing Florida Freight Network was provided in **Chapter 3:** of the FMTP Investment Element; however, FMO has updated the network to address the FAST Act requirements and the FMO Strategic Focus. With the passage of the FAST Act, the National Freight Network now includes the National Highway Freight Network (NHFN) and the National Multimodal Freight Network (NMFN). The FAST Act also requires designation of Multimodal Critical Rural Freight Facilities and Corridors and Critical Rural and Urban Freight Corridors. **Chapter 4:** of the FMTP Investment Element, FAST Act addendum provides information on the revised NHFN and NMFM.

4.1 National Highway Freight Network (NHFN)

The FAST Act repealed both the Primary Freight Network and National Freight Network from MAP-21, and directed the FHWA Administrator to establish a NHFN to strategically direct Federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system. The NHFN consists of the PHFS and other Interstate portions not on the PHFS, for an estimated total of 51,029 centerline miles.⁴

The NHFN includes the following subsystems of roadways:

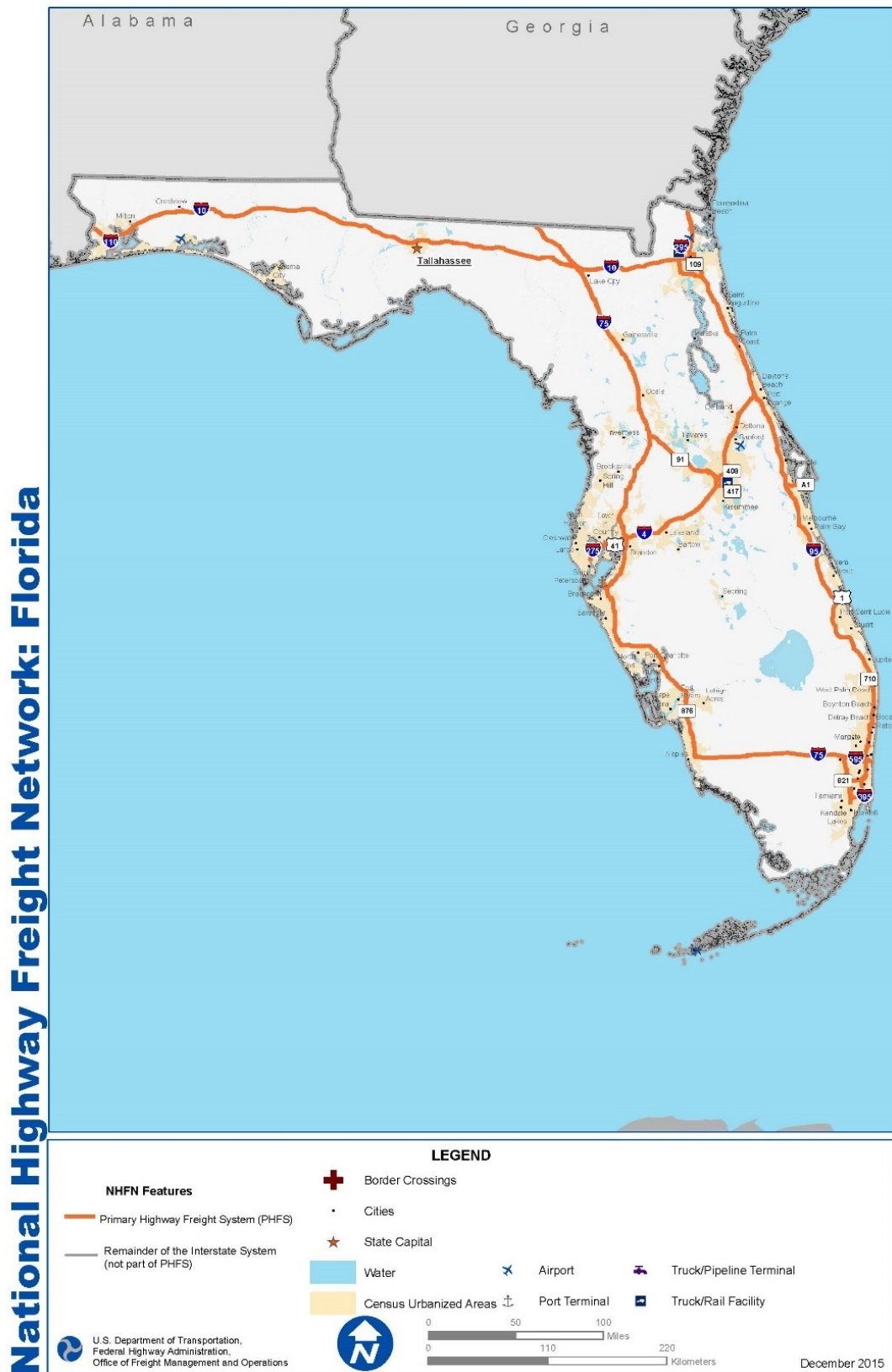
- Primary Highway Freight System (PHFS)
- Other Interstate portions not on the PHFS
- Critical Rural Freight Corridors (CRFCs)
- Critical Urban Freight Corridors (CUFCs)

4.1.1 Primary Highway Freight System (PHFS)

The Primary Highway Freight System (PHFS) is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data. The network consists of 41,518 centerlines miles, including 37,436 centerline miles of Interstate and 4,082 centerline miles of non-Interstate roads. **Figure 4-1** provides an overview of Florida's National Highway Freight Network.

⁴ <https://ops.fhwa.dot.gov/freight/infrastructure/nfn/>

Figure 4-1: National Highway Freight Network: Florida



Source: FHWA, https://ops.fhwa.dot.gov/freight/infrastructure/ismt/state_maps/states/images/nhfn_map/fl_florida.jpg

Florida Primary Highway Freight System (PHFS)

The Florida Primary Highway Freight System Routes consist of 1,529 miles and is summarized in **Table 4-1**.

Table 4-1: Summary of Facilities within Florida's Primary Highway Freight System

Facility Type and Quantity	Facility
Facilities included on the Primary Highway Freight System (PHFS)	
Primary Highway Freight System (1,539 miles)	I-10, I-110, I-275, I-295, I-395, I-4, I-595, I-75, I-95 SR 408, SR 417, SR 528, SR 821, SR 826, SR 91 US 41

Source: USDOT, <https://www.transportation.gov/sites/dot.gov/files/docs/Florida.pdf>

4.1.2 Other Interstate Portions Not on the PHFS

These highways consist of the remaining portion of Interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities. These portions amount to an estimated 9,511 centerline miles of Interstate, nationwide, and will fluctuate with additions and deletions to the Interstate Highway System.⁵

Other Interstate Portions Not on the PHFS in Florida

The Florida other interstate portions not on the PHFS consist of 55 miles and is summarized in **Table 4-2**.

Table 4-2: Summary of Facilities Florida's Interstate not on the PHFS

Facility Type and Quantity	Facility
Other interstate portions not on the PHFS in Florida	
Interstate not on the PHFS (55 miles)	Portions of I-175, I-195, I-275, I-375, I-595, I-75, I-95

Source: USDOT, <https://www.transportation.gov/sites/dot.gov/files/docs/Florida.pdf>

4.1.3 Critical Rural and Urban Freight Corridors

States, and in certain cases, Metropolitan Planning Organizations (MPOs) are responsible for designating public roads for the CRFCs and CUFCs in accordance with section 1116 of the FAST Act. State designation of the CRFCs is limited to a maximum of 150 miles of highway or 20 percent of the PHFS mileage in the State, whichever is greater. State and MPO designation of the CUFC is limited to a maximum of 75 miles of highway or 10 percent of the PHFS mileage in the State (whichever is greater).⁶

Florida CRFC and CUFC Maximum Mileage Limits

Florida is a state with Primary Highway Freight System (PHFS) mileage greater than or equal to 2 percent of the total PHFS mileage in all States. Florida may obligate funds for projects on the PHFS, the Critical Rural Freight Corridors (CRFCs) and the Critical Urban Freight Corridors (CUFCs).⁷

Table 4-3 provides the estimated maximum limit of CRFC and CUFC mileage for Florida.

⁵ <https://ops.fhwa.dot.gov/freight/infrastructure/nfn/>

⁶ See Above.

⁷ https://ops.fhwa.dot.gov/freight/infrastructure/nfn/maps/nhfn_mileage_states.htm

Table 4-3: Florida CRFC and CUFC Maximum Mileage Limits

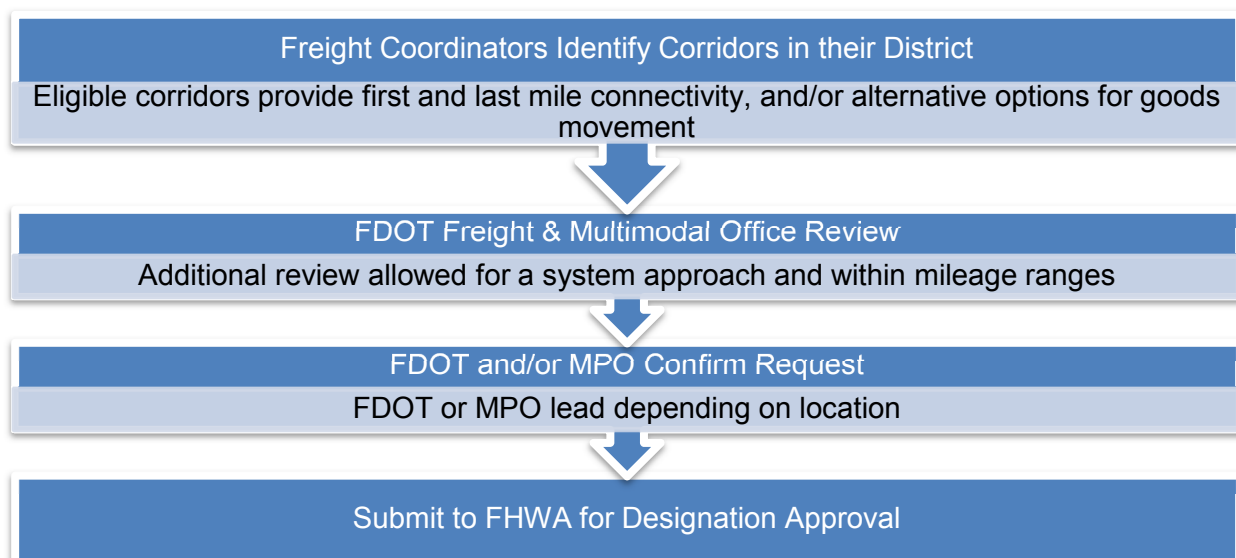
State	PHFS	Non-PHFS Interstate	NHFN Total	% of PHFS in State to Total PHFS	CFRC Maximum Mileage Limit	CUFC Maximum Mileage Limit
Florida	1,600.69	54.63	1,655.31	3.86%	320.14	160.07

Source: FHWA, https://ops.fhwa.dot.gov/fastact/crfc/sec_1116_gdnce.htm

FDOT's Process for Designation of CRFC's and CUFC's

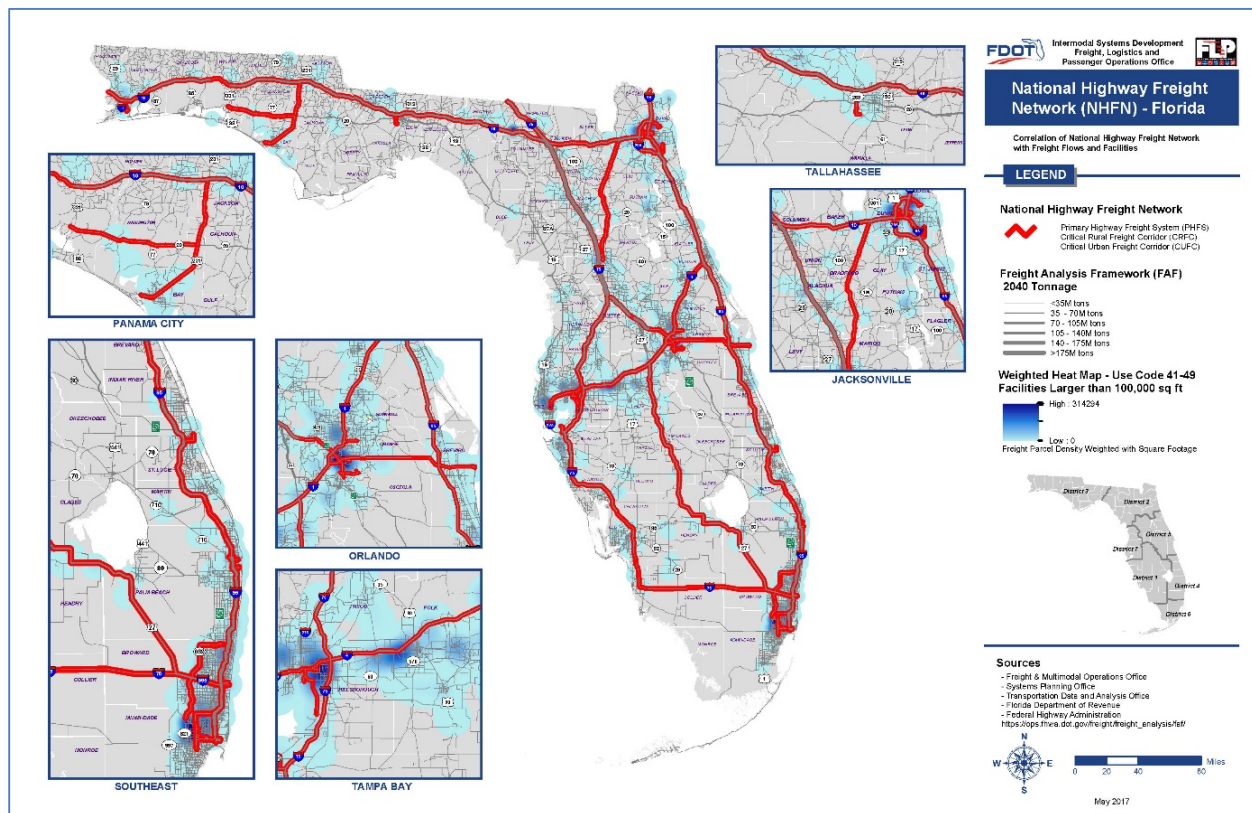
The Freight and Multimodal Operations Office submitted Florida's CRFC's and CUFC's list to the FHWA (shown in **Figure 4-2**) which was approved in April 2017. Florida designated eighteen (18) CRFC's for a total of 309.89 miles. Florida designated twenty-one (21) CUFC's for a total of 156.86 miles. **Figure 4-3** provides a map of Florida CRFC's and CUFC's. The Freight and Multimodal Operations Office coordinated with stakeholders in 2016 to identify the CRFC's and CUFC's for Florida. In future updates, the Florida Freight Advisory Committee will also be asked for input.

Figure 4-2: Florida's CFRC and CUFC Initial Designation Process



Source: Office of Freight and Multimodal Operations FREIGHT@dot.state.fl.us

Figure 4-3: Florida's CFRC and CUFC



Source: Office of Freight and Multimodal Operations FREIGHT@dot.state.fl.us

4.1.4 Critical Rural Freight Corridors (CRFC)

Critical Rural Freight Corridors (CRFC) are public roads not in an urbanized area which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.

Requirements for Designating a CRFC

A State may designate a public road within the borders of the State as a CRFC if the public road is not in an urbanized area and meets one or more of the following seven elements:

- Rural principal arterial roadway with a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks
- Provides access to energy exploration, development, installation, or production areas
- Connects the PHFS or the Interstate System to facilities that handle more than:
 - 50,000 20-foot equivalent units per year or
 - 500,000 tons per year of bulk commodities
- Provides access to a grain elevator, an agricultural facility, a mining facility, a forestry facility, or an intermodal facility
- Connect to an international port of entry
- Provides access to significant air, rail, water, or other freight facilities

- Corridor that is vital to improving the efficient movement of freight of importance to the economy of the State⁸

Florida's Critical Rural Freight Corridors (CRFCs)

Florida designated 18 CRFCs for a total of 309.89 miles. **Table 4-4** provides a summary of Florida's CRFCs.

Table 4-4: Florida's Critical Rural Freight Corridors (CRFCs)

CRFC	Start	End	Miles
SR 20	SR 79	County Road 83 Alternate	10.37
SR 20	US 231	SR 79	1.17
SR 20	US 231	SR 79	16.68
SR 331	US 301	County Road 225 Alternate	1.87
SR 528	SR 417	I-95	37.00
US 231	I-10	Bayou George Drive	26.76
US 231	I-10	Bayou George Drive	42.34
US 27	E Palm Beach Road	I-75	6.17
US 27	Fort Meade Road	Highlands County Line	0.43
US 27	Highlands County Line	SR 80	6.12
US 27	Lake Josephine Drive	County Road 17N	1.00
US 27	Masterpiece Rd	Fort Meade Rd	9.69
US 27	Old US 27 Highway	E Palm Beach Road	0.84
US 27	S Sun and Lakes Blvd	Highlands County Line	3.08
US 27	SR 80	Lewis Blvd	3.92
US 301	Clay County Line	NE 193 rd Street	26.88
US 301	NE Waldo Road	NW 77 th Street	98.27
US 301	S Walnut Street	NE Waldo Road	17.30

Source: Office of Freight and Multimodal Operations FREIGHT@dot.state.fl.us

4.1.5 Critical Urban Freight Corridors (CUFC)

These are public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

Requirements for Designating a CUFC

In an urbanized area with a population of 500,000 or more individuals, the MPO, in consultation with the State, may designate a CUFC. In an urbanized area with a population of less than 500,000 individuals, the State, in consultation with the MPO, may designate a CUFC. A public road designated as a CUFC must be in an urbanized area, regardless of whether the population is above or below 500,000 individuals, and meet one or more of the following four elements:

- Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility
- Located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement

⁸ https://ops.fhwa.dot.gov/fastact/crfc/sec_1116_gdnce.htm

- Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land
- Corridor that is important to the movement of freight within the region, as determined by the MPO or the State⁹

Florida's Critical Urban Freight Corridors (CUFCs)

Florida designated 21 CUFCs for a total of 159.86 miles. **Table 4-5** provides a summary of Florida's CUFCs.

Table 4-5: Florida's Critical Urban Freight Corridors (CUFCs)

CUFC	Start	End	Miles
I-295	I-95	Heckscher Drive	6.77
I-295	SR 202	I-95	8.07
SR 105	Blount Island Road	I-295	1.22
SR 263	I-10	SR 363	6.76
SR 528	McCoy Road (SR 482)	SR 417	7.44
SR 528	SR 417	I-95	0.18
SR 869	I-95	I-75	24.96
US 231	Bayou George Road	US 98	10.40
US 27	County Road 17N	S Sun and Lakes Blvd	7.94
US 27	E Palm Beach Road	I-75	0.15
US 27	Highlands County Line	Lake Josephine Drive	20.67
US 27	I-4	SR 60	25.75
US 27	I-75	US 301	2.84
US 27	Lewis Blvd	Old US 27 Highway	3.13
US 27	Old US 27 Highway	E Palm Beach Blvd	0.07
US 301	I-10	Clay County Line	7.51
US 301	NE 193 rd Street	S Walnut Street	4.38
US 301	NW 10 th Street	Silver Springs Boulevard	0.69
US 301	NW 77 th Street	NE 10 th Street	4.89
US 41	S 22 ST	Big Bend Rd	11.58
US 98	US 231	Sun Harbor Road	4.47

Source: Office of Freight and Multimodal Operations FREIGHT@dot.state.fl.us

4.2 National Multimodal Freight Network

Section 70103 of the FAST Act, directs the establishment of a National Multimodal Freight Network (NMFN) to:

- Assist States in strategically directing resources toward improved system performance for the efficient movement of freight on the NMFN
- Inform freight transportation planning
- Assist in the prioritization of Federal investment

⁹ https://ops.fhwa.dot.gov/fastact/crfc/sec_1116_gdnce.htm

- Assess and support Federal investments to achieve the national multimodal freight policy goals described in section 70101 (b) of title 49, U.S.C., and the national highway freight program goals described in section 167 of title 23, U.S.C.¹⁰

Establishment of Interim Multimodal Freight Network

The Interim Multimodal Freight Network was established within 180 days of the enactment of the FAST Act. The Final NMFN will follow and will be designated by December 4, 2017.¹¹

The Interim Multimodal Freight Network is based on the statutory requirements identified in the FAST Act and includes:

- The National Highway Freight Network
- The freight rail systems of Class I railroads
- The public ports of the United States that have total annual foreign and domestic trade of at least 2,000,000 short tons
- The inland and intracoastal waterways of the United States
- The Great Lakes
- The St. Lawrence Seaway
- Coastal and ocean routes along which domestic freight is transported
- The 50 airports located in the United States with the highest annual landed weight, and other strategic freight assets such as railroad connectors and border crossings.¹²

4.2.1 Florida Interim Multimodal Freight Network

The Interim Multimodal Freight Network was developed in response to the MAP-21 directive to develop a National Freight Strategic Plan (NFSP) and National Freight Network (NFN) of highways. The original NFN included a draft designation of a Primary Freight Network (PFN); however, the USDOT determined that efforts to incorporate all the criteria required by MAP-21 did not yield a network that could comprehensively represent the most critical elements of the network. The draft PFN did not reflect the location of non-truck freight modes including rail, water and pipelines, and did not achieve a contiguous network, nor did it ensure sufficient connections to Mexico and Canada. The Interim NMFN was established to include the NMFN; the Class I freight rail systems; the public ports that have a total annual foreign and domestic trade of at least 2 million short tons; the inland and intracoastal waterways ; the Great Lakes, the St. Lawrence Seaway, and coastal and ocean routes along which domestic freight is transported; the fifty airports in the United States with the highest annual landed withes; and other freight assets, included strategic intermodal facilities and freight rail lines of Class II and Class III railroads, designated by the Under Secretary as critical to interstate commerce. **Figure 4-4** provides a map of the Florida Interim Multimodal Freight Network, and does not include Florida's complete National Highway Freight Network designated in April 2017. **Table 4-6** provides a summary of Florida facilities included as part of the Interim Multimodal Network.

¹⁰ https://www.transportation.gov/sites/dot.gov/files/docs/Interim_NMFN_FR%20Notice_signed.pdf

¹¹ https://www.transportation.gov/sites/dot.gov/files/docs/Interim_NMFN_FR%20Notice_signed.pdf

¹² <http://nmfn-usdot.opendata.arcgis.com/>

Figure 4-4: Florida Interim Multimodal Freight Network



Note: For information on methodology used for feature selection in this map, please see U.S. Department of Transportation, Establishment of Interim National Multimodal Freight Network, Docket Number: DOT-OST-2016-0053.

Source: USDOT, https://www.transportation.gov/sites/dot.gov/files/docs/State_interimMFN_landscape_Florida_alt_text.pdf

Table 4-6: Florida Interim Multimodal Freight Network

Facility Type	Facility
Facilities included on the Florida Interim Multimodal Freight Network	
Multimodal Rail Freight Network	2,936 route miles
Highway Multimodal Freight Network STRAHNET Connectors	111 miles
Highway Multimodal Freight Network Intermodal Connectors	151 miles
Highway Multimodal Freight Network Routes	2,267 miles
Urban Streets and Miscellaneous Ramps	21 miles
Top Ports	Tampa Port Everglades Jacksonville Miami Port Canaveral Panama City Palm Beach Pensacola Port Manatee Fernandina Beach
Marine Highways	M-10 Corridor M-95 Corridor
Domestic Waterway Routes (765 miles)	Atlantic Intracoastal Waterway Gulf Intracoastal Waterway Apalachicola River Florida Shallow Water Spine Chattahoochee River St Mark's River Apalachee Bay
Cargo Airports	Miami International Orlando International Tampa International Fort Lauderdale/Hollywood International

Source: USDOT, <https://www.transportation.gov/freight/MFNTables/Florida>

4.2.2 Multimodal Critical Rural Freight Facilities and Corridors

Section 70103 of the FAST Act provides States with an opportunity to designate a freight facility or corridor as a critical rural freight facility or corridor for the Final National Multimodal Freight Network (NMFN) designation. This authority and process is unrelated to the highway-specific designation of critical rural freight corridors by States and critical urban freight corridors by States and MPOs for inclusion in the NHFN. To qualify as a critical rural freight facility or corridor for the NMFN, the facility or corridor must meet at least one of the following conditions:

- It is a rural principal arterial
- Provides access or service to energy exploration, development, installation, or production areas
- Provides access or service to:
 - A grain elevator
 - An agricultural facility
 - A mining facility
 - A forestry facility
 - An intermodal facility
- Connects to an international port of entry
- Provides access to a significant air, rail, water, or other freight facility in the State
- Has been determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State.

The Freight and Multimodal Operations Office provided a summary of Florida facilities and comments included as part of the Interim National Multimodal Freight Network, shown in Figure 4-4. As of September 30, 2017, the NMFN has not been finalized. Florida is postponing designation of facilities or corridors until the Interim NMFN is finalized by FHWA.

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Chapter 5: National Freight Policy Goals

The FAST Act requires a description of how the State freight plan will improve the ability of the State to meet the National Multimodal Freight Policy Goals and National Highway Freight Program Goals. Chapter 1 of the Investment Element provided information on the extensive overlap in National Freight Goals and the FMTP Objectives and Strategies, and how implementation of the FMTP will guide Florida toward meeting these goals. The FAST Act revised the national goals and the following sections discuss how the FMTP Objectives meet the requirements of the National Multimodal Freight Policy Goals and National Highway Freight Program Goals.

5.1 National Multimodal Freight Policy Goals

The national multimodal freight policy goals were developed as part of the FAST ACT, and are described in section 70101(b) of title 49, United States Code. **Table 5-1** provides a listing of the ten National Multimodal Freight Policy Goals.

Table 5-1: National Multimodal Freight Policy Goals

Goal	National Multimodal Freight Policy Goals
1	To identify infrastructure improvements, policies, and operational innovations that— <ul style="list-style-type: none"> • Strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States • Reduce congestion and eliminate bottlenecks on the National Multimodal Freight Network • Increase productivity, particularly for domestic industries and businesses that create high-value jobs
2	To improve the safety, security, efficiency, and resiliency of multimodal freight transportation
3	To achieve and maintain a state of good repair on the National Multimodal Freight Network
4	To use innovation and advanced technology to improve the safety, efficiency, and reliability of the National Multimodal Freight Network
5	To improve the economic efficiency and productivity of the National Multimodal Freight Network
6	To improve the reliability of freight transportation
7	To improve the short- and long-distance movement of goods that— <ul style="list-style-type: none"> • Travel across rural areas between population centers • Travel between rural areas and population centers • Travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network
8	To improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity
9	To reduce the adverse environmental impacts of freight movement on the National Multimodal Freight Network
10	To pursue the goals described in this subsection in a manner that is not burdensome to State and local governments

State of Florida Consistency with National Multimodal Freight Policy Goals

A description of how the FMTP plan will improve the ability of the State of Florida to meet the national multimodal freight policy goals is required as part of the FAST Act. A consistency review of the existing FMTP Objectives was completed using the new multimodal freight policy goals. A comparison of the National Multimodal Freight Policy Goals and FMTP Objectives is provided in **Table 5-2**.

Table 5-2: Consistency with National Multimodal Freight Policy Goals and FMTP Objectives

National Multimodal Freight Policy Goals	(1) To identify infrastructure improvements, policies, and operational innovations
FMTP Objectives	Objective 1: Capitalize on the freight transportation advantages of Florida through collaboration on economic development, trade, and logistics programs Objective 2: Increase operational efficiency of goods movement Objective 3: Minimize costs in the supply chain Objective 4: Align public and private efforts for trade and logistics Objective 5: Raise awareness and support for freight movement investments Objective 6: Develop a balanced transportation planning and investment model for all forms of transportation Objective 7: Transform the FDOT's organizational culture to include consideration of supply chain and freight movement issues
National Multimodal Freight Policy Goals	(2) To improve the safety, security, efficiency, and resiliency of multimodal freight transportation
FMTP Objectives	Objective 1: Capitalize on the freight transportation advantages of Florida through collaboration on economic development, trade, and logistics programs Objective 2: Increase operational efficiency of goods movement Objective 6: Develop a balanced transportation planning and investment model for all forms of transportation Objective 7: Transform the FDOT's organizational culture to include consideration of supply chain and freight movement issues
National Multimodal Freight Policy Goals	(3) To achieve and maintain a state of good repair on the National Multimodal Freight Network
FMTP Objectives	Objective 2: Increase operational efficiency of goods movement Objective 4: Align public and private efforts for trade and logistics Objective 5: Raise awareness and support for freight movement investments Objective 6: Develop a balanced transportation planning and investment model for all forms of transportation Objective 7: Transform the FDOT's organizational culture to include consideration of supply chain and freight movement issues
National Multimodal Freight Policy Goals	(4) To use innovation and advanced technology to improve the safety, efficiency, and reliability of the National Multimodal Freight Network
FMTP Objectives	Objective 2: Increase operational efficiency of goods movement Objective 4: Align public and private efforts for trade and logistics Objective 5: Raise awareness and support for freight movement investments Objective 7: Transform the FDOT's organizational culture to include consideration of supply chain and freight movement issues
National Multimodal Freight Policy Goals	(5) To improve the economic efficiency and productivity of the National Multimodal Freight Network
FMTP Objectives	Objective 1: Capitalize on the freight transportation advantages of Florida through collaboration on economic development, trade, and logistics programs Objective 2: Increase operational efficiency of goods movement Objective 3: Minimize costs in the supply chain Objective 4: Align public and private efforts for trade and logistics Objective 5: Raise awareness and support for freight movement investments Objective 6: Develop a balanced transportation planning and investment model for all forms of transportation Objective 7: Transform the FDOT's organizational culture to include consideration of supply chain and freight movement issues
National Multimodal Freight Policy Goals	(6) To improve the reliability of freight transportation
FMTP Objectives	Objective 2: Increase operational efficiency of goods movement

National Multimodal Freight Policy Goals	(7) To improve the short- and long-distance movement of goods
FMTP Objectives	Objective 2: Increase operational efficiency of goods movement Objective 3: Minimize costs in the supply chain Objective 5: Raise awareness and support for freight movement investments Objective 6: Develop a balanced transportation planning and investment model for all forms of transportation Objective 7: Transform the FDOT's organizational culture to include consideration of supply chain and freight movement issues
National Multimodal Freight Policy Goals	(8) To improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity
FMTP Objectives	Objective 1: Capitalize on the freight transportation advantages of Florida through collaboration on economic development, trade, and logistics programs Objective 3: Minimize costs in the supply chain Objective 6: Develop a balanced transportation planning and investment model for all forms of transportation Objective 7: Transform the FDOT's organizational culture to include consideration of supply chain and freight movement issues
National Multimodal Freight Policy Goals	(9) To reduce the adverse environmental impacts of freight movement on the National Multimodal Freight Network
FMTP Objectives	Objective 3: Minimize costs in the supply chain
National Multimodal Freight Policy Goals	(10) To pursue the goals described in this subsection in a manner that is not burdensome to State and local governments
FMTP Objectives	Objective 1: Capitalize on the freight transportation advantages of Florida through collaboration on economic development, trade, and logistics programs Objective 2: Increase operational efficiency of goods movement Objective 5: Raise awareness and support for freight movement investments Objective 6: Develop a balanced transportation planning and investment model for all forms of transportation Objective 7: Transform the FDOT's organizational culture to include consideration of supply chain and freight movement issues

Source: Office of Freight and Multimodal Operations FREIGHT@dot.state.fl.us

5.2 National Highway Freight Program Goals

The FAST Act established the new National Highway Freight Program to improve the efficient movement of freight on the NHFN and support the national highway freight program goals described in section 167 of title 23. **Table 5-3** provides a listing of the National Highway Freight Program Goals.

State of Florida Consistency with National Highway Freight Program Goals

A description of how the FMTP plan will improve the ability of the State of Florida to meet the National Highway Freight Program Goals is required as part of the FAST Act. A consistency review of the existing FMTP Objectives was completed using the new National Highway Freight Program Goals. A comparison of the National Highway Freight Program Goals and FMTP Objectives is provided in **Table 5-4**.

Table 5-3: National Highway Freight Program Goals

Goal	National Highway Freight Program Goals
1	To invest in infrastructure improvements and to implement operational improvements on the highways of the United States that— <ul style="list-style-type: none"> • Strengthen the contribution of the National Highway Freight Network to the economic competitiveness of the United States • Reduce congestion and bottlenecks on the National Highway Freight Network; • Reduce the cost of freight transportation • Improve the year-round reliability of freight transportation • Increase productivity, particularly for domestic industries and businesses that create high-value jobs
2	To improve the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas
3	To improve the state of good repair of the National Highway Freight Network
4	To use innovation and advanced technology to improve the safety, efficiency, and reliability of the National Highway Freight Network
5	To improve the efficiency and productivity of the National Highway Freight Network
6	To improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address highway freight connectivity
7	To reduce the environmental impacts of freight movement on the National Highway Freight Network.

Table 5-4: Consistency with National Highway Freight Program Goals and FMTP Objectives

National Highway Freight Program Goals	(1) To invest in infrastructure improvements and to implement operational improvements on the highways of the United States
FMTP Objectives	Objective 1: Capitalize on the freight transportation advantages of Florida through collaboration on economic development, trade, and logistics programs Objective 2: Increase operational efficiency of goods movement Objective 3: Minimize costs in the supply chain Objective 4: Align public and private efforts for trade and logistics Objective 5: Raise awareness and support for freight movement investments Objective 6: Develop a balanced transportation planning and investment model for all forms of transportation Objective 7: Transform the FDOT's organizational culture to include consideration of supply chain and freight movement issues
National Highway Freight Program Goals	(2) To improve the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas
FMTP Objectives	Objective 1: Capitalize on the freight transportation advantages of Florida through collaboration on economic development, trade, and logistics programs Objective 2: Increase operational efficiency of goods movement
National Highway Freight Program Goals	(3) To improve the state of good repair of the National Highway Freight Network
FMTP Objectives	Objective 2: Increase operational efficiency of goods movement Objective 4: Align public and private efforts for trade and logistics Objective 5: Raise awareness and support for freight movement investments Objective 6: Develop a balanced transportation planning and investment model for all forms of transportation Objective 7: Transform the FDOT's organizational culture to include consideration of supply chain and freight movement issues
National Highway Freight Program Goals	(4) To use innovation and advanced technology to improve the safety, efficiency, and reliability of the National Highway Freight Network
FMTP Objectives	Objective 2: Increase operational efficiency of goods movement Objective 4: Align public and private efforts for trade and logistics Objective 5: Raise awareness and support for freight movement investments Objective 7: Transform the FDOT's organizational culture to include consideration of supply chain and freight movement issues
National Highway Freight Program Goals	(5) To improve the efficiency and productivity of the National Highway Freight Network
FMTP Objectives	Objective 1: Capitalize on the freight transportation advantages of Florida through collaboration on economic development, trade, and logistics programs Objective 2: Increase operational efficiency of goods movement Objective 3: Minimize costs in the supply chain Objective 4: Align public and private efforts for trade and logistics Objective 5: Raise awareness and support for freight movement investments Objective 6: Develop a balanced transportation planning and investment model for all forms of transportation Objective 7: Transform the FDOT's organizational culture to include consideration of supply chain and freight movement issues
National Highway Freight Program Goals	(6) To improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address highway freight connectivity
FMTP Objectives	Objective 1: Capitalize on the freight transportation advantages of Florida through collaboration on economic development, trade, and logistics programs Objective 3: Minimize costs in the supply chain Objective 6: Develop a balanced transportation planning and investment model for all forms of transportation Objective 7: Transform the FDOT's organizational culture to include consideration of supply chain and freight movement issues
National Highway Freight Program Goals	(7) To reduce the environmental impacts of freight movement on the National Highway Freight Network
FMTP Objectives	Objective 3: Minimize costs in the supply chain

Source: Office of Freight and Multimodal Operations FREIGHT@dot.state.fl.us

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Chapter 6: Innovative Technologies and Operational Strategies

Through the development of the FMTP, the FDOT established a prioritization process to guide freight-related transportation investment decisions within Florida. The process contained a set of policies, strategies, and criteria used to prioritize freight projects in the FMTP. The goal of the prioritization process was to develop a fair, consistent, replicable, and justifiable process, so projects could be universally evaluated and compared across modes. Thus, development of this process also included vetting by statewide freight stakeholders and represents a significant level of partnership. It was developed and implemented using the following steps:

- Step 1: Development of Freight Project Prioritization Criteria
- Step 2: Rating of Projects According to Prioritization Criteria
- Step 3: Incorporation of Criterion Importance Weighting for Project Selection
- Step 4: Compilation of Project Scores and Prioritization Grouping
- Step 5: Evaluation of Return on Investment

The prioritization criteria used for this process are based on the FMTP objectives and strategies as identified in Chapter 3. In particular, FMTP Objective 2 supports the implementation and maintenance of innovative technologies and operational strategies by,

“Identify[ing] and strengthen[ing] the critical freight network, and use ITS and other enhancements to increase the efficiency, reliability, safety, and security of freight movements, including under emergency situations.”

Of the total of 26 criteria used within the prioritization process, seven criteria were identified to support FMTP Objective 2. These criteria, as well as the other criteria which support the remaining FMTP objectives and FDOT best practices in project selection, are summarized in **Table 6-1**. Together, these criteria were used to prioritize freight investments for Florida’s Freight Network.

Freight Bottleneck and Intelligent Transportation Systems (ITS) were among the seven criteria identified to support FMTP Objective 2. Those projects identified to eliminate an identified freight bottleneck are considered consistent with the Freight Bottleneck criteria. Within the state, bottlenecks are assessed against several measures pertaining to congestion and hours of delay. For the ITS criteria, this includes those projects which include the use of ITS technology to improve system operations.

Table 6-1: Summary of Prioritization Criteria

FMTF Objectives	Criteria Name with FMTF Strategy Number*	Prioritization Criteria
FMTF 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.
FMTF 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.
FMTF 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.
FMTF 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).
FMTF 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).
FMTF 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)

6.1 Project Ranking and Weighting

FDOT developed a Florida Freight Project Definition for identifying eligible freight project needs. This definition is described in detail in **Chapter 3** of the FMTP Investment Element. Once a project was classified as a freight project per that definition, the project was evaluated using the prioritization criteria for inclusion. Table 7 within **Chapter 4** of the FMTP Investment Element details each criterion, the number of potential points to be awarded, and their associated scoring factors. In general, freight projects could score up to 5 points for each of the prioritization criteria, depending on how well they satisfy that criterion. For the seven criteria which support FMTP Objective 2, five criteria require the project be consistent with or exceed the established scoring factors to achieve 5 points. The other two criteria have two ways of scoring. For the Freight Bottleneck criterion, a project must either eliminate a freight bottleneck on the Florida Freight Network to achieve 5 points. If the project eliminates a freight bottleneck on anywhere else not designated under the Florida Freight Network, then the project can only achieve 3 points. For Marine Highways, the project must either increase use on America's Marine Highway System or increase the use of short-sea shipping to achieve the full 5 points.

Each criterion was identified due to its importance to the movement of freight goods and services. However, some of these criteria are more useful to selecting freight projects for state investment, FDOT developed a weighting system using a 5-point importance scale. Each prioritization criteria received an average importance rating based on stakeholder feedback. For the 26 criteria, the lowest rating was a 3.3 and the highest was a 4.5.

6.2 Freight Project Need Selection

Each freight project identified to be eligible is scored based on the 26 prioritization criteria. Project scores for each criterion were multiplied by the respective average importance rating to produce a weighted score for each of the prioritization criterion. By adding the weighted scores among prioritization criteria for a given project, the total points for a freight project is determined. Once a freight project is scored, the results are analyzed and the project is placed into one of four priority groupings: Very High, High, Medium, and Low/Insufficient Info.

If a freight project is assigned to the Very High priority group, the project unquestionably implements the state and national freight goals and is worth state investment in the short term. A project assigned to the High priority group likely implements many of the state and national freight goals and should be worth state investment after Very High priority projects are funded. Medium priority group projects likely implement some of the state and national freight goals and should be worth state investment in the long term. For projects placed in the Low/Insufficient Info priority group, these projects either do not appear to implement the state and national freight goals, or simply are not fleshed out enough to allow adequate prioritization. Project placement in one of the four priority groups is done regardless of mode or whether the project is located within an urban or rural area.

A detailed list of Florida Freight Project Needs can be found in Chapter 5 of the FMTP Investment Element and are organized by priority group. A total of 767 freight needs projects were assessed, with 229 projects scoring favorably for either relieving freight bottlenecks, implementing and/or improving ITS, or both. Of these 229 projects, 87 projects were identified as Very High priority with 19 of these projects scoring high on both metrics. These projects make up 52 percent of all identified Very High priority projects. **Table 6-2** provides a listing of these freight needs projects.

Table 6-2: Freight Needs Projects which Relieve Bottlenecks and/or Improve ITS (Very High Priority Only)

Project ID	FM ¹	Project Name	Applicant	Project Scored High On:	
				Freight Bottleneck Relief	ITS
841		TAXIWAY C REHABILITATION-CONSTRUCTION	Orlando International Airport	Yes	No
842		TAXIWAY C REHABILITATION-DESIGN	Orlando International Airport	Yes	No
872		12TH AVENUE/FRANCIS TAYLOR TURN LANE AND CROSSWALK IMPROVEMENTS	Pensacola International Airport	Yes	No
883		PARALLEL TAXIWAY - DESIGN/BUILD	Pensacola International Airport	Yes	No
884		LOOP ROAD LIGHTING REHABILITATION	Pensacola International Airport	Yes	No
908		AIRFIELD TAXIWAY REHABILITATION - PHASE 2	St Pete-Clearwater International Airport	Yes	No
909	425918	CONSTRUCT AIR CARGO RAMP	St Pete-Clearwater International Airport	Yes	No
912		MODIFY TERMINAL ACCESS ROAD	St Pete-Clearwater International Airport	Yes	No
914		TAXIWAY "T" REHABILITATION	St Pete-Clearwater International Airport	Yes	No
917		AIRPORT ACCESS AND ROADWAY REALIGNMENT	Tallahassee Regional Airport	Yes	No
997	2107112	A1A/SR 200 FROM I-95 TO W OF STILL QUARTERS RD	FDOT District 2	Yes	No
998	2107124	A1A/SR 200 FROM WEST OF RUBIN RD TO EAST OF CR107/SCOTT RD	FDOT District 2	Yes	No
999	2107123	A1A/SR 200 W.OF STILL QUARTERS ROAD TO WEST OF RUBIN LANE	FDOT District 2	Yes	No
1039	4321931	I-4 MANAGED LANES FROM KIRKMAN TO SR 434	FDOT District 5	Yes	Yes
1040	2426262	I-75 FROM HERNANDO CO LINE TO CR 470	FDOT District 5	Yes	Yes
1042	4068694	I-95 FROM BREVARD CO LINE TO 0.5 MILE N OF SR 44	FDOT District 5	Yes	No
1043	4068695	I-95 FROM 0.5 MILE N OF SR 46 TO VOLUSIA CO LINE	FDOT District 5	Yes	No
1044	4068696	I-95 FROM 0.5 MILE N OF SR 44 SOUTH OF I-4	FDOT District 5	Yes	No
1045	4068693	I-95/SR-9 FROM SR 406 TO SR 46	FDOT District 5	Yes	No
1046	4269043	I-95 INT @ ST JOHNS HERITAGE PKWY/PALM BAY PK WY N OF MICCO RD	FDOT District 5	Yes	No
1050	2382757	SR429/46(WEKIVA PKW) FROM W OF OLD MCDONALD RD TO E OF WEKIVA RIVER RD	FDOT District 5	Yes	Yes
1051	2402002	SR429/46(WEKIVA PKW) FROM E OF WEKIVA RIVER RD TO ORANGE BOULEVARD	FDOT District 5	Yes	Yes
1053	2511563	PORT OF MIAMI TUNNEL FROM PORT OF MIAMI TO SR 836/I-395	FDOT District 6	Yes	No
1054	4326871	SR 826 FROM FLAGLER ST TO NW 154 ST. & I-75 FROM SR 826 TO NW 170 ST.	FDOT District 6	Yes	Yes
1055	4283581	SR 826/PALMETTO EXPY - SR 826 EASTBOUND RAMP TO SR 9A/I-95 NORTHBOUND (PE ROW CON)	FDOT District 6	Yes	Yes
1056	2495811	SR 826/SR 836 FROM N OF SW 8 ST TO S OF NW 25 ST & FM NW 87 TO 57 AVE'S	FDOT District 6	Yes	Yes
1060	2496143	SR 997/KROME AVENUE FROM SR 94/KENDALL DRIVE TO 1 MI N OF SW 8TH ST	FDOT District 6	Yes	No
1061	2496147	SR 997/KROME AVENUE FROM S.W. 136TH STREET TO SR 94/KENDALL DRIVE	FDOT District 6	Yes	No

Project ID	FM¹	Project Name	Applicant	Project Scored High On:	
				Freight Bottleneck Relief	ITS
1062	2496152	SR 997/KROME AVENUE FROM NORTH OF SW 8 ST. TO MP 2.754	FDOT District 6	Yes	No
1064	2584155	I-4/SELMON XWAY FROM S OF SELMON XWAY TO I-4 (TOLL EQUIPMENT)	FDOT District 7	Yes	No
1071	2569943	SR 690 (SR 686) FROM EAST OF 40TH ST TO EAST OF 28TH ST	FDOT District 7	Yes	No
1072	2569944	SR 690 (SR 686) FROM EAST OF 34TH ST TO WEST OF 28TH ST	FDOT District 7	Yes	No
1126	235	BOWDEN INTERMODAL IMPROVEMENTS	Florida East Coast Railway	Yes	Yes
1130	222	JACKSONVILLE BRIDGE REHABILITATION	Florida East Coast Railway	Yes	No
1135	236	EXPAND CAPACITY OF HIALEAH YARD	Florida East Coast Railway	Yes	Yes
1137	241	TRACK AND SIGNAL IMPROVEMENTS FROM BOWDEN	Florida East Coast Railway	Yes	No
1165	PFS0001815	MAINTENANCE DREDGING AND SOUTH JETTY DEPOSITION	Port Canaveral	Yes	No
1170	PFS0001790	WIDEN WEST TURN BASIN AT ENTRANCE CHANNEL & OFFSHORE	Port Canaveral	Yes	No
1172	PFS0002291	SUPER POST-PANAMAX CRANES (5)	Port Everglades	No	Yes
1181	PFS0001852	BLOUNT ISLAND & DAMES POINT MARINE TERMINAL IMPROVEMENT & EXPANSION	Port Jacksonville	No	Yes
1190	PFS0002400	PORT OF PALM BEACH ON PORT INTERMODAL RAIL FACILITY	Port of Palm Beach	Yes	No
1210	4197143	ITS FIBER OPTIC LOCATES	FDOT District 1	No	Yes
1262	2402003	SR 46 (WEKIVA PKWY) FROM W OF CENTER RD TO INTERSTATE 4	FDOT District 5	Yes	Yes
1263	2402004	SR 429 (WEKIVA PKWY) FROM ORANGE BOULEVARD TO E OF RINEHART ROAD	FDOT District 5	Yes	Yes
1292	2583721	GENERAL ENGINEERING CONSULTANT FOR ITS	FDOT District 7	Yes	Yes
1302	4335354	I-275/SR93 NB XPR LN FROM HOWARD FRANKLAND BRG TO LOIS AVENUE	FDOT District 7	Yes	No
1426	1198	SR 25/US 27 FROM BOGGY MARSH RD TO LAKE LOUISA RD	FDOT District 5	Yes	No
1427	1199	SR 528 FROM SR 524 TO SR 3 W OF SR 401 BRIDGE (END SIS)	FDOT District 5	Yes	Yes
1429	1206	SR 528 FROM I-95 TO SR 524	FDOT District 5	Yes	Yes
1463	1498	SR 686 FROM N OF ULMERTON RD TO E OF 40TH ST	FDOT District 7	Yes	No
1464	1500	SR 686 ROOSEVELT BLVD (STAGE 5) FROM 49TH ST TO N OF SR 688 (ULMERTON RD)	FDOT District 7	Yes	No
1474	1514	US 19 FROM N OF CR 95 TO N OF NEBRASKA RD.	FDOT District 7	Yes	No
1475	1515	US 19 FROM N OF NEBRASKA RD. TO S OF TIMBERLANE RD	FDOT District 7	Yes	No
1476	1516	US 19 FROM S OF TIMBERLANE RD TO S OF LAKE ST	FDOT District 7	Yes	No
1477	1517	US 19 FROM S OF LAKE ST TO PINELLAS TRAIL	FDOT District 7	Yes	No
1480	1630	SR 60 FROM VALRICO RD TO HILLSBOROUGH/POLK COUNTY LINE RD	FDOT District 7	Yes	No
1484	1648	I-275 NB FROM TAMPA INTERNATIONAL AIRPORT TO I-275 REO TO LOIS	FDOT District 7	Yes	No
1486	1727	SR 686 AT CR 611 (49TH ST)	FDOT District 7	Yes	No
1490		BULK STORAGE FACILITY	Port Panama City	Yes	No
1503		ROAD & RELATED IMPROVEMENTS	Tampa Port Authority	Yes	No
1505		FLY-OVER OF CSX AT SOUTH MARITIME	Tampa Port Authority	Yes	No

Project ID	FM ¹	Project Name	Applicant	Project Scored High On:	
				Freight Bottleneck Relief	ITS
1506		FLYOVER OF CSX AT NORTH GUY N. VERGER	Tampa Port Authority	Yes	No
1508		"BERTHS - MAINTENANCE & REPAIR	Tampa Port Authority	Yes	No
1513		EASTPORT: BERTH 150 DESIGN/BUILD, 25-ACRE CARGO YARD & ROCKPORT RD. RELOCATION	Tampa Port Authority	Yes	No
1514		EASTPORT: EXPANSION TO WEST - FILL EASTPORT	Tampa Port Authority	Yes	No
1515		EASTPORT: PENINSULA EXPANSION (DEEP WATER BERTHS)	Tampa Port Authority	Yes	No
1519		PORT REDWING: ROAD	Tampa Port Authority	Yes	No
1520		PORT REDWING: GATE & UTILITIES	Tampa Port Authority	Yes	No
1521		PORT REDWING: RAILROAD	Tampa Port Authority	Yes	No
1522		PORT REDWING: BERTHS 300/301 & DREDGING ALONGSIDE	Tampa Port Authority	Yes	No
1524		PORT REDWING BERTH 302 & DREDGING ALONGSIDE	Tampa Port Authority	Yes	No
1526		SOUTH HOOKERS POINT CONTAINER FACILITY IMPROVEMENTS	Tampa Port Authority	Yes	No
1527		HOOKERS POINT: BERTH 214 & BACKLANDS	Tampa Port Authority	Yes	No
1528		HOOKERS POINT: NORTH HP IMPROVEMENTS	Tampa Port Authority	Yes	No
1532		MISC. RAIL AND RELATED IMPROVEMENTS	Tampa Port Authority	Yes	No
1544		MCINTOSH ROAD GATE LANE ADDITION	Port Everglades	Yes	No
1549		CONNECTOR ROADWAY DELAND MUNICIPAL AIRPORT NW INDUSTRIAL PARK TO SR 11.	City of Deland	Yes	No
1591		DREDGING EAST CHANNEL	Port Panama City	Yes	No
1612		ORLANDO INTERNATIONAL AIRPORT	FDOT District 5	Yes	No
1615		"FREIGHT CORRIDOR: I-95 - SOAR RE-EVALUATION	FDOT District 5	Yes	No
1617		"FREIGHT CORRIDOR: I-75 @ SR 200	FDOT District 5	Yes	No
1618		FREIGHT CORRIDOR: I-75 @ SR 326	FDOT District 5	Yes	No
1619		"FREIGHT CORRIDOR: I-75 @ CR 318	FDOT District 5	Yes	No
1624		LEE COUNTY RAIL INTERMODAL YARD	Lee MPO	No	Yes
1626		SEMINOLE GULF INFRASTRUCTURE IMPROVEMENTS PHASE 1	Lee MPO	Yes	No
1627		SEMINOLE GULF INFRASTRUCTURE IMPROVEMENTS PHASE 2	Lee MPO	Yes	No
1704		SR-710 FROM E. OF SR-76 TO PB/MARTIN C/L (2L TO 4L)	FDOT District 4	Yes	No

¹ FM = FDOT Financial Management Number for the Work Program

Source: Office of Freight and Multimodal Operations FREIGHT@dot.state.fl.us

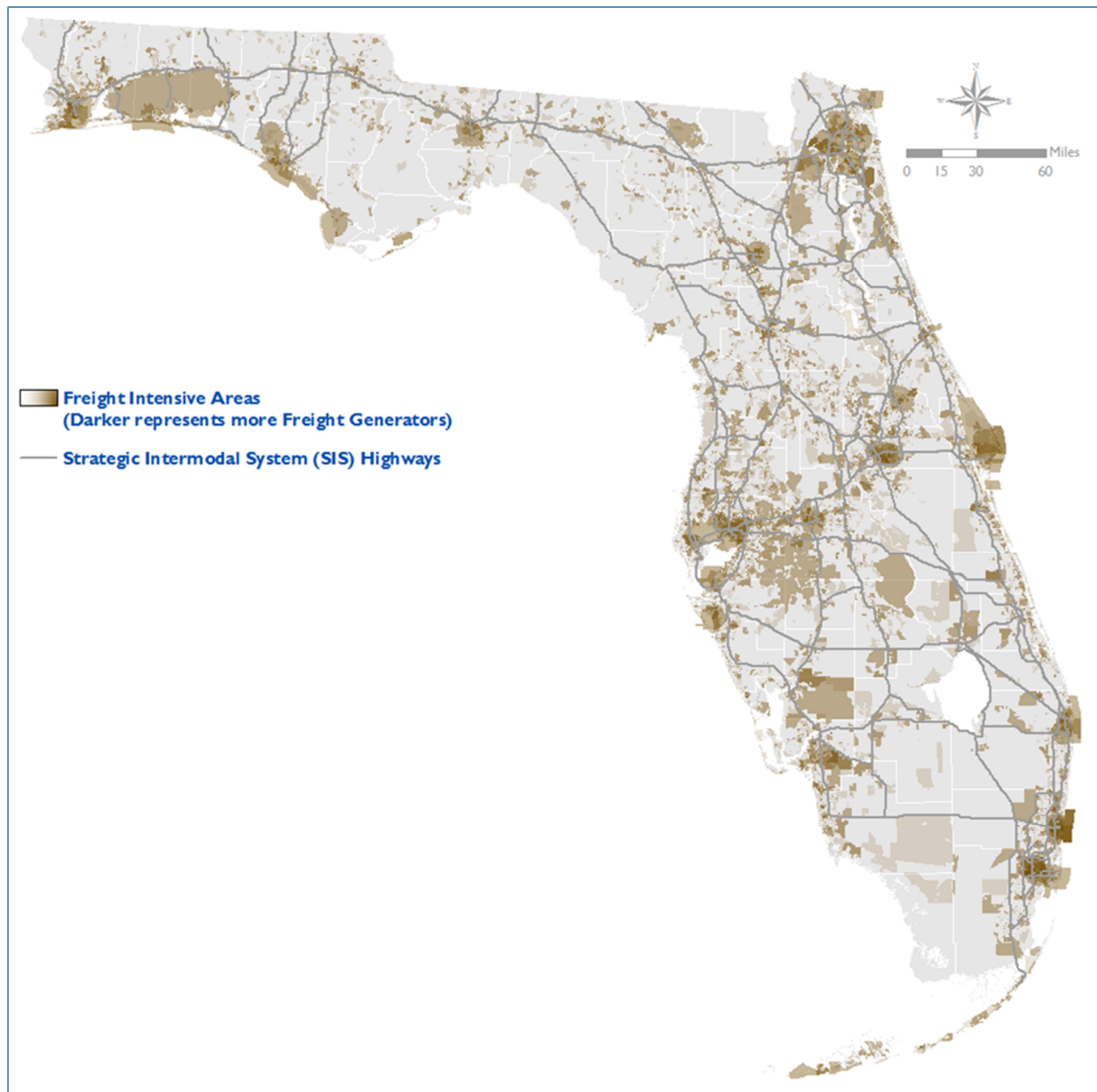
Chapter 7: Freight System Mobility Issues

When developing a comprehensive list of Florida freight related infrastructure needs, an analysis of Florida's freight system is necessary. This included understanding commodity flows and identification of freight intensive areas. Understanding what, where, and how efficiently freight moves through Florida leads to identifying constraints which eventually can lead to bottlenecks in the system.

In 2014, the FMTP Investment Element provided a detailed analysis regarding commodity flows, freight intensive areas, congestion and delay, and identified bottlenecks. This included field research and stakeholder interviews to verify issues and bottlenecks and to identify additional items which constrain the movement of freight. This analysis is still relevant to freight system performance and existing issues within Florida. This chapter will be more focused on current data this is available regarding mobility issues.

7.1 Freight Intensive Areas

The FMTP Investment Element provided a detailed analysis regarding areas which experience high concentrations of freight activity. This is critical as these are areas which may experience higher rates of congestion and infrastructure deterioration due to substantial concentrations of heavy vehicle (i.e. motor carrier) movements. The analysis found that areas with the most freight intensity were concentrated in and around the urban areas of Jacksonville, Tampa Bay, and Ft. Lauderdale/Miami. Freight intensity is also high in and around Pensacola, Panama City, Tallahassee, Gainesville/Ocala, Cape Canaveral, Orlando, Fort Pierce/Port St. Lucie, and Ft. Myers as shown in **Figure 7-1**. In regard to highway corridors, freight intensity is clustered along the I-4, I-10, I-75, and I-95 corridors, and along the Gulf Coast in the northwest portion of the state.

Figure 7-1: Florida Freight Intensive Areas

Source: Office of Freight and Multimodal Operations FREIGHT@dot.state.fl.us

7.2 Statewide Freight Bottlenecks

The SIS has served as Florida's freight network since 2003 due to its strategic nature and investment in high-priority multimodal transportation facilities. FDOT, through the SIS program, has fostered streamlining freight movement and has been funding projects to further this goal. While FDOT has had much success with the SIS, the FDOT recognizes there are issues and bottlenecks impacting freight movement on specific portions of the network.

7.2.1 Highway

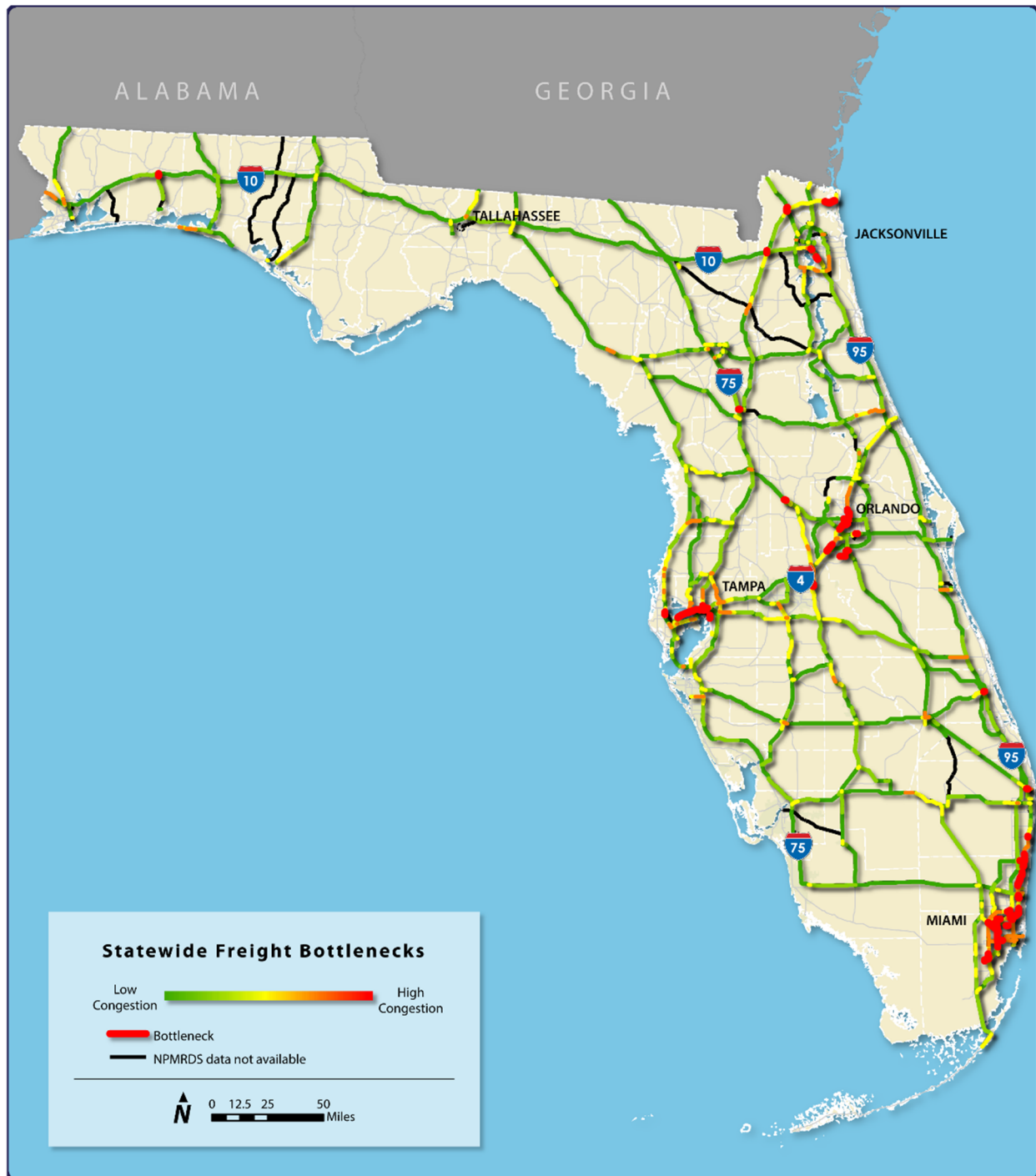
In 2015, FDOT conducted a bottleneck study using 2014 vehicle probe data from FHWA's National Performance Measure Research Data Set (NPMRDS). A portion of this analysis focused on freight truck flows along SIS highway corridors and identifying areas of congestion. Congestion along the highway corridors was assessed based on measures of duration, extent, intensity, and reliability.

A significant amount of the freight statewide bottlenecks along the highway corridors that occurred during 2014 were found in areas within and surrounding the urban areas of Jacksonville, Tampa Bay, Orlando, and Ft. Lauderdale/Miami as shown in **Figure 7-2**. Each of the corridors identified have at least one area suffering from the freight bottleneck. The top five ranked statewide freight bottlenecks for 2014 based on the amount of vehicular delay experienced on SIS highway corridors are:

- I-4 (westbound direction) – N 36th Street to I-275
- US 27 – State Road (SR) 821 to SR 826
- I-275 (northbound direction) over Old Tampa Bay
- SR 826/Palmetto Expressway (southbound direction) – NW 74th Street to NW 25th Street
- I-95 (northbound direction) – SR 838 to SR 816

Those bottleneck locations found along I-4, I-275, I-95, and SR 826 are also located on the PHFS as described in **Chapter 4** of this document.

Figure 7-2: Statewide Freight Bottlenecks (2014)



Source: 2015 SIS Bottleneck Study, FDOT Systems Planning Office

7.2.2 Rail

Of the 2,793 miles of rail lines in Florida, all but 143 miles are owned by 15 freight railroads, and the entire track is controlled by them. Unlike highways, seaports, and airports of which a majority are owned by a public entity, almost the entire rail network of Florida is privately owned. This presents a unique set of concerns, as private companies often worry about proprietary information and only share a subset of their overall needs.

Typically, projects associated with addressing existing or potential future bottlenecks are submitted to FDOT directly. These are most often in the form of siding construction¹³ and bridge rehabilitation requests from rail companies and are maintained by the Freight & Multimodal Operations Office.

7.2.3 Seaports

The majority of concerns related by the 15 deepwater seaports in Florida revolve around the project funding and channel dredging as well as regulatory and security issues. Florida's seaports are significantly impacted by bottlenecks experienced along highway and rail modes which impact overall intermodal connectivity. For example, one of the top ranked statewide freight bottlenecks along I-4 is in close proximity to Port Tampa Bay. There are also several significant bottlenecks which impact major highway corridors to and from Port Miami.

As seaports update their master plans and develop and implement their strategic plans, future analysis should yield a revised set of constraints requiring consideration. A priority for seaports is to institute a larger national focus on identifying and resolving freight bottlenecks from the seaport docks, to the last mile and beyond. Seaport facilities are the hubs that send and receive international cargo. Investments in airports and highways have been a national priority, but the nation's seaports as a critical link in the movement of freight have not been an area of focused policy or funding.

7.2.4 Airports

Projects which address on-site airport bottlenecks are collected, organized and maintained through the Joint Automated Capital Improvement Plan (JACIP). Although the majority of concerns related to the cargo airports on the SIS revolve around the funding of projects in JACIP, airports do experience hindrances to their landside operations due to bottlenecks from other modes, especially highway. The discussion regarding airside major bottlenecks is focused on:

- Handling bigger and heavier aircraft. This includes extending runway length, pavement weight bearing capacity, and modifying the fillet radius to accommodate the larger carriage of group five aircraft.
- Increasing ramp space to accommodate bigger aircraft and aid with airside congestion.
- Increasing on-site processing resources for goods to streamline movement of cargo off airport quickly.
- Increasing the size or number of terminals to handle future capacity needs. As many commercial airports are located in congested urban areas, expansion opportunities can be very limited. Some air cargo travels in passenger aircraft, and this possible capacity constraint could also limit freight.

¹³ A siding, in rail terminology, is a low-speed track section distinct from a running line or through route such as a main line or branch line or spur, [https://en.wikipedia.org/wiki/Siding_\(rail\)](https://en.wikipedia.org/wiki/Siding_(rail)).

7.2.5 Spaceports

Although the majority of issues related to Florida's Spaceport System focus on items identified in the Florida Space System Plan 2013 and by Space Florida, there are some important impediments to consider due to connections with other modes. While there are generally few waterway obstructions especially at the Cape Canaveral Spaceport (which primarily consists of Kennedy Space Center and the Cape Canaveral Air Force Station) because of excellent water access, there are impacts to overall accessibility. Railroad connections and highway access could have impacts because of oversized payloads and bridge clearance constraints. Currently, through the FDOT Five-Year Work Program, Florida is addressing the current bottleneck projects that could cause immediate problems to Space Florida facilities.

7.3 Inventory and Strategies Regarding Freight Mobility Issues

The complete freight projects needs list included in Chapter 5 of the FMTP Investment Element serves as FDOT's inventory of freight mobility issues. This section of the FMTP Addendum is intended to provide a summary of those efforts. Initial identification of freight project needs included the following:

- Review of projects identified in state, regional, metropolitan planning organization (MPO), modal or agency partner plans for existing freight projects
- Survey of freight stakeholders to add freight projects through the Freight Project Needs Survey¹⁴
- Survey of agency partners

Those freight project needs that were initially identified and considered consistent with the Florida Freight Project Definition were scored under the prioritization process as described in Chapter 6. In total, 767 freight project needs were assessed. **Table 7-1** identifies the freight project needs by mode.

Table 7-1: Florida Freight Project Needs by Mode

Mode	Cost (in thousands)	Number of Projects
Air Cargo	\$1,093,074	168
Highway	\$26,257,709	447
Rail	\$1,370,529	67
Seaport	\$2,464,480	66
Spaceport	\$624,969	19
Total	\$31,810,762	767

Source: *Freight Mobility and Trade Plan Investment Element*,
FDOT, 2014

Highway has the highest number of identified freight project needs, accounting for almost 60 percent. Highway also has the highest cost. Analysis of freight project needs indicated the dominance of the highway-centric projects were most likely due to nature of planning for roadway

¹⁴ More information regarding this survey can be found in Chapter 5 of the FMTP Investment Element.

projects in comparison to other modes. Unlike highway, other modes do not plan out to 20 years for improvements or new construction. Seaport comes in second, mostly because of the high expense of remaining channel dredging that have not been fully funded yet. Spaceports has the lowest cost and number of projects due to the low number of spaceport facilities and the strategic nature of the type of investments they require.

As described in Chapter 6, the prioritization process includes the use of priority groups. These groupings are intended to prioritize funding for freight project needs depending on their significance to statewide freight movements including their ability to alleviate adverse issues found within the state transportation network, particularly for the Florida Freight Network. This includes focusing on areas with current and future challenges and implementing necessary improvements.

As part of the process, freight project needs are scored based against the prioritization criteria. The smallest number of projects by group is the Very High priority group. It consists of 167 projects (22 percent) of the total projects, but accounts for 30 percent of the project costs as described in **Table 7-2**. Those projects designated as Very High Priority are intended to be funded first. Those projects that are designated as Very High Priority address areas which experience significant congestion, congested hours of delay and/or bottlenecks. For example, Project ID 1040 (I-75 From Hernando Co Line to CR 470) is intended to widen a portion of I-75 from four to six lanes, reconstruct the Exit 314 interchange, upgrade ITS, and other items. This project will help to alleviate an identified bottleneck along the state's freight network.

Table 7-2: Freight Project Needs by Priority Group

Priority Group	Cost (in thousands)	Number of Projects
Very High	\$9,657,032	167
High	\$9,718,230	183
Medium	\$7,820,695	209
Low/Insufficient Info	\$4,614,804	208
Total	\$31,810,762	767

Source: Freight Mobility and Trade Plan Investment Element,
FDOT, 2014

Funding priorities continue down the line. Funding for freight project needs come from a variety of sources but are typically a combination of public monies and sometimes developer fees. This is dependent on the type of project, the mode the project is primarily associated with, and other funding sources. **Chapter 5** of the FMTP Investment Element provides a detailed inventory listing of all freight project needs by priority group across all modes.

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Chapter 8: Freight Investment Plan

By structuring the Freight Mobility and Trade Plan into two elements, FDOT aimed to establish a link between statewide policy direction and the freight projects that would be prioritized for potential funding.

FMTP Policy Element Chapter 4 outlines the statewide freight goals, objectives, and strategies developed by multimodal public and private participants across Florida. This chapter also highlights alignment with FDOT's Florida Transportation Plan (FTP), 2012 House Bill 599 goals and requirements, and the Moving Ahead for Progress in the 21st Century Act (MAP-21) goals that were current at the time of development.

The Investment Element identifies and priorities freight projects across all modes of transportation. The detailed inventory listing of all freight project needs by priority group across all modes is in **Chapter 5 of the FMTP Investment Element**. This unfunded needs list is intended to guide freight investment decisions across many applicable state and federal funding programs.

With the passage of the Fixing America's Surface Transportation (FAST) Act, the National Highway Freight Program (NHFP) became one of the key options to fund freight needs. As FDOT and partners have now funded and/or completed many of the needs in the 2014 FMTP Investment Element, several new freight project needs were evaluated as part of the selection process for NHFP funds in 2018 and beyond. FDOT will continue to identify freight projects to be considered for NHFP, Strategic Intermodal System (SIS), as well as other funding on an ongoing basis.

A summary of NHFP funding from Fiscal Year (FY) 2016-2020 is shown in **Table 8-1**. Projects selected to received NHFP funding are shown in **Table 8-2** on the following page. See **Figure 9-1** for details on FDOT's NHFP Selection and Prioritization Process.

Table 8-1: National Highway Freight Program (NHFP) Funding Summary

Fiscal Year	Estimated NHFP Funding	Estimated Balance Forward	Estimated NHFP Funding Available*	Estimated NHFP Funding on Projects
2016	\$53,926,568	\$53,926,568	0	0
2017	\$48,871,170**	\$62,110,426	\$102,797,738	\$40,687,312
2018	\$56,271,202	\$10,363,793	\$118,381,628	\$108,017,835
2019	\$63,305,102	\$40,285,663	\$73,668,895	\$33,383,232
2020	\$70,339,002	\$51,651,333	\$110,624,665	\$58,973,332
Total	\$292,713,044			\$241,061,711

* Estimated NHFP Funding annual apportionment plus Estimated Balance Forward carried over from the previous FY

** After rescission

Source: Office of Freight and Multimodal Operations FREIGHT@dot.state.fl.us

Table 8-2: National Highway Freight Program (NHFP) Funding on Projects

Item Segment	Description	National Highway Freight Program (NHFP) Funding on Projects by Fiscal Year (FY) *								Non-Federal Match***
		2016	2017	2018	2019	2020	2021 **	2022 **	2023 **	
201032-2	I-75 AT SR 70 INTERCHANGE			\$95,697,505						\$8,664,221
201032-6	I-75 AT SR 64		\$40,687,312	\$701,411	\$2,250,000					\$4,391,973
419243-2	US 27 (SR 25) FROM HIGHLANDS COUNTY LINE TO CR 630A				\$350,000		\$3,673,660		\$50,000	\$82,515,957
419243-3	US 27 FROM CR 630A TO PRESIDENTS DRIVE				\$600,000					\$56,582,800
423071-4	I-75(SR93)@ SR24(ARCHER RD)				\$7,823,652					\$1,307,115
433899-2	I-95(SR9) @ SR115(US1)/ML KING/20TH STREET				\$3,111,000	\$25,622	\$26,749	\$300,000	\$29,065,892	-
435575-1	I-295(SR9A) @ US17 TO SOUTH OF WELLS ROAD				\$70,986	\$254,900	\$1,295,574	\$19,889,003		\$1,472,782
439484-1	I-295 INTERCHANGE @ COLLINS ROAD					\$3,516,916	\$54,050			\$1,138,217
440898-1	INSTALLATION OF VARIOUS ITS DEVICES IN ALACHUA COUNTY			\$899,299	\$3,069,722					\$168,825
217910-4	SR 75 (US 231) FROM SR 30A (US 98) 15TH ST TO SOUTH OF PIPE LINE RD						\$8,511,000		\$6,271,000	\$976,700
220635-2	SR 20 FROM OKALOOSA COUNTY LINE TO WASHINGTON COUNTY LINE							\$16,589,705		\$48,865
220635-4	SR 20 FROM WALTON COUNTY LINE TO E OF SR 79							\$764,872		\$1,135
220635-5	SR 20 FROM SR 79 TO BAY COUNTY LINE						\$357,500			-
220635-6	SR 20 FROM BAY COUNTY LINE TO SR 75 (US 231)						\$2,612,500			-
413048-2	SR-9/I-95 @ OSLO ROAD INTERCHANGE			\$9,388,028						\$5,273,926
415152-1	SR-93/I-75 INTERCHNG @SR-820 PINES BLVD F N OF MIRAMAR PKWY T N OF PIN				\$5,550,155					-
433651-1	CR 484 FROM SW 20TH AVENUE TO CR 475A						\$7,934,381			-
436125-1	WICKMAN RD AT I-95 RAMP IMPROVEMENTS AND MAST ARMS				\$705,000		\$2,241,339			-
440900-1	I-75 FRAME ON SYSTEM			\$968,632	\$6,058,632					-
440900-2	I-75 FRAME OFF SYSTEM			\$362,960	\$2,050,085					-
414964-1	SR 9A/I-95 FROM S. OF SR 836/I-395 TO BROWARD COUNTY LINE								\$20,130,000	-
414964-7	SR 9A/I-95 FROM US-1/SOUTH DIXIE HIGHWAY TO SOUTH OF SR 90/SW 8 STREET							\$10,340,000		\$6,700,000
414964-8	SR 9A/I-95 FROM NORTH OF SR 90/SW 8 STREET TO SOUTH OF SR 836/I-395							\$5,720,000		\$3,700,000
423373-4	GOLDEN GLADES TRUCK TRAVEL CENTER						\$2,195,000			-
440617-2	PORT OF MIAMI INLAND CARGO AND CONTAINER DISTRIBUTION CENTER						\$14,768,000			-
422904-2	I-275 (HOWARD FRKL) FROM N OF SR687(4TH ST N) TO N OF HOWARD FRANKLAND					\$27,000,000				\$355,233,252
427454-3	I-75 NB ON RAMP FROM NB US 301 TO I-75 NB				\$743,000					-
440749-1	US 41/SR 45/S 50TH ST @ CSX GRADE SEPARATION SOUTH OF CAUSEWAY BLVD					\$10,000,000				\$23,310,918
441083-2	I-75 SB REST AREA				\$1,001,000	\$18,175,894				-
Total NHFP funding on projects by FY			\$40,687,312	\$108,017,835	\$33,383,232	\$58,973,332	\$43,669,753	\$53,603,580	\$55,516,892	
Total NHFP funding on projects FY 2016 - 2020		\$241,061,711								

Notes –

Projects with funding highlighted in red are not yet reflected in the State Transportation Improvement Program (STIP). See **Appendix C: NHFP Projects in the STIP** for additional details.

* Estimated project funding and years will be refined as the projects are developed further.

** Fiscal years beyond 2020 are highlighted in yellow as NHFP funding does not continue beyond the FAST Act. Projects are tentatively programmed based on potential future funding at similar levels.

*** Non-Federal Match includes any non-federal funding from the All Years column of Current STIP. Matching funds listed as – are either none or not yet reflected in the STIP. All hard and soft match amounts will be refined as projects are developed further. See **Appendix C: NHFP Projects in the STIP** for additional details.

Source: Office of Freight and Multimodal Operations FREIGHT@dot.state.fl.us

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Chapter 9: State Freight Advisory Committee

The Florida Freight Advisory Committee (FLFAC) was established by the Office of Freight and Multimodal Operations in April 2017. The development of the FLFAC is in response to guidance provided in the federal transportation legislation: MAP-21 and FAST Act.

The 2017 FLFAC is comprised of twenty-three industry stakeholders that represent cross-section of public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, the transportation department of the State, and local governments.

The FLFAC advises FDOT on freight issues, priorities, projects and funding needs for freight improvements; and will be involved in future updates to Florida's National Highway Freight Network. Equally, the FLFAC elevates freight transportation as a critical component of the state's economic vitality and competitiveness. The objectives of the FLFAC are:

- Build on and leverage professional networks between statewide freight stakeholders with parallel interests
- Provide materials and media that can help raise awareness and education of freight related initiatives
- Provide a forum for stakeholders and FDOT to share lessons learned
- Provide information that can help facilitate compliance with current federal law and regulations relating to freight planning and planning performance measures
- Participate in the development and prioritization of projects that comprise the comprehensive, integrated, coordinated multimodal freight network for Florida

9.1 Role in Florida's National Highway Freight Program (NHFP)

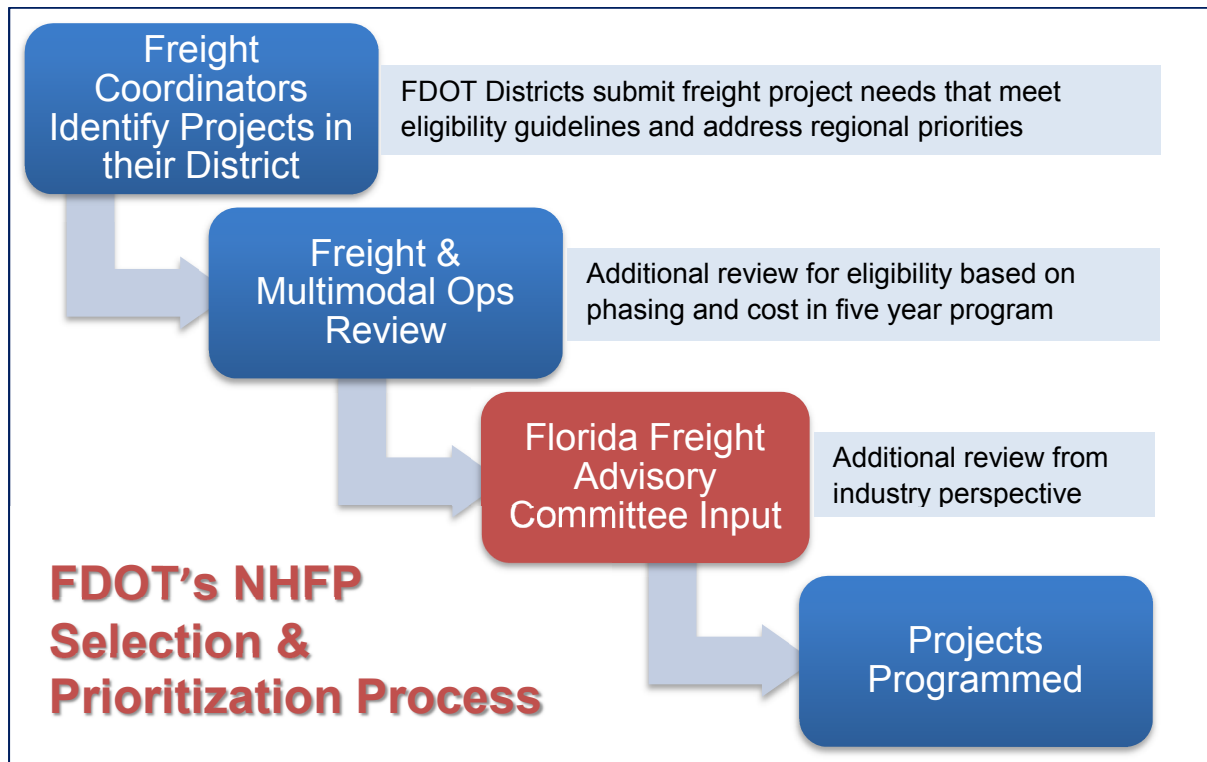
The FLFAC conducted two meetings held on April 21, 2017 and May 23, 2017, during which time the members enacted bylaws, elected a chair and co-chair, and provided input to FDOT's National Highway Freight Program (NHFP) selection and prioritization process (see **Figure 9-1**).

The NHFP Projects were presented at the Florida Freight Advisory Committee meeting as two unranked lists of projects: in the preliminary NHFP funding strategy for FY2019 – FY 2023 or currently unfunded. Florida's estimated apportionments for FY 2016-2020 was just over \$301 million before the 2% set aside. See **Tables 8-1 and 8-2** for details. To effectively plan for future investments, additional funding requests were submitted by districts to create and maintain an unfunded investment needs plan for FY 2019-2023.

The selection of National Highway Freight Program eligible freight projects was identified by district offices as significant needs. These projects were based on Metropolitan Planning Organization (MPO) suggestions, district unfunded needs plans, and district prioritization processes. The districts submitted the projects to the FDOT Freight and Multimodal Operations Office for evaluation. FDOT

Freight and Multimodal Operations Office reviewed the projects for compliance with the NHFP, and other long-range highway and multimodal plans, studies, and capacity forecasts of the department.

Figure 9-1: Florida Freight Advisory Committee's Role in FDOT's NHFP Process



The FLFAC provided industry feedback concerning the proposed projects requesting funding. In addition to committee meetings, the Freight and Multimodal Operations Office used an online survey of the proposed projects that included a project impact ranking of High, Medium, or Low Impact. The survey allowed the committee to provide FDOT with qualitative feedback based on their professional judgement and experiences.

The FLFAC feedback provided additional considerations including:

- What improvement types provide the most potential positive impact?
- Should FDOT focus on funding preliminary phases of many freight projects, or apply more funding to ensure critical freight needs are addressed?
- Other recommendations?

The FLFAC deliverable was an endorsement for the FDOT proposed National Highway Freight Program infrastructure projects. The recommendation concluded that the highest priority should be granted to projects that ranked as 'high impact' by 50% or more of the committee members, the second tier priority granted to those that ranked as 'high impact' by 25% or more of the committee members, and the remaining projects funded as funding permits.

Figure 9-2: Florida Freight Advisory Committee Members

Name	Organization
David Anderton	Port Everglades
Joe Arbona	Genesee & Wyoming Railroad Services, Inc.
Mark Bontrager	Space Florida
Pete Coultas	A. Duda & Sons, Inc.
Tony Cugno	Jacksonville Aviation Authority
John Dohm	Florida Transatlantic Holdings, LLC d/b/a Florida Transatlantic Consulting
Richard Dubin	Caribbean Ship Services Inc.
Scott Fernandez	Aqua Gulf Transport
Gary Goldfarb	Interport Logistics, LLC
Tisha Keller	Florida Trucking Association
Toy Keller	Florida Ports Council
Eric Lindstrom	Hillsborough County Economic Development Department
Robert Midgett	Walmart Logistics
Amy Miller	Port of Pensacola
Bob O'Malley	CSX
Stan Parkes	Crowley Logistics
Barbara Pimentel	Florida Customs Brokers & Forwarders Association
Troy Post	North Brevard Economic Development Zone
Ryan Stoeger	Mosaic
Greg Stuart	Broward MPO
Jake Swab	Purina Animal Nutrition
Malcom Wade	US Sugar
Mary Beth Washnock	West Florida Regional Planning Council



Appendix A: 2016 Florida Multimodal Mobility Performance Measures Source Book

A detailed breakdown of the freight performance measures is included on pages 69 through 100 of the source book. The performance measures for Truck, Aviation, Rail and Seaport are included in this Appendix.

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Combination Truck Miles Traveled

Methodology

Determined using combination truck traffic volume and segment length.
Combination trucks are defined by FHWA as Classification 8-13.

Calculation

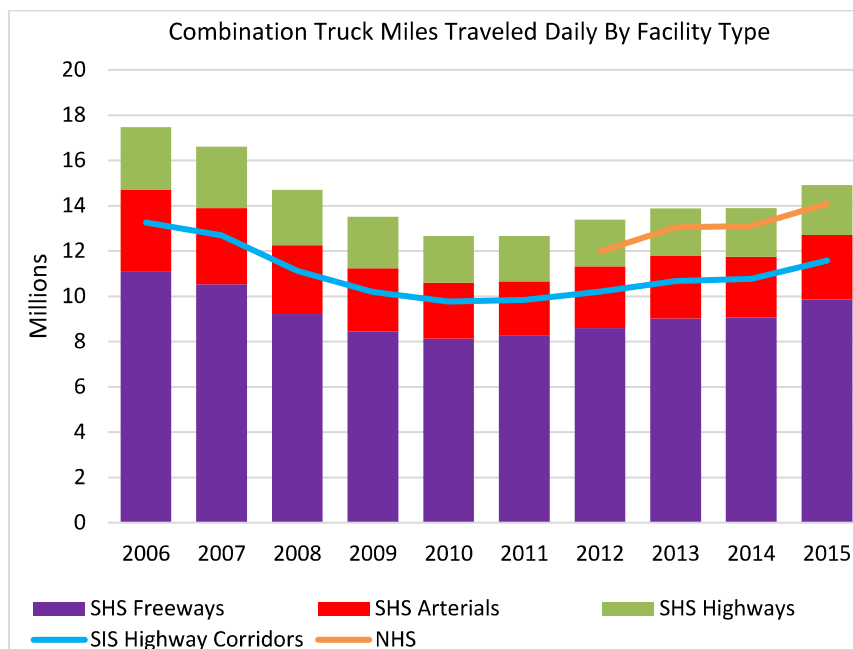
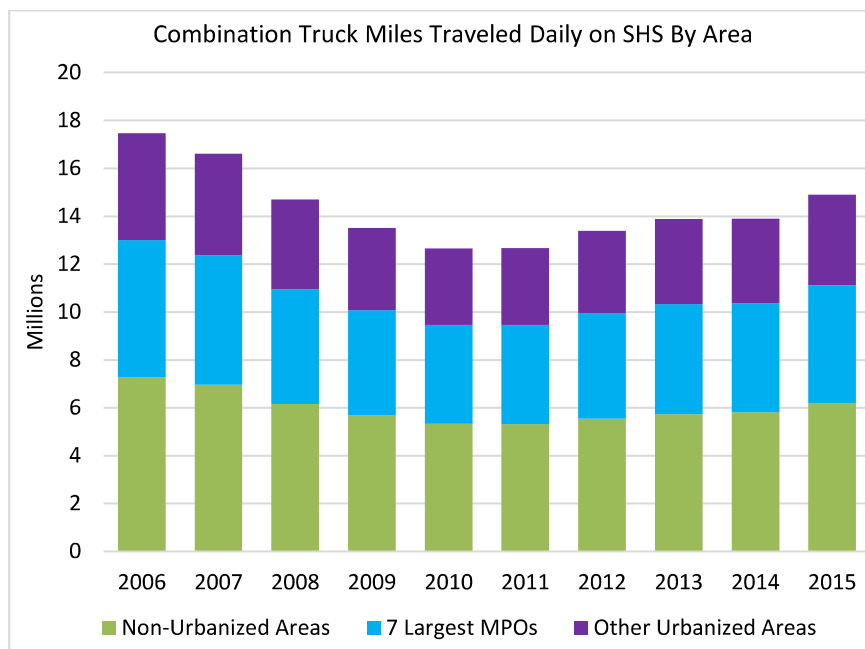
$\Sigma(\text{Segment Length} \times \text{Combination Truck Volume})$

Reporting Period

☐ Peak hour ☐ Peak period ☒ Daily ☐ Yearly

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory



Combination Truck Miles Traveled (CTMT), Millions

Year	Facility	Daily			
		State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2006	SHS Total	17.5	5.7	4.5	7.3
	SIS Highway Corridors	13.3	4.4	3.0	5.9
	SIS Highway Connectors	0.1	0.0	0.1	0.0
	SHS Freeways	11.1	4.2	2.6	4.3
	SHS Highways	2.8	0.1	0.3	2.4
	SHS Arterials	3.6	1.4	1.6	0.6
2007	SHS Total	16.6	5.4	4.2	7.0
	SIS Highway Corridors	12.7	4.2	2.9	5.6
	SIS Highway Connectors	0.1	0.0	0.0	0.0
	SHS Freeways	10.5	4.0	2.4	4.1
	SHS Highways	2.7	0.1	0.3	2.3
	SHS Arterials	3.4	1.3	1.5	0.5
2008	SHS Total	14.7	4.8	3.7	6.2
	SIS Highway Corridors	11.1	3.7	2.5	4.9
	SIS Highway Connectors	0.1	0.0	0.0	0.0
	SHS Freeways	9.2	3.5	2.1	3.6
	SHS Highways	2.4	0.1	0.3	2.1
	SHS Arterials	3.0	1.2	1.4	0.5
2009	SHS Total	13.5	4.4	3.4	5.7
	SIS Highway Corridors	10.2	3.4	2.3	4.5
	SIS Highway Connectors	0.1	0.0	0.0	0.0
	SHS Freeways	8.5	3.2	2.0	3.3
	SHS Highways	2.3	0.1	0.2	1.9
	SHS Arterials	2.8	1.1	1.2	0.4
2010	SHS Total	12.7	4.1	3.2	5.3
	SIS Highway Corridors	9.8	3.2	2.2	4.3
	SIS Highway Connectors	0.1	0.0	0.0	0.0
	SHS Freeways	8.1	3.1	1.9	3.2
	SHS Highways	2.1	0.1	0.2	1.8
	SHS Arterials	2.5	1.0	1.1	0.4
2011	SHS Total	12.7	4.1	3.2	5.3
	SIS Highway Corridors	9.8	3.2	2.2	4.4
	SIS Highway Connectors	0.1	0.0	0.0	0.0
	SHS Freeways	8.3	3.1	1.9	3.2
	SHS Highways	2.0	0.1	0.2	1.7
	SHS Arterials	2.4	1.0	1.1	0.4

Combination Truck Miles Traveled (CTMT), Millions

Year	Facility	Daily			
		State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2012	SHS Total	13.4	4.4	3.4	5.6
	SIS Highway Corridors	10.2	3.4	2.3	4.5
	SIS Highway Connectors	0.1	0.0	0.0	0.0
	SHS Freeways	8.6	3.2	2.0	3.4
	SHS Highways	2.1	0.1	0.2	1.8
	SHS Arterials	2.7	1.1	1.2	0.4
	NHS	12.0	4.1	3.1	4.8
2013	SHS Total	13.9	4.6	3.6	5.7
	SIS Highway Corridors	10.7	3.5	2.4	4.7
	SIS Highway Connectors	0.1	0.0	0.0	0.0
	SHS Freeways	9.0	3.4	2.1	3.5
	SHS Highways	2.1	0.1	0.2	1.8
	SHS Arterials	2.8	1.1	1.2	0.4
	NHS	13.0	4.5	3.4	5.2
2014	SHS Total	13.9	4.6	3.5	5.8
	SIS Highway Corridors	10.8	3.5	2.5	4.8
	SIS Highway Connectors	0.1	0.0	0.0	0.0
	SHS Freeways	9.1	3.4	2.1	3.5
	SHS Highways	2.2	0.1	0.2	1.8
	SHS Arterials	2.7	1.1	1.2	0.4
	NHS	13.1	4.5	3.4	5.2
2015	SHS Total	14.9	4.9	3.8	6.2
	SIS Highway Corridors	11.6	3.8	2.6	5.1
	SIS Highway Connectors	0.1	0.0	0.1	0.0
	SHS Freeways	9.9	3.7	2.3	3.9
	SHS Highways	2.2	0.1	0.2	1.9
	SHS Arterials	2.9	1.1	1.3	0.5
	NHS	14.1	4.9	3.6	5.6



Truck Miles Traveled

Methodology

The product of a road's vehicle miles traveled and the percentage of vehicles that are trucks. If a road has a daily VMT of 50,000 and an average percentage trucks of 10%, then its daily TMT is 5,000.

Calculation

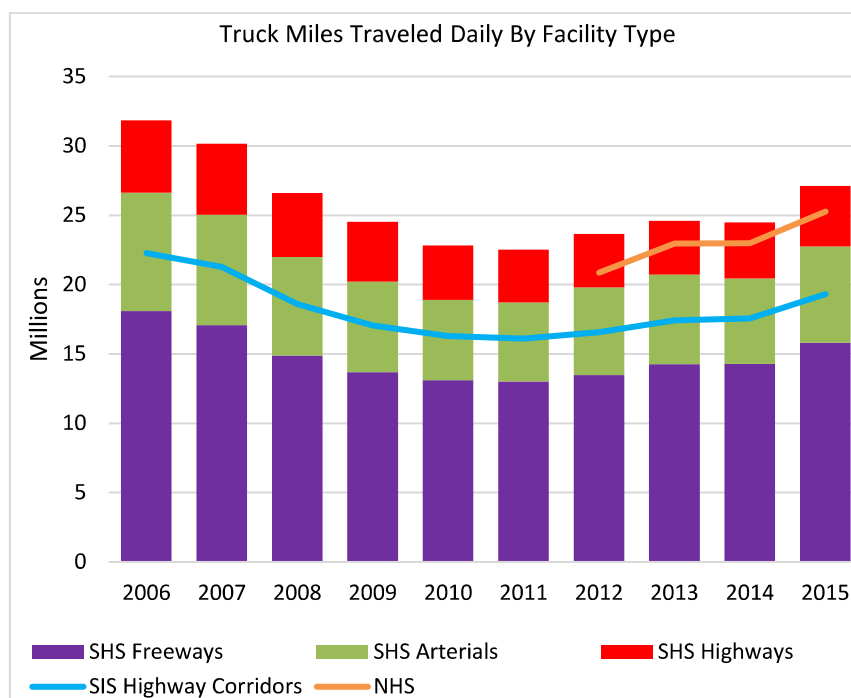
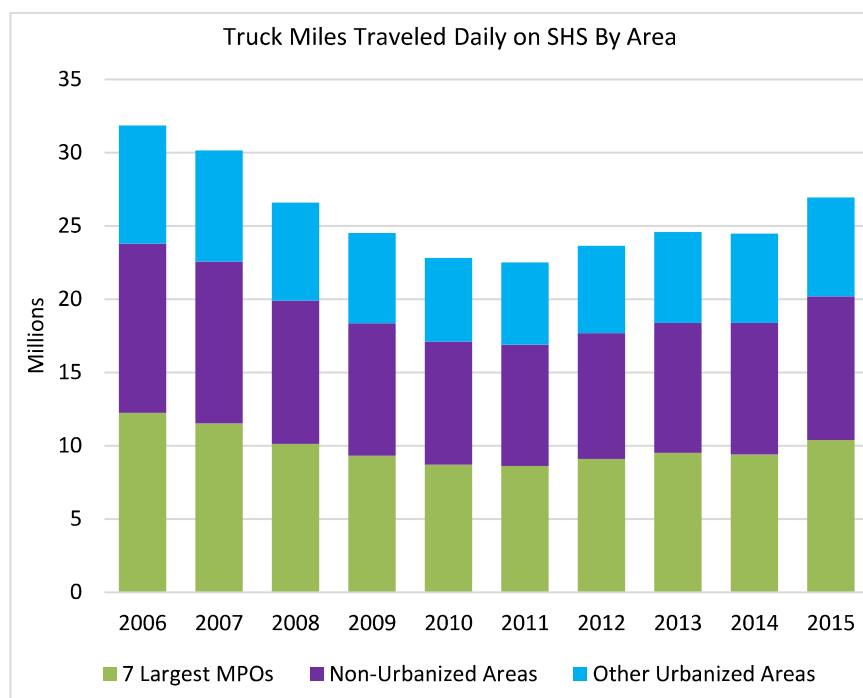
$$\Sigma(\text{Segment Length} \times \text{Volume} \times \% \text{ Trucks})$$

Reporting Period

☐ Peak hour ☐ Peak period ☒ Daily ☐ Yearly

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory



Truck Miles Traveled (TMT), Millions

Year	Facility	Daily			
		State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2006	SHS Total	31.9	12.3	8.0	11.5
	SIS Highway Corridors	22.2	8.5	4.8	9.0
	SIS Highway Connectors	0.3	0.1	0.1	0.0
	SHS Freeways	18.1	8.1	3.9	6.1
	SHS Highways	5.2	0.3	0.6	4.3
	SHS Arterials	8.5	3.9	3.6	1.1
2007	SHS Total	30.2	11.5	7.6	11.1
	SIS Highway Corridors	21.3	8.1	4.6	8.6
	SIS Highway Connectors	0.3	0.1	0.1	0.0
	SHS Freeways	17.1	7.7	3.6	5.8
	SHS Highways	5.1	0.3	0.6	4.2
	SHS Arterials	7.9	3.6	3.3	1.0
2008	SHS Total	26.6	10.1	6.7	9.8
	SIS Highway Corridors	18.6	7.1	4.0	7.5
	SIS Highway Connectors	0.3	0.1	0.1	0.0
	SHS Freeways	14.9	6.7	3.2	5.0
	SHS Highways	4.6	0.2	0.6	3.8
	SHS Arterials	7.1	3.2	3.0	0.9
2009	SHS Total	24.5	9.3	6.2	9.0
	SIS Highway Corridors	17.1	6.5	3.7	6.9
	SIS Highway Connectors	0.3	0.1	0.1	0.0
	SHS Freeways	13.7	6.1	2.9	4.6
	SHS Highways	4.3	0.2	0.5	3.6
	SHS Arterials	6.5	3.0	2.7	0.8
2010	SHS Total	22.8	8.7	5.7	8.4
	SIS Highway Corridors	16.3	6.2	3.5	6.6
	SIS Highway Connectors	0.2	0.1	0.1	0.0
	SHS Freeways	13.1	5.9	2.8	4.4
	SHS Highways	3.9	0.2	0.5	3.2
	SHS Arterials	5.8	2.6	2.4	0.8
2011	SHS Total	22.5	8.6	5.6	8.3
	SIS Highway Corridors	16.1	6.1	3.5	6.5
	SIS Highway Connectors	0.2	0.1	0.1	0.0
	SHS Freeways	13.0	5.8	2.8	4.4
	SHS Highways	3.8	0.2	0.5	3.1
	SHS Arterials	5.7	2.6	2.4	0.7

Truck Miles Traveled (TMT), Millions

Year	Facility	Daily			
		State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2012	SHS Total	23.7	9.1	6.0	8.6
	SIS Highway Corridors	16.6	6.3	3.6	6.7
	SIS Highway Connectors	0.2	0.1	0.1	0.0
	SHS Freeways	13.5	6.0	2.9	4.6
	SHS Highways	3.9	0.2	0.5	3.2
	SHS Arterials	6.3	2.9	2.6	0.8
	NHS	20.9	8.4	5.3	7.2
2013	SHS Total	24.6	9.5	6.2	8.9
	SIS Highway Corridors	17.4	6.6	3.7	7.0
	SIS Highway Connectors	0.3	0.1	0.1	0.0
	SHS Freeways	14.3	6.4	3.0	4.8
	SHS Highways	3.9	0.2	0.5	3.2
	SHS Arterials	6.5	2.9	2.7	0.8
	NHS	23.0	9.2	5.8	7.9
2014	SHS Total	24.5	9.4	6.1	9.0
	SIS Highway Corridors	17.6	6.7	3.8	7.1
	SIS Highway Connectors	0.3	0.1	0.1	0.0
	SHS Freeways	14.3	6.4	3.0	4.8
	SHS Highways	4.0	0.2	0.5	3.3
	SHS Arterials	6.2	2.8	2.6	0.8
	NHS	23.0	9.2	5.8	7.9
2015	SHS Total	26.9	10.4	6.8	9.8
	SIS Highway Corridors	19.3	7.4	4.2	7.8
	SIS Highway Connectors	0.3	0.1	0.1	0.0
	SHS Freeways	15.8	7.1	3.4	5.4
	SHS Highways	4.4	0.2	0.5	3.6
	SHS Arterials	6.9	3.2	2.9	0.9
	NHS	25.3	10.2	6.4	8.7



Combination Truck Tonnage

Methodology

The Freight Analysis Framework (FAF) tonnage data is interpolated using combination truck miles traveled data to calculate combination truck tonnage.

Calculation

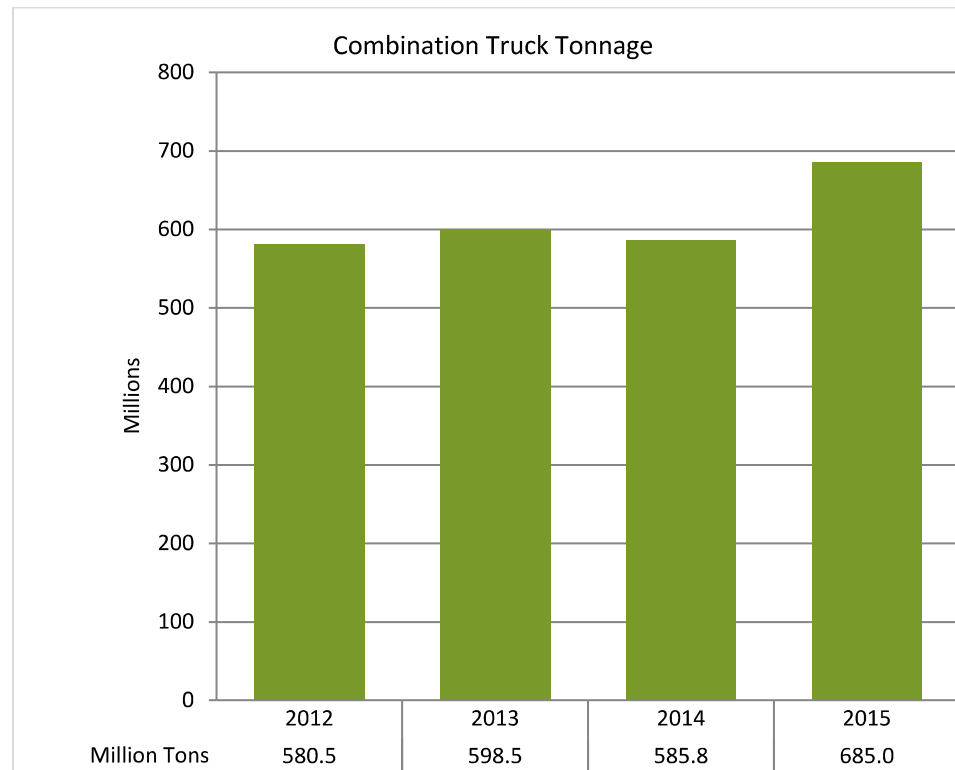
Σ Combination Truck Tonnage

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☒ Yearly

Sources

- Freight Analysis Framework 2012
- FDOT Weigh-In-Motion Data





Combination Truck Ton Miles Traveled

Methodology

Determined using combination truck miles traveled and average weight of the load.

Calculation

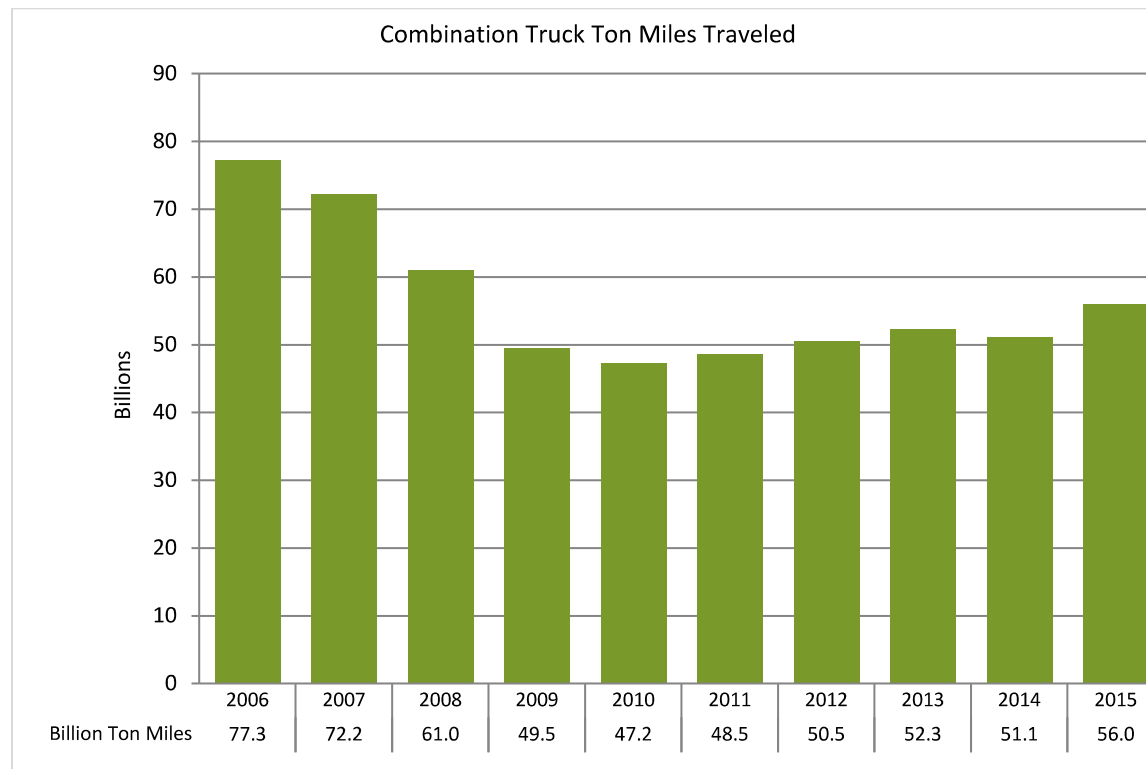
$$\sum \text{Average Combination Truck Load} \times \text{Combination Truck Miles Traveled}$$

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☒ Yearly

Sources

- FDOT Weigh-in-Motion Data
- FDOT Roadway Characteristics Inventory
- FDOT Traffic Characteristics Inventory





Truck Value of Freight

Methodology

The Freight Analysis Framework (FAF) cargo value data is interpolated using combination truck miles traveled data to calculate combination truck tonnage.

Calculation

$$\sum \text{Value of Combination Truck Tonnage}$$

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☒ Yearly

Sources

- Freight Analysis Framework 2012
- FDOT Weigh-in-Motion data





Freight Travel Time Reliability

Methodology

For the seven largest MPOs, freight travel time reliability is defined as the percentage of freeway trips by combination trucks traveling at least 45 mph.

For all others, travel time reliability is defined as the percentage of freeway trips by combination trucks traveling at greater than or equal to 5 mph below the posted speed limit.

This measure represents the additional time that a shipper should budget to ensure on-time arrival 95% of the time.

Calculation

$$7 \text{ largest MPOs} = \frac{\sum(CTMT | \text{Combo Truck Travel Speed} \geq 45 \text{ mph})}{\sum(CTMT)} \times 100$$

$$\text{All others} = \frac{\sum(CTMT | \text{Combo Truck Travel Speed} \geq (\text{Speed Limit} - 5 \text{ mph}))}{\sum(CTMT)} \times 100$$

Reporting Periods

7 Largest MPOs:

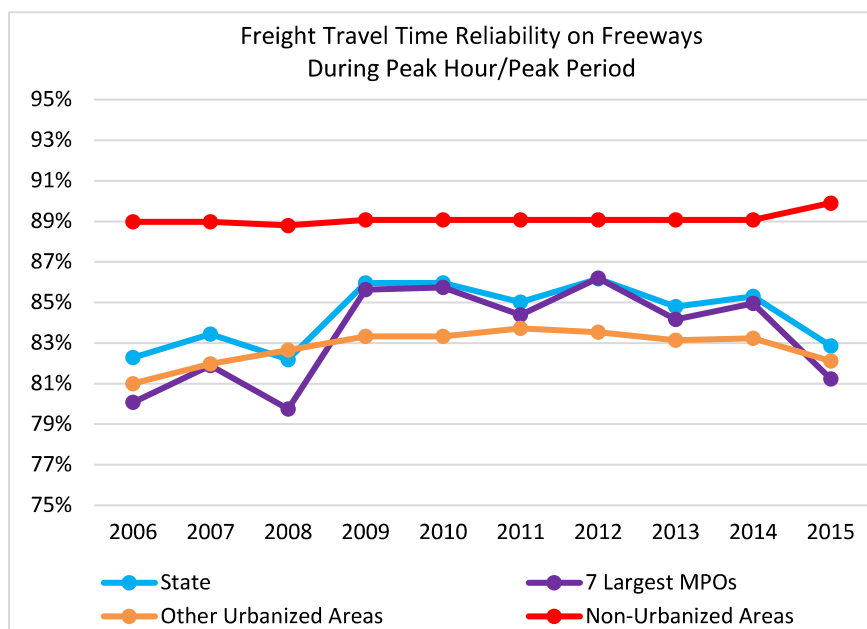
☐ Peak hour ☒ Peak period ☒ Daily ☐ Yearly

All Others:

☒ Peak hour ☐ Peak period ☒ Daily ☐ Yearly

Sources

- FDOT Traffic Characteristics Inventory
- HERE Data



Freight Travel Time Reliability on Freeways								
Year	Peak Hour/Peak Period				Daily			
	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2006	82.3%	80.1%	81.0%	89.0%	89.5%	92.6%	85.5%	87.3%
2007	83.4%	81.9%	82.0%	89.0%	89.6%	92.7%	85.5%	87.3%
2008	82.2%	79.7%	82.7%	88.8%	88.9%	91.5%	85.6%	87.3%
2009	86.0%	85.6%	83.3%	89.1%	90.1%	93.6%	85.9%	87.3%
2010	86.0%	85.7%	83.3%	89.1%	90.1%	93.6%	85.9%	87.3%
2011	85.0%	84.4%	83.7%	89.1%	89.9%	93.2%	86.0%	87.3%
2012	86.2%	86.2%	83.5%	89.1%	90.2%	93.7%	85.9%	87.3%
2013	84.8%	84.2%	83.1%	89.1%	89.8%	93.0%	85.9%	87.3%
2014	85.3%	85.0%	83.2%	89.1%	89.9%	93.2%	85.9%	87.3%
2015	82.9%	81.2%	82.1%	89.9%	90.2%	92.1%	88.2%	89.2%



Freight Travel Time Variability

Methodology

Freight travel time variability is defined as 95th percentile travel time index (TTI₉₅).

This measure represents the additional time that a shipper should budget to ensure on-time arrival 95% of the time.

Calculation

$$TTI_{95} = \frac{\text{Travel Time}_{95\text{th percentile}}}{\text{Travel Time}_{\text{freeflow}}}$$

Reporting Periods

7 Largest MPOs:

☐ Peak hour ☒ Peak period ☒ Daily ☐ Yearly

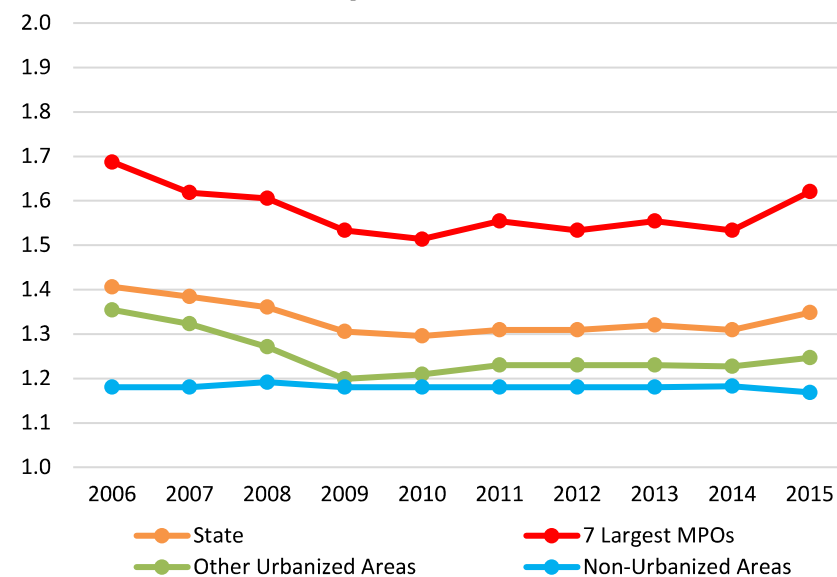
All Others:

☒ Peak hour ☐ Peak period ☒ Daily ☐ Yearly

Sources

- FDOT Traffic Characteristics Inventory
- HERE Data

Freight Travel Time Variability on Freeways
During Peak Hour/Peak Period



Freight Travel Time Variability (95th Travel Time Index) on Freeways

Year	Peak Hour/Peak Period				Daily			
	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2006	1.41	1.69	1.35	1.18	1.31	1.53	1.18	1.18
2007	1.38	1.62	1.32	1.18	1.30	1.50	1.20	1.18
2008	1.36	1.61	1.27	1.19	1.31	1.53	1.20	1.18
2009	1.31	1.53	1.20	1.18	1.25	1.43	1.17	1.18
2010	1.30	1.51	1.21	1.18	1.25	1.43	1.17	1.18
2011	1.31	1.55	1.23	1.18	1.26	1.43	1.19	1.18
2012	1.31	1.53	1.23	1.18	1.24	1.40	1.19	1.18
2013	1.32	1.55	1.23	1.18	1.26	1.44	1.19	1.18
2014	1.31	1.53	1.23	1.18	1.26	1.43	1.19	1.18
2015	1.35	1.62	1.25	1.17	1.27	1.48	1.19	1.16



Combination Truck Hours of Delay

Methodology

Combination truck hours of delay is based on combination truck speed. Delay is calculated as the product of directional hourly volume and the difference between travel time at “threshold” speeds (at LOS B) and travel time at the average speed.

Calculation

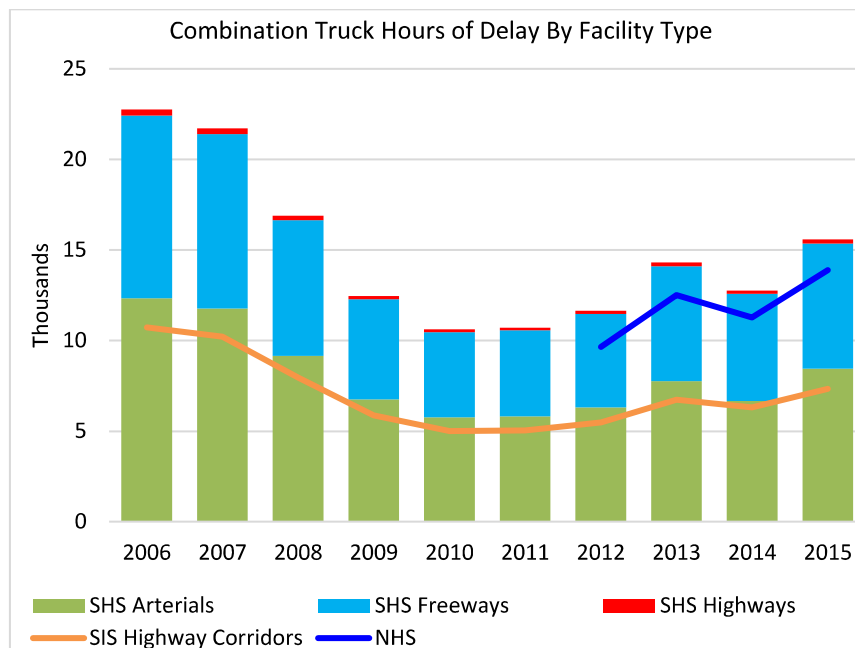
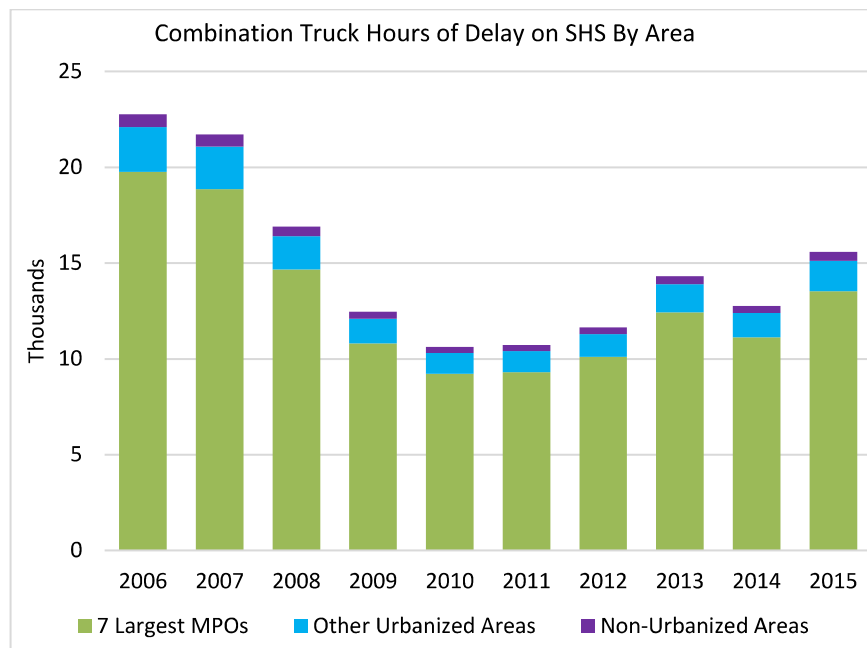
$\Sigma(\text{Daily Combination Truck Travel Time} - \text{Travel Time at LOS B})$

Reporting Period

☐ Peak hour ☐ Peak period ☒ Daily ☐ Yearly

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory
- HERE Data



Combination Truck Hours of Delay, Vehicle Hours (Thousands)

Year	Facility	Daily			
		State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2006	SHS Total	22.8	19.8	2.3	0.7
	SIS Highway Corridors	10.7	10.0	0.3	0.3
	SIS Highway Connectors	0.6	0.4	0.2	0.0
	SHS Freeways	10.1	9.8	0.2	0.1
	SHS Highways	0.3	0.1	0.1	0.1
	SHS Arterials	12.3	9.9	2.1	0.4
2007	SHS Total	21.7	18.9	2.2	0.6
	SIS Highway Corridors	10.2	9.6	0.3	0.3
	SIS Highway Connectors	0.6	0.4	0.2	0.0
	SHS Freeways	9.6	9.3	0.2	0.1
	SHS Highways	0.3	0.1	0.1	0.1
	SHS Arterials	11.8	9.4	2.0	0.4
2008	SHS Total	16.9	14.7	1.7	0.5
	SIS Highway Corridors	8.0	7.5	0.3	0.2
	SIS Highway Connectors	0.4	0.3	0.1	0.0
	SHS Freeways	7.5	7.3	0.1	0.1
	SHS Highways	0.2	0.1	0.1	0.1
	SHS Arterials	9.2	7.4	1.5	0.3
2009	SHS Total	12.5	10.8	1.3	0.4
	SIS Highway Corridors	5.9	5.5	0.2	0.2
	SIS Highway Connectors	0.3	0.2	0.1	0.0
	SHS Freeways	5.5	5.4	0.1	0.1
	SHS Highways	0.2	0.0	0.1	0.1
	SHS Arterials	6.8	5.4	1.1	0.2
2010	SHS Total	10.6	9.2	1.1	0.3
	SIS Highway Corridors	5.0	4.7	0.2	0.2
	SIS Highway Connectors	0.3	0.2	0.1	0.0
	SHS Freeways	4.7	4.6	0.1	0.1
	SHS Highways	0.2	0.0	0.0	0.1
	SHS Arterials	5.8	4.6	1.0	0.2
2011	SHS Total	10.7	9.3	1.1	0.3
	SIS Highway Corridors	5.0	4.7	0.2	0.2
	SIS Highway Connectors	0.3	0.2	0.1	0.0
	SHS Freeways	4.8	4.6	0.1	0.1
	SHS Highways	0.2	0.0	0.0	0.1
	SHS Arterials	5.8	4.7	1.0	0.2

Combination Truck Hours of Delay, Vehicle Hours (Thousands)

Year	Facility	Daily			
		State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2012	SHS Total	11.6	10.1	1.2	0.3
	SIS Highway Corridors	5.5	5.1	0.2	0.2
	SIS Highway Connectors	0.3	0.2	0.1	0.0
	SHS Freeways	5.2	5.0	0.1	0.1
	SHS Highways	0.2	0.0	0.1	0.1
	SHS Arterials	6.3	5.1	1.0	0.2
	NHS	9.6	8.4	1.0	0.2
2013	SHS Total	14.3	12.4	1.5	0.4
	SIS Highway Corridors	6.7	6.3	0.2	0.2
	SIS Highway Connectors	0.4	0.3	0.1	0.0
	SHS Freeways	6.3	6.1	0.1	0.1
	SHS Highways	0.2	0.1	0.1	0.1
	SHS Arterials	7.8	6.2	1.3	0.2
	NHS	12.5	10.9	1.3	0.3
2014	SHS Total	12.8	11.1	1.3	0.4
	SIS Highway Corridors	6.3	5.9	0.2	0.2
	SIS Highway Connectors	0.3	0.2	0.1	0.0
	SHS Freeways	5.9	5.7	0.1	0.1
	SHS Highways	0.2	0.0	0.1	0.1
	SHS Arterials	6.7	5.3	1.1	0.2
	NHS	11.3	9.8	1.2	0.3
2015	SHS Total	15.6	13.5	1.6	0.5
	SIS Highway Corridors	7.3	6.9	0.2	0.2
	SIS Highway Connectors	0.4	0.3	0.1	0.0
	SHS Freeways	6.9	6.7	0.1	0.1
	SHS Highways	0.2	0.1	0.1	0.1
	SHS Arterials	8.5	6.8	1.4	0.3
	NHS	13.9	12.1	1.5	0.4



Combination Truck Average Travel Speed

Methodology

The calculation of combination truck average travel speed is identical to the methodology for (passenger) vehicle's average travel speed, except that combination trucks are assumed to have a lower free-flow speed.

Calculation

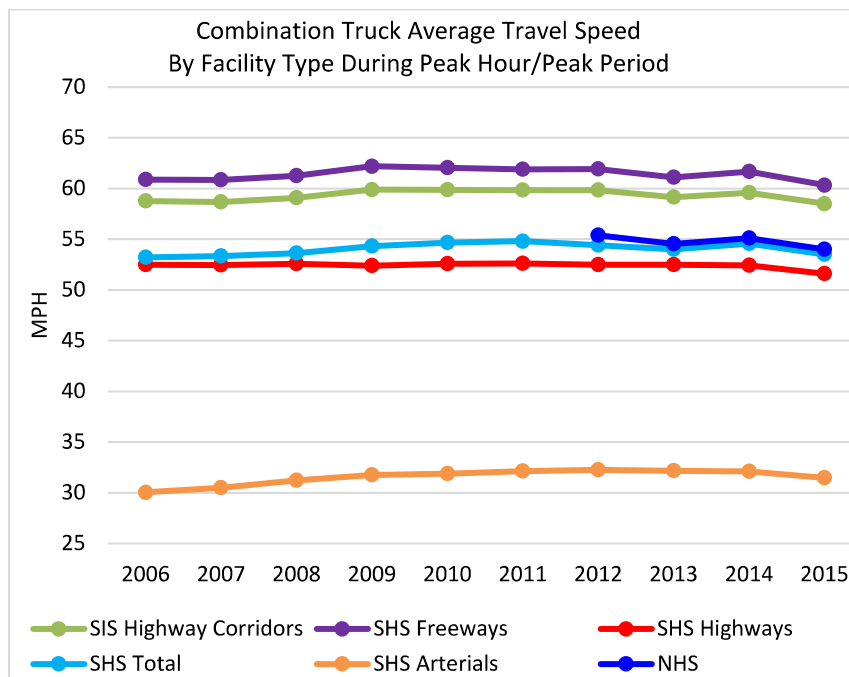
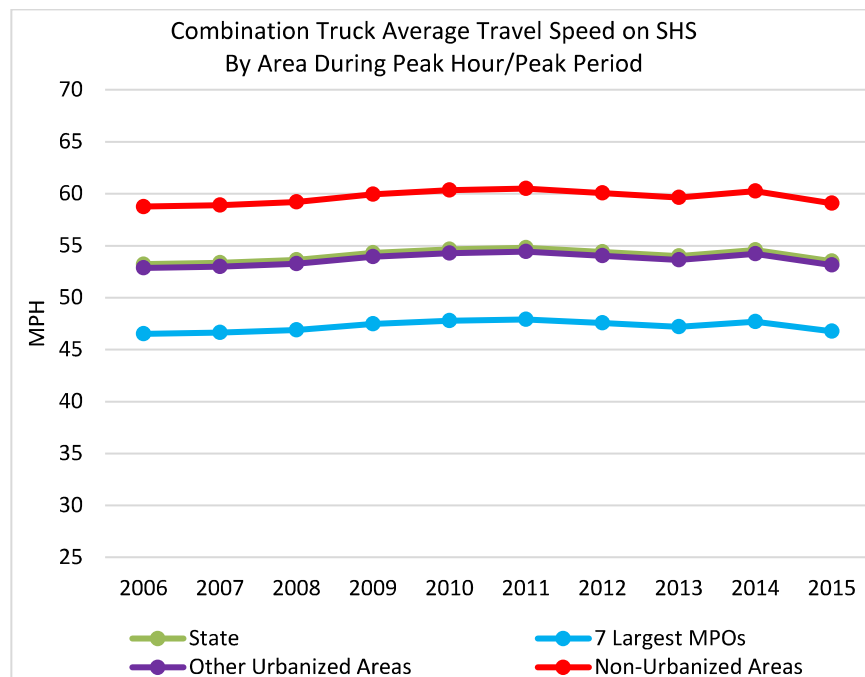
$$\frac{\sum(CTMT \times \text{Combination Truck Average Travel Speed})}{\sum(CTMT)}$$

Reporting Period

☒ Peak hour ☒ Peak period ☐ Daily ☐ Yearly

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory
- HERE Data



Combination Truck Average Travel Speed					
Year	Facility	Peak Hour/Peak Period			
		State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2006	SHS Total	53.2	46.5	52.9	58.8
	SIS Highway Corridors	58.8	53.0	61.8	61.5
	SIS Highway Connectors	30.2	27.8	29.5	36.1
	SHS Freeways	60.9	53.8	65.5	65.0
	SHS Highways	52.5	45.3	46.4	53.6
	SHS Arterials	30.0	24.3	32.2	38.2
2007	SHS Total	53.4	46.6	53.0	58.9
	SIS Highway Corridors	58.7	52.9	61.7	61.4
	SIS Highway Connectors	29.9	27.5	29.2	35.7
	SHS Freeways	60.9	53.8	65.5	65.0
	SHS Highways	52.5	45.3	46.4	53.5
	SHS Arterials	30.5	24.7	32.7	38.8
2008	SHS Total	53.6	46.9	53.3	59.2
	SIS Highway Corridors	59.1	53.3	62.1	61.8
	SIS Highway Connectors	30.5	28.0	29.7	36.4
	SHS Freeways	61.3	54.2	65.9	65.4
	SHS Highways	52.6	45.4	46.5	53.7
	SHS Arterials	31.2	25.3	33.5	39.7
2009	SHS Total	54.3	47.5	53.9	60.0
	SIS Highway Corridors	59.9	54.0	63.0	62.7
	SIS Highway Connectors	32.1	29.5	31.3	38.3
	SHS Freeways	62.2	55.0	66.9	66.4
	SHS Highways	52.4	45.3	46.4	53.5
	SHS Arterials	31.8	25.7	34.1	40.4
2010	SHS Total	54.7	47.8	54.3	60.4
	SIS Highway Corridors	59.9	54.0	63.0	62.7
	SIS Highway Connectors	31.7	29.1	30.8	37.8
	SHS Freeways	62.1	54.8	66.8	66.3
	SHS Highways	52.6	45.4	46.5	53.7
	SHS Arterials	31.9	25.8	34.2	40.6
2011	SHS Total	54.8	47.9	54.4	60.5
	SIS Highway Corridors	59.8	54.0	62.9	62.6
	SIS Highway Connectors	31.8	29.2	30.9	37.9
	SHS Freeways	61.9	54.7	66.6	66.1
	SHS Highways	52.6	45.4	46.6	53.7
	SHS Arterials	32.1	26.0	34.5	40.9

Combination Truck Average Travel Speed					
Year	Facility	Peak Hour/Peak Period			
		State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2012	SHS Total	54.4	47.6	54.1	60.1
	SIS Highway Corridors	59.8	54.0	62.9	62.6
	SIS Highway Connectors	32.3	29.7	31.5	38.5
	SHS Freeways	61.9	54.7	66.6	66.1
	SHS Highways	52.5	45.3	46.5	53.6
	SHS Arterials	32.3	26.1	34.6	41.1
	NHS	55.4	48.3	55.7	63.8
2013	SHS Total	54.0	47.2	53.6	59.6
	SIS Highway Corridors	59.2	53.4	62.2	61.9
	SIS Highway Connectors	32.5	29.8	31.6	38.7
	SHS Freeways	61.1	54.0	65.7	65.2
	SHS Highways	52.5	45.3	46.5	53.6
	SHS Arterials	32.2	26.1	34.5	41.0
	NHS	54.6	47.6	54.9	62.8
2014	SHS Total	54.6	47.7	54.2	60.3
	SIS Highway Corridors	59.6	53.7	62.7	62.4
	SIS Highway Connectors	32.2	29.6	31.4	38.4
	SHS Freeways	61.7	54.5	66.4	65.9
	SHS Highways	52.4	45.3	46.4	53.5
	SHS Arterials	32.1	26.0	34.4	40.8
	NHS	55.1	48.1	55.4	63.5
2015	SHS Total	53.5	46.8	53.2	59.1
	SIS Highway Corridors	58.5	52.8	61.5	61.2
	SIS Highway Connectors	30.3	27.8	29.5	36.1
	SHS Freeways	60.3	53.3	64.9	64.4
	SHS Highways	51.6	44.6	45.7	52.7
	SHS Arterials	31.5	25.5	33.8	40.1
	NHS	54.0	47.1	54.3	62.2



Combination Truck Cost of Delay

Methodology

The monetization of combination truck cost of delay is based on combination truck hours of delay and the marginal cost of truck labor per hour.

Calculation

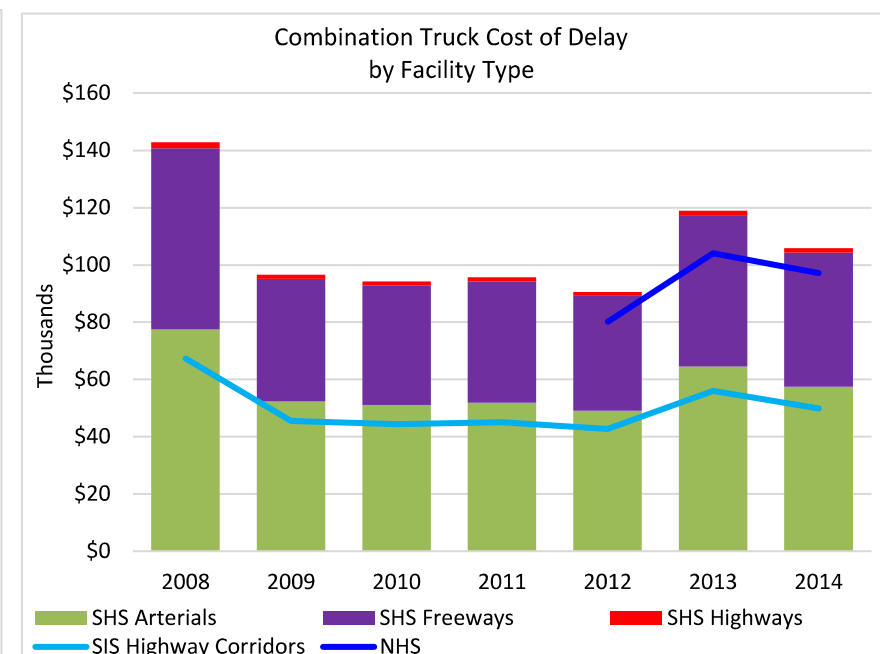
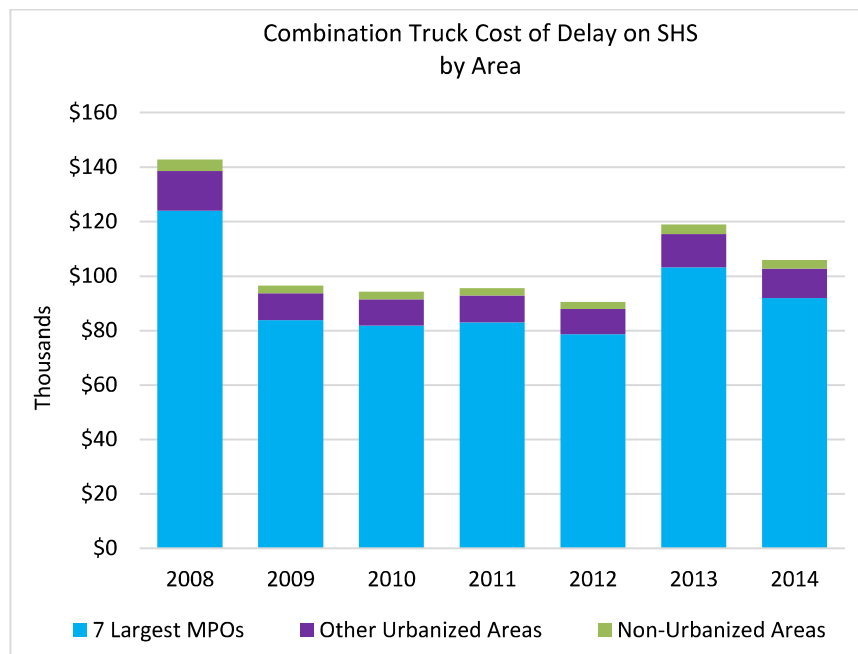
Combination Truck Hours of Delay × Average Marginal Cost of Labor per Hour

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☒ Yearly

Sources

- FDOT Traffic Characteristics Inventory
- FDOT Roadway Characteristics Inventory
- HERE Speed Data
- *An Analysis of the Operational Costs of Trucking*, American Transportation Research Institute (ATRI)



Combination Truck Cost of Delay (Thousands)

Year	Facility	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2008	SHS Total	\$142,819	\$123,989	\$14,639	\$4,191
	SIS Highway Corridors	\$67,248	\$63,004	\$2,190	\$2,054
	SIS Highway Connectors	\$3,769	\$2,621	\$1,065	\$83
	SHS Freeways	\$63,275	\$61,337	\$1,150	\$788
	SHS Highways	\$2,090	\$539	\$630	\$922
	SHS Arterials	\$77,454	\$62,113	\$12,860	\$2,481
2009	SHS Total	\$96,561	\$83,830	\$9,898	\$2,834
	SIS Highway Corridors	\$45,467	\$42,598	\$1,481	\$1,389
	SIS Highway Connectors	\$2,548	\$1,772	\$720	\$56
	SHS Freeways	\$42,780	\$41,470	\$777	\$533
	SHS Highways	\$1,413	\$364	\$426	\$623
	SHS Arterials	\$52,368	\$41,995	\$8,695	\$1,678
2010	SHS Total	\$94,248	\$81,822	\$9,661	\$2,766
	SIS Highway Corridors	\$44,378	\$41,577	\$1,445	\$1,356
	SIS Highway Connectors	\$2,487	\$1,729	\$703	\$55
	SHS Freeways	\$41,756	\$40,477	\$759	\$520
	SHS Highways	\$1,379	\$355	\$416	\$608
	SHS Arterials	\$51,113	\$40,989	\$8,486	\$1,638
2011	SHS Total	\$95,655	\$83,043	\$9,805	\$2,807
	SIS Highway Corridors	\$45,040	\$42,198	\$1,467	\$1,376
	SIS Highway Connectors	\$2,524	\$1,755	\$713	\$55
	SHS Freeways	\$42,379	\$41,081	\$770	\$528
	SHS Highways	\$1,400	\$361	\$422	\$618
	SHS Arterials	\$51,876	\$41,601	\$8,613	\$1,662
2012	SHS Total	\$90,564	\$78,623	\$9,283	\$2,658
	SIS Highway Corridors	\$42,643	\$39,952	\$1,389	\$1,303
	SIS Highway Connectors	\$2,390	\$1,662	\$675	\$53
	SHS Freeways	\$40,123	\$38,895	\$729	\$499
	SHS Highways	\$1,325	\$342	\$399	\$585
	SHS Arterials	\$49,115	\$39,387	\$8,155	\$1,574
	NHS	\$80,102	\$69,645	\$8,412	\$2,045
2013	SHS Total	\$118,937	\$103,255	\$12,191	\$3,490
	SIS Highway Corridors	\$56,003	\$52,468	\$1,824	\$1,711
	SIS Highway Connectors	\$3,138	\$2,182	\$887	\$69
	SHS Freeways	\$52,694	\$51,080	\$958	\$656
	SHS Highways	\$1,741	\$448	\$524	\$768
	SHS Arterials	\$64,502	\$51,726	\$10,709	\$2,066
	NHS	\$104,051	\$90,469	\$10,927	\$2,656

Combination Truck Cost of Delay (Thousands)					
Year	Facility	State	7 Largest MPOs	Other Urbanized Areas	Non-Urbanized Areas
2014	SHS Total	\$105,889	\$91,928	\$10,854	\$3,107
	SIS Highway Corridors	\$49,859	\$46,713	\$1,624	\$1,523
	SIS Highway Connectors	\$2,794	\$1,943	\$790	\$61
	SHS Freeways	\$46,913	\$45,477	\$852	\$584
	SHS Highways	\$1,550	\$399	\$467	\$684
	SHS Arterials	\$57,427	\$46,052	\$9,535	\$1,840
	NHS	\$97,176	\$84,491	\$10,205	\$2,481



Combination Truck Backhaul Tonnage

Methodology

The Freight Analysis Framework (FAF) tonnage data is interpolated using combination truck miles traveled data to calculate incoming and outgoing combination truck tonnage. An average capacity to average load ratio is calculated and applied to the difference between incoming and outgoing combination truck tonnage.

Calculation

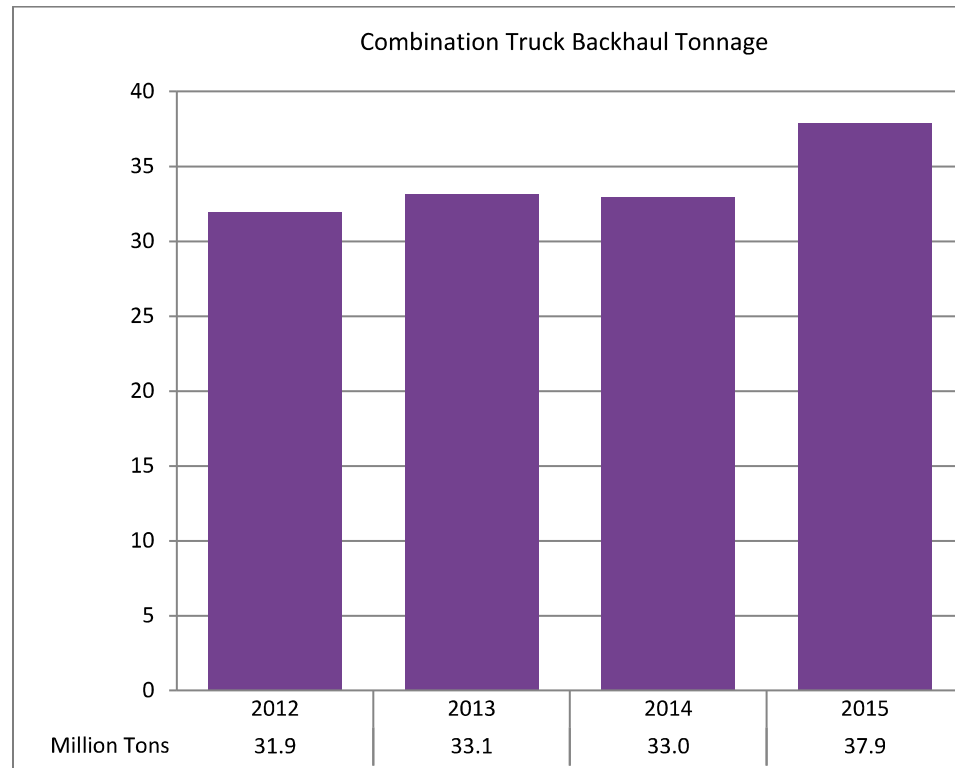
Σ Combination Truck Backhaul Tonnage

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☒ Yearly

Sources

- FDOT Weigh in Motion data
- Freight Analysis Framework 2012





Aviation Tonnage

Methodology

All air cargo landed at public airports.

Calculation

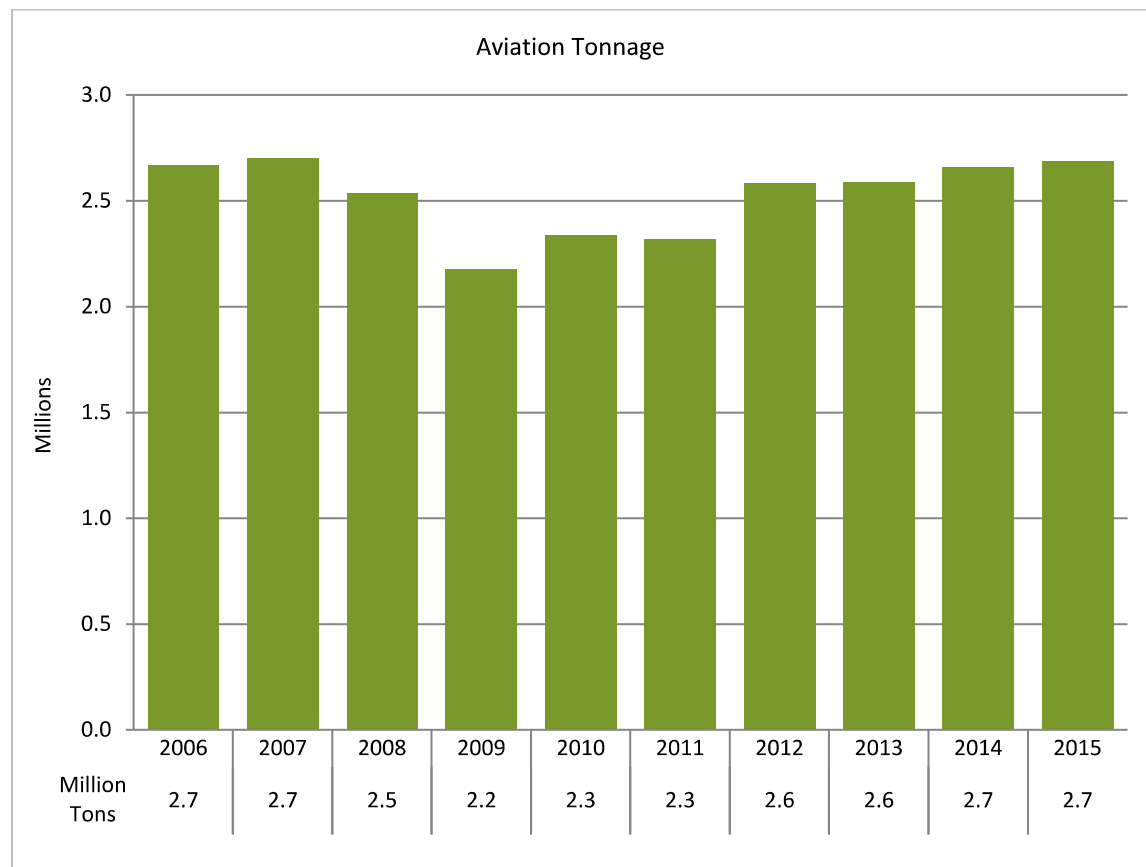
\sum Tons Landed at Qualifying Cargo Airports

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☒ Yearly

Source

<http://www.floridatransportationindicators.org/>





Aviation Value of Freight

Methodology

Values of air cargo are extracted from the Freight Analysis Framework.

Calculation

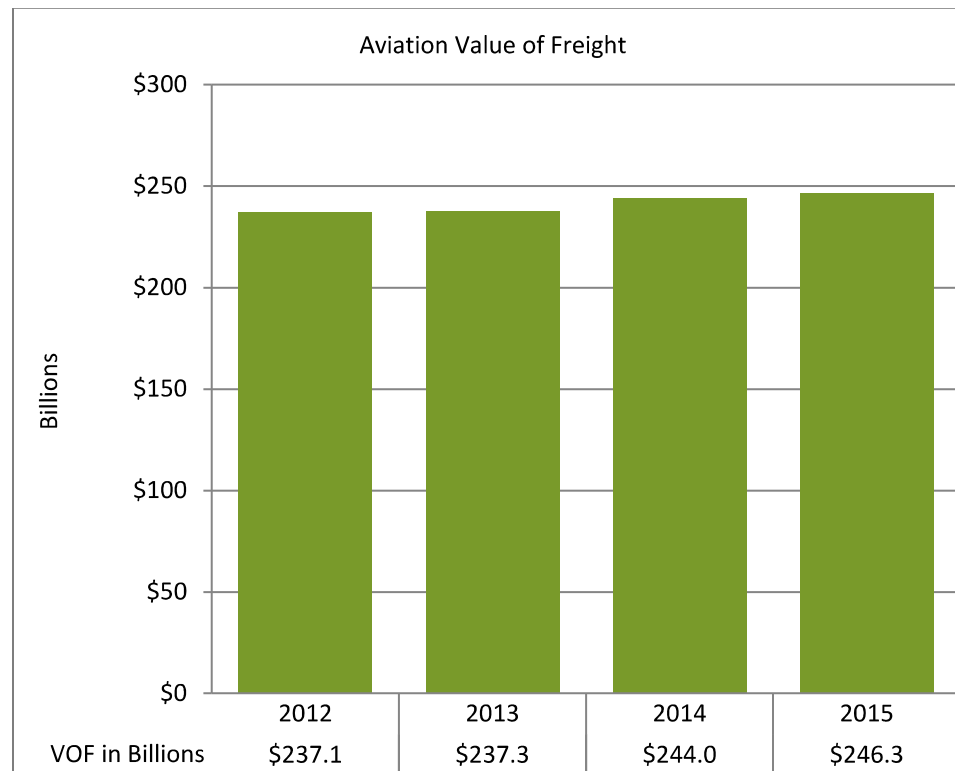
$$\sum \text{Tonnage} \times \text{Average Value Per Ton}$$

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☒ Yearly

Sources

- Freight Analysis Framework 2012
- Florida Air Cargo System Plan





Rail Tonnage

Methodology

Tons of freight carried by rail mode originated or terminated in Florida.

Calculation

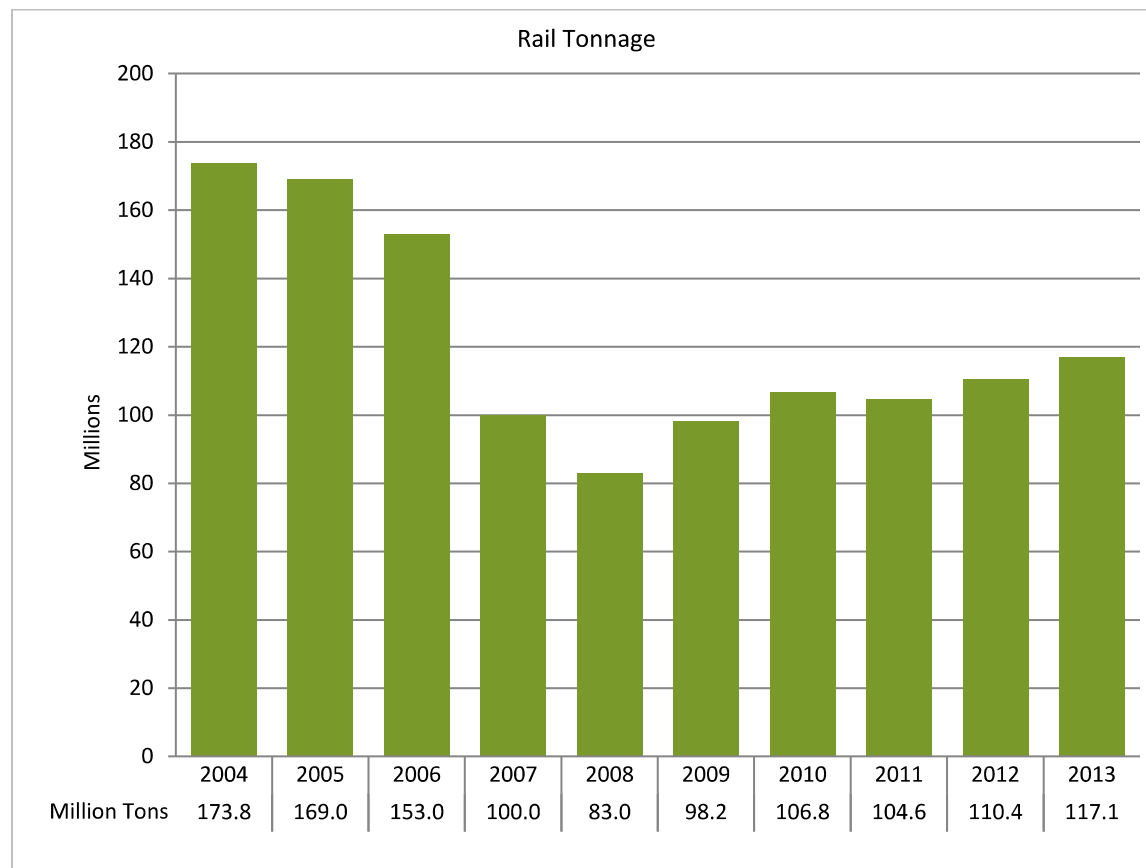
Σ Rail Tonnage

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☒ Yearly

Source

U.S. DOT Surface Transportation Board, Florida Rail Waybill Data





Rail Value of Freight

Methodology

Values for rail tonnage are extracted from the Freight Analysis Framework.

Calculation

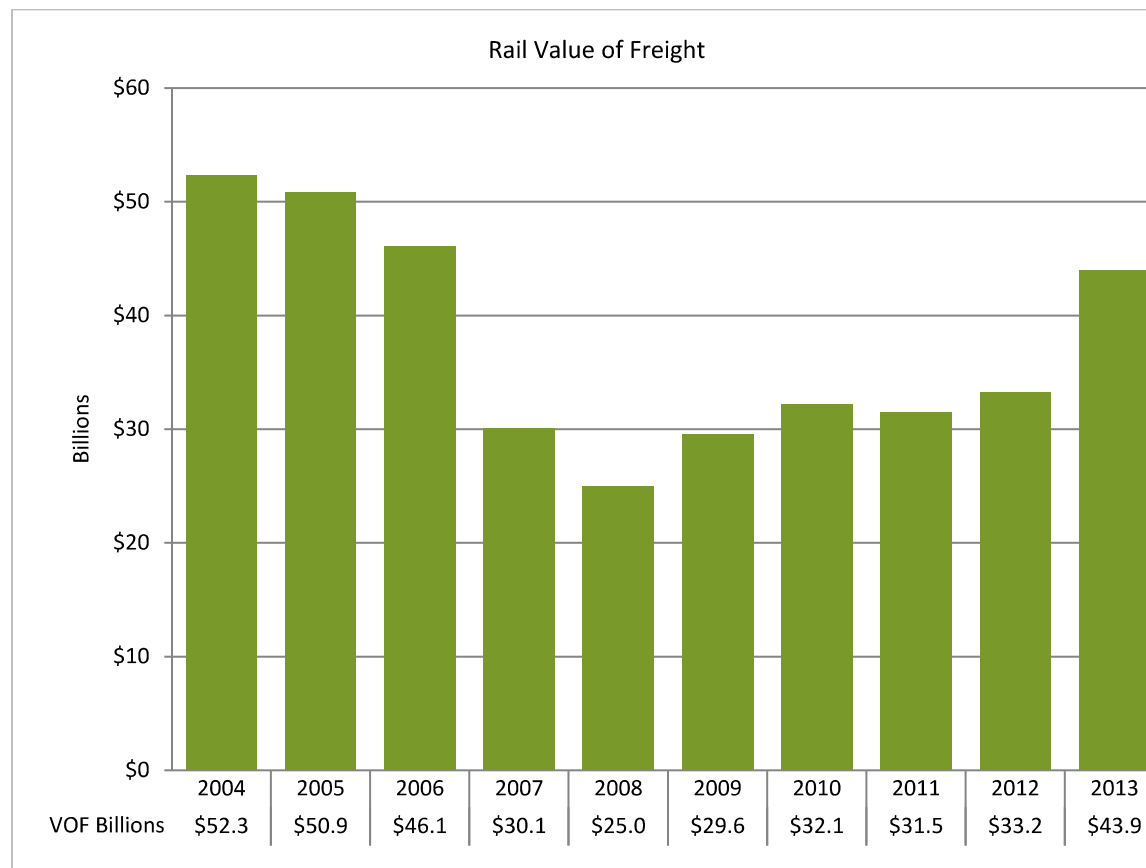
$$\sum \text{Tonnage} \times \text{Average Value Per Ton}$$

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☒ Yearly

Sources

- Freight Analysis Framework 2007 and 2012
- Florida Transearch Waybill data





Active Rail Access

Methodology

Active rail access accounts for active rail serving intermodal logistic centers and seaports.

Calculation

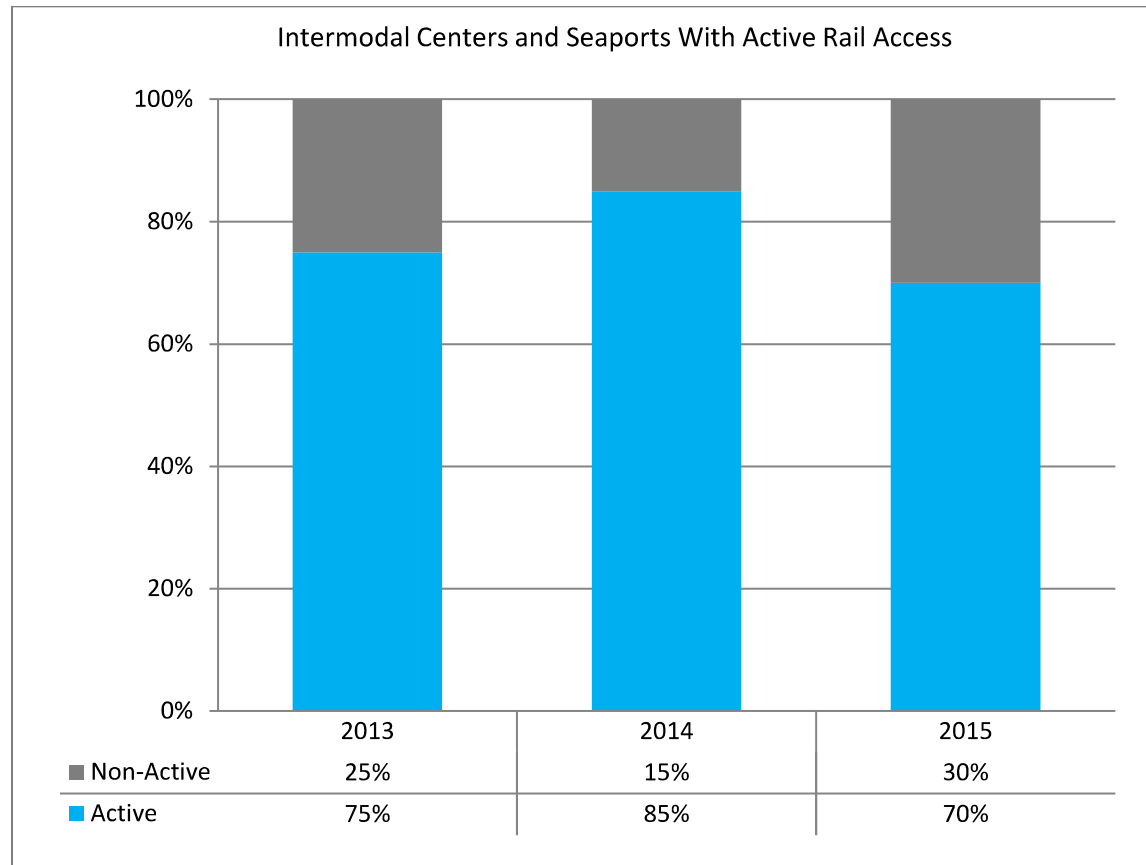
$$\frac{\text{Seaports With Active Rail} + \text{Centers With Active Rail}}{\Sigma \text{Seaports and Centers}}$$

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☒ Yearly

Source

FDOT Rail Office





Seaport Tonnage

Methodology

International and domestic waterborne tons of cargo handled at both public and private terminals in port areas of Florida.

Calculation

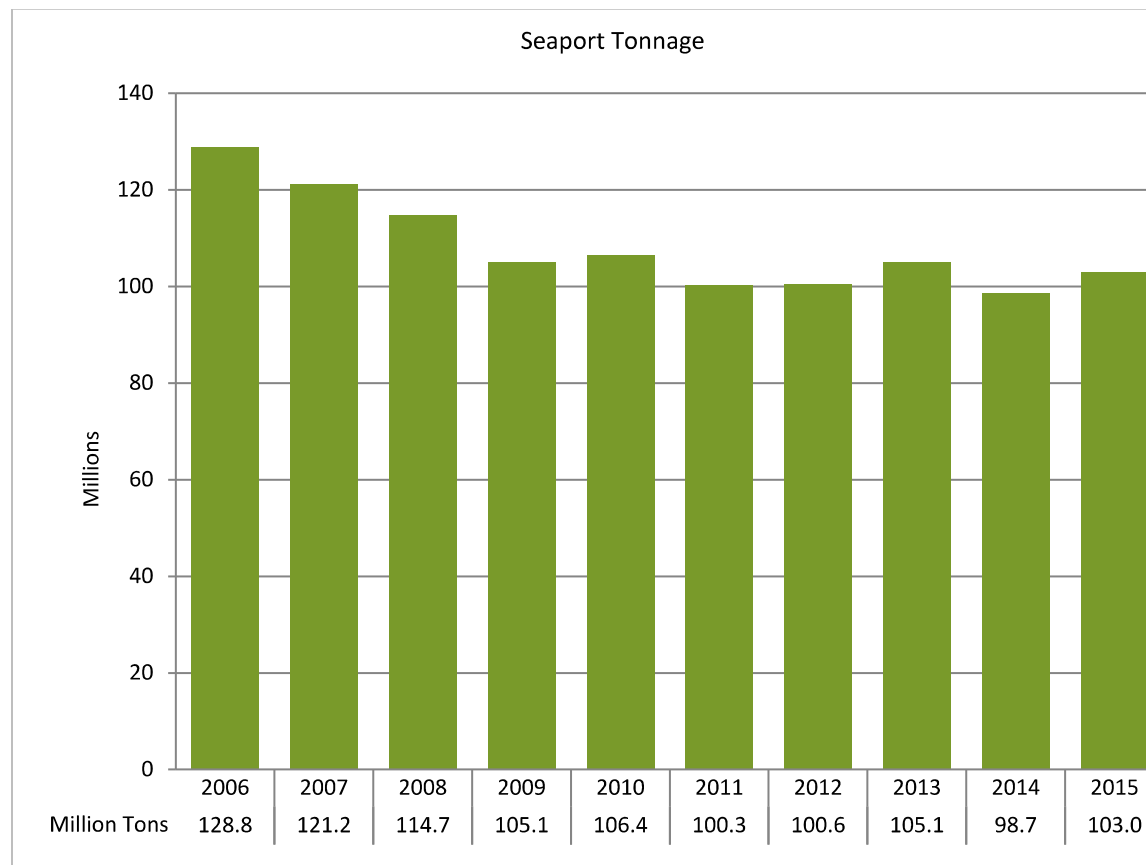
Σ Waterborne Tonnage

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☒ Yearly

Source

Florida Ports Council Five Year Seaport Mission Plan





Seaport Twenty-Foot Equivalent Units

Methodology

Includes international and domestic waterborne cargo handled at both public and private terminals in port areas of Florida.

Calculation

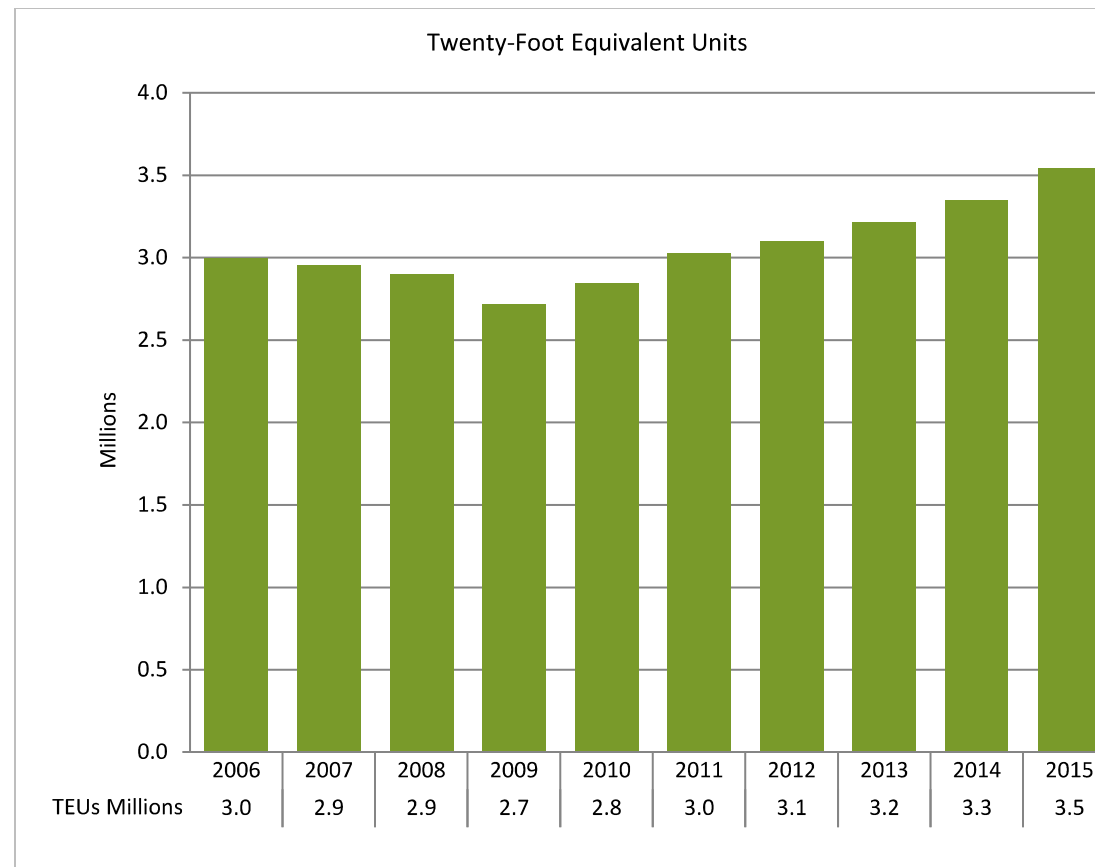
Σ Twenty-Foot Equivalent Units

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☒ Yearly

Source

Florida Ports Council Five Year Seaport Mission Plan





Seaport Value of Freight

Methodology

Seaport highway adequacy is the dollar value of Florida's international waterborne commerce as reported by the U.S. Census Bureau.

Calculation

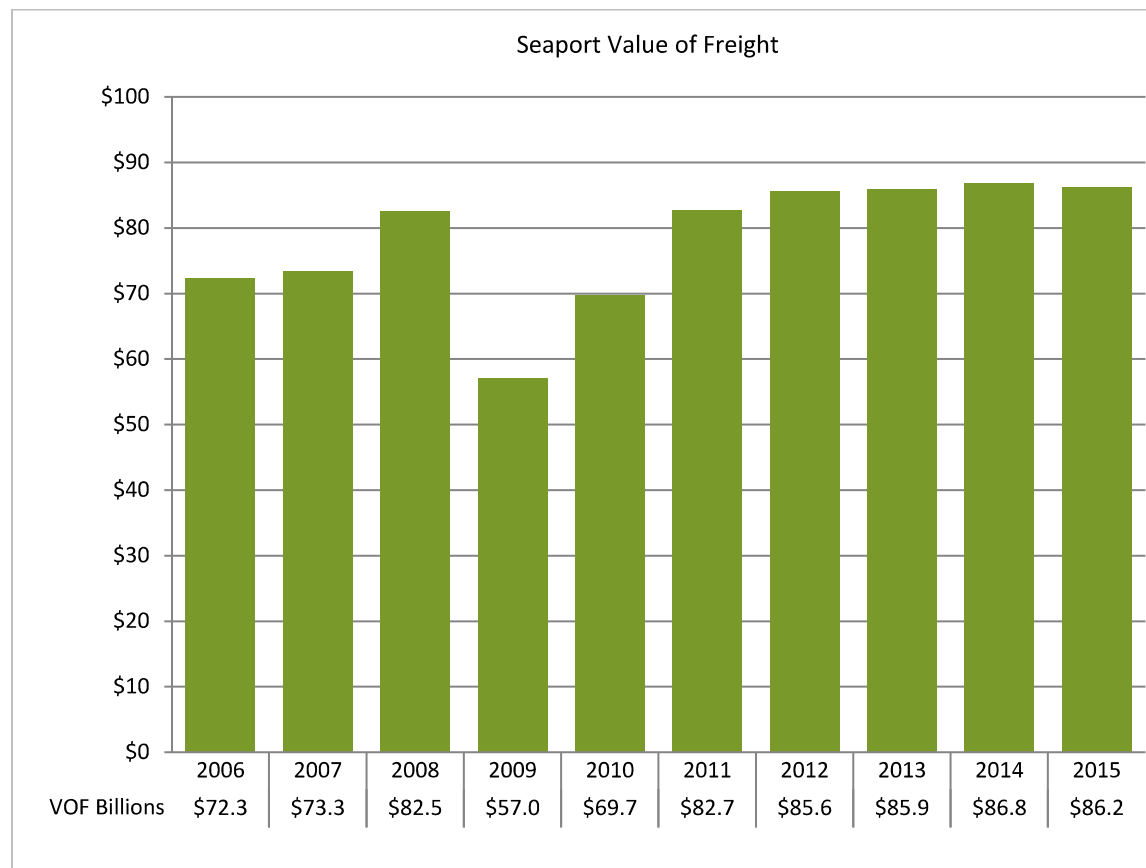
\sum *Value of International Seaport Commerce*

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☒ Yearly

Source

Florida Ports Council Five Year Seaport Mission Plan





Seaport Active Rail Access

Methodology

Seaport active rail access accounts for active rail serving seaports.

Calculation

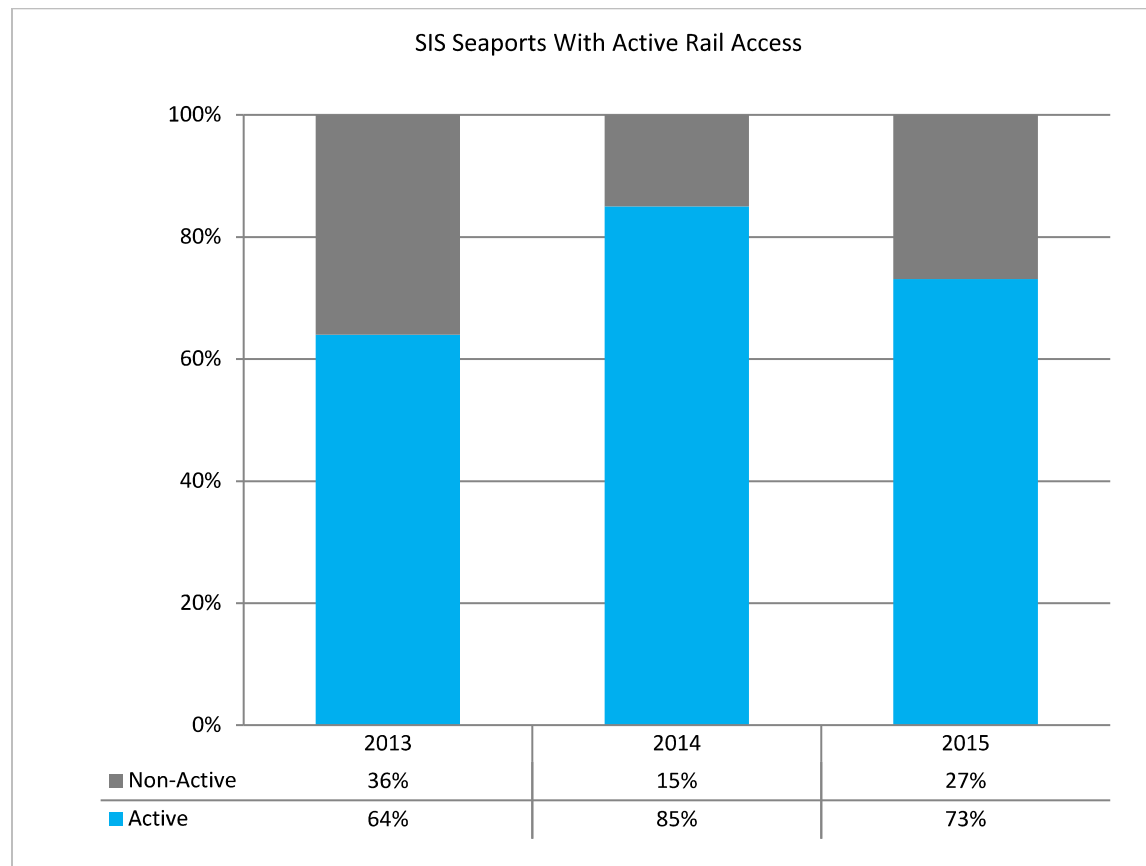
$$\frac{\text{Seaports With Active Rail}}{\sum \text{Seaports}}$$

Reporting Periods

☐ Peak hour ☐ Peak period ☐ Daily ☒ Yearly

Source

FDOT Rail Office



Appendix B: The Fixing America's Surface Transportation Act (FAST Act) Strategic Plan Criteria

The State may develop its freight plan either separately from, or incorporated within, its statewide strategic long-range transportation plan required by 23 U.S.C. 135. The state must update its freight plan at least every five years, and may update its freight investment plan more frequently than the overall freight plan. [49 U.S.C. 70202(e)]. The state's freight plan must be in compliance with the following criteria:

1. *An identification of significant freight system trends, needs, and issues with respect to the State;*
2. *A description of the freight policies, strategies, and performance measures that will guide the freight-related transportation investment decisions of the State;*
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);*
 - b. *critical rural and urban freight corridors designated within the State under section 167 of title 23 (National Highway Freight Program);*
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;*
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;*
6. *In the case of roadways on which travel by heavy vehicles (including mining, agricultural, energy cargo or equipment, and timber vehicles) is projected to substantially deteriorate the condition of the roadways, a description of improvements that may be required to reduce or impede the deterioration;*
7. *An inventory of facilities with freight mobility issues, such as bottlenecks, within the State, and for those facilities that are State owned or operated, a description of the strategies the State is employing to address those freight mobility issues;*
8. *Consideration of any significant congestion or delay caused by freight movements and any strategies to mitigate that congestion or delay;*

9. *A freight investment plan that, subject to 49 U.S.C. 70202(c), includes a list of priority projects and describes how funds made available to carry out 23 U.S.C. 167 would be invested and matched; and*
10. *Consultation with the State Freight Advisory Committee, if applicable.*

Appendix C: NHFP Projects in the STIP

The State Transportation Improvement Program (STIP) is a federally mandated document which must include a listing of projects planned with federal participation in the next four fiscal years. Although the STIP is approved annually by FHWA at the beginning of each federal fiscal year (October 1st), FHWA allows FDOT to report these four years on a state fiscal year basis (July 1st thru June 30th). This is because the report is based upon the same projects that are listed in the first four years of FDOT's Adopted Five Year Work Program.

This appendix includes reports for projects listed in **Table 8-2** that are in the STIP document which was approved by FHWA as of October 1st 2017. Reports were pulled using the "Current STIP" option on FDOT's STIP Project Detail and Summaries Online Report. This Online STIP Report application can be accessed here: <http://www2.dot.state.fl.us/fmsupportapps/stipamendments/stip.aspx>.

The FDOT Work Program Fund Codes relevant to the National Highway Freight Program (NHFP) are Advance Construction Freight Program (ACFP) and National Freight Program (NFP).

For additional information on FDOT Work Program Codes, visit <http://www2.dot.state.fl.us/fmsupportapps/workprogram/support/appendixd.aspx> and select Code Type: Fund Code.

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STIP Project Detail and Summaries Online Report

Selection Criteria
Current STIP Detail Report Financial Project:201032 2

HIGHWAYS								
Item Number: 201032 2			Project Description: I-75 AT SR 70 INTERCHANGE					
District: 01	County: MANATEE		Type of Work: INTERCHANGE - ADD LANES				Project Length: .759MI	
			Fiscal Year					
Phase / Responsible Agency			<2018	2018	2019	2020	2021	>2021 All Years
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	ACFP - AC FREIGHT PROG (NFP)			95,697,505				95,697,505
	ACNP - ADVANCE CONSTRUCTION NHPP			3,581,794				3,581,794
	ACNP - ADVANCE CONSTRUCTION NHPP			7,700,127				7,700,127
	DS - STATE PRIMARY HIGHWAYS & PTO		4,434					4,434
Phase: CONSTRUCTION Totals			4,434	106,979,426				106,983,860
ENVIRONMENTAL / MANAGED BY FDOT								
Fund Code:	ACNP - ADVANCE CONSTRUCTION NHPP			120,000				120,000
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	DDR - DISTRICT DEDICATED REVENUE		6,806,990	106,138				6,913,128
	DIH - STATE IN-HOUSE PRODUCT SUPPORT		140,342	34,000				174,342
	DS - STATE PRIMARY HIGHWAYS & PTO		1,547,317					1,547,317
Phase: PRELIMINARY ENGINEERING Totals			8,494,649	140,138				8,634,787
RAILROAD & UTILITIES / MANAGED BY FDOT								
Fund Code:	ACNP - ADVANCE CONSTRUCTION NHPP			3,744,474				3,744,474
	DDR - DISTRICT DEDICATED REVENUE		25,000					25,000
Phase: RAILROAD & UTILITIES Totals			25,000	3,744,474				3,769,474
Item: 201032 2 Totals			8,524,083	110,984,038				119,508,121
Project Totals			8,524,083	110,984,038				119,508,121
HIGHWAYS Totals			8,524,083	110,984,038				119,508,121
Grand Total			8,524,083	110,984,038				119,508,121

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Selection Criteria
Current STIP
Detail Report
Financial Project:201032 6

HIGHWAYS								
Item Number: 201032 6				Project Description: I-75 AT SR 64				
District: 01		County: MANATEE		Type of Work: INTERCHANGE IMPROVEMENT			Project Length: 2.798MI	
				Fiscal Year				
Phase / Responsible Agency				<2018	2018	2019	2020	2021 >2021 All Years
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	ACFP - AC FREIGHT PROG (NFP)				32,625			32,625
	ACNP - ADVANCE CONSTRUCTION NHPP				94,113			94,113
	DI - ST. - S/W INTER/INTRASTATE HWY			4,272,143				4,272,143
	DS - STATE PRIMARY HIGHWAYS & PTO			54,024	6,647			60,671
	NFP - NATIONAL FREIGHT PROGRAM			38,124,918	642,681			38,767,599
Phase: CONSTRUCTION Totals				42,451,085	776,066			43,227,151
CONTRACT INCENTIVES / MANAGED BY FDOT								
Fund Code:	ACFP - AC FREIGHT PROG (NFP)					2,250,000		2,250,000
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	ACNP - ADVANCE CONSTRUCTION NHPP				150,257			150,257
	DIH - STATE IN-HOUSE PRODUCT SUPPORT			118				118
	DS - STATE PRIMARY HIGHWAYS & PTO			39,041				39,041
	EB - EQUITY BONUS			149,755				149,755
	IMD - INTERSTATE MAINTENANCE DISCRET			2,483				2,483
	NHPP - IM, BRDG REPL, NATNL HWY-MAP21			1,053,795	1,997			1,055,792
	SA - STP, ANY AREA			2,871,931				2,871,931
Phase: PRELIMINARY ENGINEERING Totals				4,117,123	152,254			4,269,377
RAILROAD & UTILITIES / MANAGED BY FDOT								
Fund Code:	ACFP - AC FREIGHT PROG (NFP)				26,105			26,105
	ACNP - ADVANCE CONSTRUCTION NHPP			231,121				231,121
	ACNP - ADVANCE CONSTRUCTION NHPP			355,000				355,000
	DI - ST. - S/W INTER/INTRASTATE HWY			20,000				20,000
	NFP - NATIONAL FREIGHT PROGRAM			1,918,769				1,918,769
Phase: RAILROAD & UTILITIES Totals				2,524,890	26,105			2,550,995
Item: 201032 6 Totals				49,093,098	954,425	2,250,000		52,297,523
Project Totals				49,093,098	954,425	2,250,000		52,297,523
HIGHWAYS Totals				49,093,098	954,425	2,250,000		52,297,523
Grand Total				49,093,098	954,425	2,250,000		52,297,523



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STIP Project Detail and Summaries Online Report

Selection Criteria
Current STIP Detail Report Financial Project:217910 4

HIGHWAYS								
Item Number: 217910 4		Project Description: SR 75 (US 231) FROM SR 30A (US 98) 15TH ST TO SOUTH OF PIPE LINE RD						
District: 03		County: BAY		Type of Work: RIGHT OF WAY - FUTURE CAPACITY			Project Length: 9.352MI	
		Fiscal Year						
Phase / Responsible Agency		<2018	2018	2019	2020	2021	>2021	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: ACNP - ADVANCE CONSTRUCTION NHPP		13,038,741	946,083					13,984,824
DS - STATE PRIMARY HIGHWAYS & PTO		26,700						26,700
Phase: PRELIMINARY ENGINEERING Totals		13,065,441	946,083					14,011,524
RIGHT OF WAY / MANAGED BY FDOT								
Fund Code: ACNP - ADVANCE CONSTRUCTION NHPP					12,855,300	62,425,000	31,706,100	106,986,400
BNIR - INTRASTATE R/W & BRIDGE BONDS							49,487,000	49,487,000
DI - ST. - S/W INTER/INTRASTATE HWY					500,000	4,500,000		5,000,000
Phase: RIGHT OF WAY Totals					13,355,300	66,925,000	81,193,100	161,473,400
RAILROAD & UTILITIES / MANAGED BY FDOT								
Fund Code: DI - ST. - S/W INTER/INTRASTATE HWY			450,000					450,000
Item: 217910 4 Totals		13,065,441	1,396,083		13,355,300	66,925,000	81,193,100	175,934,924
Project Totals		13,065,441	1,396,083		13,355,300	66,925,000	81,193,100	175,934,924
HIGHWAYS Totals		13,065,441	1,396,083		13,355,300	66,925,000	81,193,100	175,934,924
Grand Total		13,065,441	1,396,083		13,355,300	66,925,000	81,193,100	175,934,924

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STIP Project Detail and Summaries Online Report

Selection Criteria
Current STIP Detail Report Financial Project:220635 2

HIGHWAYS							
Item Number: 220635 2 Project Description: SR 20 FROM OKALOOSA COUNTY LINE TO WASHINGTON COUNTY LINE							
District: 03 County: WALTON Type of Work: PRELIM ENG FOR FUTURE CAPACITY Project Length: 31.988MI							
Phase / Responsible Agency		Fiscal Year					
		<2018	2018	2019	2020	2021	>2021 All Years
P D & E / MANAGED BY FDOT							
Fund Code:	ACSN - ADVANCE CONSTRUCTION (SN)		2,760,346				2,760,346
	DIH - STATE IN-HOUSE PRODUCT SUPPORT		48,865				48,865
Phase: P D & E Totals			2,809,211				2,809,211
Item: 220635 2 Totals			2,809,211				2,809,211
Project Totals			2,809,211				2,809,211
HIGHWAYS Totals			2,809,211				2,809,211
Grand Total			2,809,211				2,809,211

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STIP Project Detail and Summaries Online Report

Selection Criteria
Current STIP Detail Report Financial Project:220635 4

HIGHWAYS							
Item Number: 220635 4		Project Description: SR 20 FROM WALTON COUNTY LINE TO E OF SR 79					
District: 03 County: WASHINGTON		Type of Work: PRELIM ENG FOR FUTURE CAPACITY Project Length: 1.279MI					
Phase / Responsible Agency		Fiscal Year					
		<2018	2018	2019	2020	2021	>2021 All Years
P D & E / MANAGED BY FDOT							
Fund Code:	DIH - STATE IN-HOUSE PRODUCT SUPPORT		1,135				1,135
	SN - STP, MANDATORY NON-URBAN <= 5K		121,434				121,434
Phase: P D & E Totals			122,569				122,569
Item: 220635 4 Totals			122,569				122,569
Project Totals			122,569				122,569
HIGHWAYS Totals			122,569				122,569
Grand Total			122,569				122,569

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STIP Project Detail and Summaries Online Report

Selection Criteria
Current STIP Detail Report Financial Project:413048 2

HIGHWAYS

Item Number: 413048 2 **Project Description:** SR-9/I-95 @ OSLO ROAD INTERCHANGE
District: 04 **County:** INDIAN RIVER **Type of Work:** INTERCHANGE (NEW) **Project Length:** 1.236MI
Extra Description: 2017 MPO SIS PRIORITY #1 REALIGNMENT OF 82ND & 86TH AVENUE ** SEE WP45 FOR ADDITIONAL PROJECT COMMENTS**

Phase / Responsible Agency		Fiscal Year						
		<2018	2018	2019	2020	2021	>2021	All Years
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	ACNP - ADVANCE CONSTRUCTION NHPP						40,170,590	40,170,590
	DI - ST. - S/W INTER/INTRASTATE HWY						2,786,393	2,786,393
Phase: CONSTRUCTION Totals							42,956,983	42,956,983
ENVIRONMENTAL / MANAGED BY FDOT								
Fund Code:	SA - STP, ANY AREA		87,646					87,646
P D & E / MANAGED BY FDOT								
Fund Code:	DDR - DISTRICT DEDICATED REVENUE	70,356						70,356
	DIH - STATE IN-HOUSE PRODUCT SUPPORT	123,773	3,414					127,187
	GMR - GROWTH MANAGEMENT FOR SIS	1,102,428						1,102,428
Phase: P D & E Totals		1,296,557	3,414					1,299,971
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	ACNP - ADVANCE CONSTRUCTION NHPP		171					171
	DIH - STATE IN-HOUSE PRODUCT SUPPORT	1,054						1,054
	GMR - GROWTH MANAGEMENT FOR SIS	1,186,508						1,186,508
	NHPP - IM, BRDG REPL, NATNL HWY-MAP21	2,100,204	34,865					2,135,069
Phase: PRELIMINARY ENGINEERING Totals		3,287,766	35,036					3,322,802
RIGHT OF WAY / MANAGED BY FDOT								
Fund Code:	ACFP - AC FREIGHT PROG (NFP)		9,388,028					9,388,028
	ACNP - ADVANCE CONSTRUCTION NHPP		467,950					467,950
Phase: RIGHT OF WAY Totals			9,855,978					9,855,978
RAILROAD & UTILITIES / MANAGED BY FDOT								
Fund Code:	ACNP - ADVANCE CONSTRUCTION NHPP						200,000	200,000
Item: 413048 2 Totals		4,584,323	9,982,074				43,156,983	57,723,380
Project Totals		4,584,323	9,982,074				43,156,983	57,723,380
HIGHWAYS Totals		4,584,323	9,982,074				43,156,983	57,723,380
Grand Total		4,584,323	9,982,074				43,156,983	57,723,380



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Selection Criteria
Current STIP Detail Report Financial Project:414964 1

HIGHWAYS							
Item Number: 414964 1 Project Description: SR 9A/I-95 FROM S. OF SR 836/I-395 TO BROWARD COUNTY LINE							
District: 06	County: MIAMI-DADE	Type of Work: PD&E/EMO STUDY				Project Length: 14.179MI	
		Fiscal Year					
Phase / Responsible Agency		<2018	2018	2019	2020	2021	>2021 All Years
P D & E / MANAGED BY FDOT							
Fund Code:	ACNP - ADVANCE CONSTRUCTION NHPP			13,034,606			13,034,606
Item: 414964 1 Totals				13,034,606			13,034,606
Project Totals				13,034,606			13,034,606
HIGHWAYS Totals				13,034,606			13,034,606
Grand Total				13,034,606			13,034,606

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STIP Project Detail and Summaries Online Report

Selection Criteria
Current STIP Detail Report Financial Project:414964 7

HIGHWAYS										
Item Number: 414964 7 Project Description: SR 9A/I-95 FROM US-1/SOUTH DIXIE HIGHWAY TO SOUTH OF SR 90/SW 8 STREET										
District: 06		County: MIAMI-DADE		Type of Work: PD&E/EMO STUDY		Project Length: 1.645MI				
				Fiscal Year						
Phase / Responsible Agency				<2018	2018	2019	2020	2021	>2021	All Years
P D & E / MANAGED BY FDOT										
Fund Code:	DDR - DISTRICT DEDICATED REVENUE					6,500,000				6,500,000
	DIH - STATE IN-HOUSE PRODUCT SUPPORT					200,000				200,000
Phase: P D & E Totals						6,700,000				6,700,000
Item: 414964 7 Totals						6,700,000				6,700,000
Project Totals						6,700,000				6,700,000
HIGHWAYS Totals						6,700,000				6,700,000
Grand Total						6,700,000				6,700,000

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STIP Project Detail and Summaries Online Report

Selection Criteria
Current STIP Detail Report Financial Project:414964 8

HIGHWAYS									
Item Number: 414964 8 Project Description: SR 9A/I-95 FROM NORTH OF SR 90/SW 8 STREET TO SOUTH OF SR 836/I-395									
District: 06		County: MIAMI-DADE		Type of Work: PD&E/EMO STUDY			Project Length: 1.000MI		
Phase / Responsible Agency				Fiscal Year					
				<2018	2018	2019	2020	2021	>2021
P D & E / MANAGED BY FDOT									
Fund Code:	DDR - DISTRICT DEDICATED REVENUE					3,500,000			3,500,000
	DIH - STATE IN-HOUSE PRODUCT SUPPORT					200,000			200,000
Phase: P D & E Totals						3,700,000			3,700,000
Item: 414964 8 Totals						3,700,000			3,700,000
Project Totals						3,700,000			3,700,000
HIGHWAYS Totals						3,700,000			3,700,000
Grand Total						3,700,000			3,700,000

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STIP Project Detail and Summaries Online Report

Selection Criteria
Current STIP Detail Report Financial Project:415152 1

HIGHWAYS								
Item Number: 415152 1 Project Description: SR-93/I-75 INTERCHNG @SR-820 PINES BLVD F N OF MIRAMAR PKWY T N OF PIN								
District: 04	County: BROWARD	Type of Work: INTERCHANGE - ADD LANES				Project Length: 3.072MI		
Extra Description:		NEPA UNDER 419343-1 PD&E STUDY UNDER 419343-1						
		Fiscal Year						
Phase / Responsible Agency		<2018	2018	2019	2020	2021	>2021	All Years
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	ACNP - ADVANCE CONSTRUCTION NHPP						69,073,537	69,073,537
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	ACFP - AC FREIGHT PROG (NFP)					5,550,155		5,550,155
Item: 415152 1 Totals						5,550,155	69,073,537	74,623,692
Project Totals						5,550,155	69,073,537	74,623,692
HIGHWAYS Totals						5,550,155	69,073,537	74,623,692
Grand Total						5,550,155	69,073,537	74,623,692

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STIP Project Detail and Summaries Online Report

Selection Criteria
Current STIP
Detail Report
Financial Project:419243 2

HIGHWAYS											
Item Number: 419243 2		Project Description: US 27 (SR 25) FROM HIGHLANDS COUNTY LINE TO CR 630A									
District: 01		County: POLK		Type of Work: ADD LANES & RECONSTRUCT			Project Length: 8.612MI				
				Fiscal Year							
Phase / Responsible Agency				<2018	2018	2019	2020	2021	>2021	All Years	
CONSTRUCTION / MANAGED BY FDOT											
Fund Code:		ACNP - ADVANCE CONSTRUCTION NHPP							46,997,236	46,997,236	
		SIWR - 2015 SB2514A-STRATEGIC INT SYS							25,698,817	25,698,817	
		STED - 2012 SB1998-STRATEGIC ECON COR							29,040,706	29,040,706	
Phase: CONSTRUCTION Totals									101,736,759	101,736,759	
ENVIRONMENTAL / MANAGED BY FDOT											
Fund Code:		ACNP - ADVANCE CONSTRUCTION NHPP						350,000	150,000	500,000	
PRELIMINARY ENGINEERING / MANAGED BY FDOT											
Fund Code:		DI - ST. - S/W INTER/INTRASTATE HWY			6,703,441					6,703,441	
		DIH - STATE IN-HOUSE PRODUCT SUPPORT			32,514	42,063				74,577	
		DS - STATE PRIMARY HIGHWAYS & PTO			13,416					13,416	
Phase: PRELIMINARY ENGINEERING Totals					6,749,371	42,063				6,791,434	
RIGHT OF WAY / MANAGED BY FDOT											
Fund Code:		ACNP - ADVANCE CONSTRUCTION NHPP							3,783,870	3,783,870	
RAILROAD & UTILITIES / MANAGED BY FDOT											
Fund Code:		ACNP - ADVANCE CONSTRUCTION NHPP							400,000	400,000	
		DDR - DISTRICT DEDICATED REVENUE				50,000				50,000	
		DI - ST. - S/W INTER/INTRASTATE HWY			10,000					10,000	
		LF - LOCAL FUNDS							1,900,000	1,900,000	
		SIWR - 2015 SB2514A-STRATEGIC INT SYS							19,075,000	19,075,000	
Phase: RAILROAD & UTILITIES Totals					10,000	50,000			21,375,000	21,435,000	
Item: 419243 2 Totals					6,759,371	92,063			350,000	127,045,629	134,247,063
Project Totals					6,759,371	92,063			350,000	127,045,629	134,247,063
HIGHWAYS Totals					6,759,371	92,063			350,000	127,045,629	134,247,063
Grand Total					6,759,371	92,063			350,000	127,045,629	134,247,063

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STIP Project Detail and Summaries Online Report

Selection Criteria
Current STIP
Detail Report
Financial Project:419243 3

HIGHWAYS									
Item Number: 419243 3			Project Description: US 27 FROM CR 630A TO PRESIDENTS DRIVE						
District: 01		County: POLK	Type of Work: ADD LANES & RECONSTRUCT				Project Length: 5.026MI		
			Fiscal Year						
Phase / Responsible Agency			<2018	2018	2019	2020	2021	>2021	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code: ACNP - ADVANCE CONSTRUCTION NHPP								26,316,020	26,316,020
DI - ST. - S/W INTER/INTRASTATE HWY								17,393,538	17,393,538
STED - 2012 SB1998-STRATEGIC ECON COR								14,601,874	14,601,874
Phase: CONSTRUCTION Totals								58,311,432	58,311,432
ENVIRONMENTAL / MANAGED BY FDOT									
Fund Code: ACNP - ADVANCE CONSTRUCTION NHPP							600,000	70,000	670,000
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code: DI - ST. - S/W INTER/INTRASTATE HWY			4,842,633						4,842,633
DIH - STATE IN-HOUSE PRODUCT SUPPORT			28,118	47,781					75,899
Phase: PRELIMINARY ENGINEERING Totals			4,870,751	47,781					4,918,532
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code: DI - ST. - S/W INTER/INTRASTATE HWY							2,101,325		2,101,325
DIH - STATE IN-HOUSE PRODUCT SUPPORT							67,531		67,531
Phase: RIGHT OF WAY Totals							2,168,856		2,168,856
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code: DI - ST. - S/W INTER/INTRASTATE HWY								17,500,000	17,500,000
Item: 419243 3 Totals			4,870,751	47,781			2,768,856	75,881,432	83,568,820
Project Totals			4,870,751	47,781			2,768,856	75,881,432	83,568,820
HIGHWAYS Totals			4,870,751	47,781			2,768,856	75,881,432	83,568,820
Grand Total			4,870,751	47,781			2,768,856	75,881,432	83,568,820

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Selection Criteria
Current STIP Detail Report Financial Project:422904 2

HIGHWAYS										
Item Number: 422904 2 Project Description: I-275 (HOWARD FRKL) FROM N OF SR687(4TH ST N) TO N OF HOWARD FRANKLAND										
District: 07		County: PINELLAS		Type of Work: BRIDGE-REPLACE AND ADD LANES		Project Length: 5.275MI				
Extra Description:		INTERSTATE MODIFICATION SECTION 3								
				Fiscal Year						
Phase / Responsible Agency				<2018	2018	2019	2020	2021	>2021	All Years
DESIGN BUILD / MANAGED BY FDOT										
Fund Code:	ACBR - ADVANCE CONSTRUCTION (BRT)					110,738,207				110,738,207
	ACFP - AC FREIGHT PROG (NFP)					27,000,000				27,000,000
	ACNP - ADVANCE CONSTRUCTION NHPP					73,207,395				73,207,395
	BNBR - AMENDMENT 4 BONDS (BRIDGES)					237,817,637				237,817,637
	DDR - DISTRICT DEDICATED REVENUE					4,702,726				4,702,726
	DSB1 - SKYWAY					112,610,380				112,610,380
	DSBK - TAMPA BAY EXPRESS LANES					146,121,884				146,121,884
	PKED - 2012 SB1998-TURNPIKE FEEDER RD					25,000,000				25,000,000
	SIB1 - STATE INFRASTRUCTURE BANK					65,000,000				65,000,000
Phase: DESIGN BUILD Totals						802,198,229				802,198,229
PRELIMINARY ENGINEERING / MANAGED BY FDOT										
Fund Code:	ACBR - ADVANCE CONSTRUCTION (BRT)					5,906,245				5,906,245
	BRP - STATE BRIDGE REPLACEMENT	1,000,000	600,000							1,600,000
	DI - ST. - S/W INTER/INTRASTATE HWY	1,388								1,388
	DS - STATE PRIMARY HIGHWAYS & PTO	186,236	5,138							191,374
	PKYI - TURNPIKE IMPROVEMENT		5,500							5,500
Phase: PRELIMINARY ENGINEERING Totals		1,187,624	610,638			5,906,245				7,704,507
Item: 422904 2 Totals		1,187,624	610,638			808,104,474				809,902,736
Project Totals		1,187,624	610,638			808,104,474				809,902,736
HIGHWAYS Totals		1,187,624	610,638			808,104,474				809,902,736
Grand Total		1,187,624	610,638			808,104,474				809,902,736

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STIP Project Detail and Summaries Online Report

Selection Criteria
Current STIP Detail Report Financial Project:423071 4

HIGHWAYS										
Item Number: 423071 4				Project Description: I-75(SR93)@ SR24(ARCHER RD)						
District: 02		County: ALACHUA		Type of Work: INTERCHANGE - ADD LANES				Project Length: .500MI		
				Fiscal Year						
Phase / Responsible Agency				<2018	2018	2019	2020	2021	>2021	All Years
P D & E / MANAGED BY FDOT										
Fund Code:	DIH - STATE IN-HOUSE PRODUCT SUPPORT				1,001					1,001
PRELIMINARY ENGINEERING / MANAGED BY FDOT										
Fund Code:	DI - ST. - S/W INTER/INTRASTATE HWY			1,239,381						1,239,381
	DIH - STATE IN-HOUSE PRODUCT SUPPORT			27,206	3,545					30,751
	DS - STATE PRIMARY HIGHWAYS & PTO			1,003						1,003
Phase: PRELIMINARY ENGINEERING Totals				1,267,590	3,545					1,271,135
RIGHT OF WAY / MANAGED BY FDOT										
Fund Code:	DIH - STATE IN-HOUSE PRODUCT SUPPORT			617	4,000					4,617
	DS - STATE PRIMARY HIGHWAYS & PTO				30,362					30,362
Phase: RIGHT OF WAY Totals				617	34,362					34,979
Item: 423071 4 Totals				1,268,207	38,908					1,307,115
Project Totals				1,268,207	38,908					1,307,115
HIGHWAYS Totals				1,268,207	38,908					1,307,115
Grand Total				1,268,207	38,908					1,307,115

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STIP Project Detail and Summaries Online Report

Selection Criteria
Current STIP Detail Report Financial Project:433651 1

HIGHWAYS								
Item Number: 433651 1		Project Description: CR 484 FROM SW 20TH AVENUE TO CR 475A						
District: 05	County: MARION	Type of Work: INTERCHANGE IMPROVEMENT				Project Length: .414MI		
		Fiscal Year						
Phase / Responsible Agency		<2018	2018	2019	2020	2021	>2021	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	ACSN - ADVANCE CONSTRUCTION (SN)	492,966						492,966
	SN - STP, MANDATORY NON-URBAN <= 5K	1,205,160	14,925	105,000				1,325,085
Phase: PRELIMINARY ENGINEERING Totals		1,698,126	14,925	105,000				1,818,051
RIGHT OF WAY / MANAGED BY FDOT								
Fund Code:	ACSN - ADVANCE CONSTRUCTION (SN)		500,000					500,000
	SL - STP, AREAS <= 200K		145,000	90,000	110,000	50,000	35,000	430,000
	SN - STP, MANDATORY NON-URBAN <= 5K			1,250,000	1,000,000	200,000	103,000	2,553,000
Phase: RIGHT OF WAY Totals			645,000	1,340,000	1,110,000	250,000	138,000	3,483,000
Item: 433651 1 Totals		1,698,126	659,925	1,445,000	1,110,000	250,000	138,000	5,301,051
Project Totals		1,698,126	659,925	1,445,000	1,110,000	250,000	138,000	5,301,051
HIGHWAYS Totals		1,698,126	659,925	1,445,000	1,110,000	250,000	138,000	5,301,051
Grand Total		1,698,126	659,925	1,445,000	1,110,000	250,000	138,000	5,301,051

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STIP Project Detail and Summaries Online Report

Selection Criteria
Current STIP Detail Report Financial Project:435575 1

HIGHWAYS										
Item Number: 435575 1		Project Description: I-295(SR9A) @ US17 TO SOUTH OF WELLS ROAD								
District: 02		County: DIST/ST-WIDE		Type of Work: INTERCHANGE - ADD LANES			Project Length: 2.697MI			
				Fiscal Year						
Phase / Responsible Agency				<2018	2018	2019	2020	2021	>2021	All Years
P D & E / MANAGED BY FDOT										
Fund Code: DIH - STATE IN-HOUSE PRODUCT SUPPORT				2,923	7,077					10,000
PRELIMINARY ENGINEERING / MANAGED BY FDOT										
Fund Code: DC - STATE PRIMARY PE CONSULTANTS				2,116						2,116
DDR - DISTRICT DEDICATED REVENUE				30						30
DI - ST. - S/W INTER/INTRASTATE HWY				1,349,599						1,349,599
DIH - STATE IN-HOUSE PRODUCT SUPPORT				69,906	31,101					101,007
DS - STATE PRIMARY HIGHWAYS & PTO				10,030						10,030
REPE - REPURPOSED FEDERAL EARMARKS					1,043,453					1,043,453
Phase: PRELIMINARY ENGINEERING Totals				1,431,681	1,074,554					2,506,235
Item: 435575 1 Totals				1,434,604	1,081,631					2,516,235
Project Totals				1,434,604	1,081,631					2,516,235
HIGHWAYS Totals				1,434,604	1,081,631					2,516,235
Grand Total				1,434,604	1,081,631					2,516,235

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STIP Project Detail and Summaries Online Report

Selection Criteria
Current STIP Detail Report Financial Project:439484 1

HIGHWAYS							
Item Number: 439484 1		Project Description: I-295 INTERCHANGE @ COLLINS ROAD					
District: 02	County: DUVAL	Type of Work: INTERCHANGE - ADD LANES				Project Length: .336MI	
		Fiscal Year					
Phase / Responsible Agency		<2018	2018	2019	2020	2021	>2021 All Years
CONSTRUCTION / MANAGED BY FDOT							
Fund Code:	ACFP - AC FREIGHT PROG (NFP)				3,516,916	54,050	3,570,966
	CIGP - COUNTY INCENTIVE GRANT PROGRAM				1,048,483		1,048,483
	DIH - STATE IN-HOUSE PRODUCT SUPPORT				52,750		52,750
	LF - LOCAL FUNDS				36,984		36,984
	SU - STP, URBAN AREAS > 200K				5,101,774		5,101,774
Phase: CONSTRUCTION Totals					9,756,907	54,050	9,810,957
P D & E / MANAGED BY FDOT							
Fund Code:	DIH - STATE IN-HOUSE PRODUCT SUPPORT	2,936	1,543				4,479
	DS - STATE PRIMARY HIGHWAYS & PTO	26,278					26,278
Phase: P D & E Totals		29,214	1,543				30,757
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
Fund Code:	ACSU - ADVANCE CONSTRUCTION (SU)		227,899				227,899
	DIH - STATE IN-HOUSE PRODUCT SUPPORT	2,987	19,971				22,958
	DS - STATE PRIMARY HIGHWAYS & PTO		400,000				400,000
	LF - LOCAL FUNDS		70,056				70,056
	SU - STP, URBAN AREAS > 200K		547,935				547,935
Phase: PRELIMINARY ENGINEERING Totals		2,987	1,265,861				1,268,848
Item: 439484 1 Totals		32,201	1,267,404		9,756,907	54,050	11,110,562
Project Totals		32,201	1,267,404		9,756,907	54,050	11,110,562
HIGHWAYS Totals		32,201	1,267,404		9,756,907	54,050	11,110,562
Grand Total		32,201	1,267,404		9,756,907	54,050	11,110,562

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STIP Project Detail and Summaries Online Report

Selection Criteria
Current STIP Detail Report Financial Project:440749 1

HIGHWAYS							
Item Number: 440749 1		Project Description: US 41 @ CSX GRADE SEPARATION SOUTH OF CAUSEWAY BLVD					
District: 07		County: HILLSBOROUGH		Type of Work: NEW BRIDGE CONSTRUCTION		Project Length: 2.559MI	
Extra Description:		FROM AUSTIN ST TO N OF 21ST AVE S					
		Fiscal Year					
Phase / Responsible Agency		<2018	2018	2019	2020	2021 >2021	All Years
CONSTRUCTION / MANAGED BY FDOT							
Fund Code: ACNP - ADVANCE CONSTRUCTION NHPP						60,940,335	60,940,335
P D & E / MANAGED BY FDOT							
Fund Code: DIH - STATE IN-HOUSE PRODUCT SUPPORT			39,000				39,000
DIS - STRATEGIC INTERMODAL SYSTEM			1,500,000				1,500,000
Phase: P D & E Totals			1,539,000				1,539,000
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
Fund Code: DDR - DISTRICT DEDICATED REVENUE		115,618	38,983				154,601
DIH - STATE IN-HOUSE PRODUCT SUPPORT				1,000			1,000
DIS - STRATEGIC INTERMODAL SYSTEM					6,593,294		6,593,294
DS - STATE PRIMARY HIGHWAYS & PTO		2,680	19,343				22,023
Phase: PRELIMINARY ENGINEERING Totals		118,298	58,326	1,000	6,593,294		6,770,918
RIGHT OF WAY / MANAGED BY FDOT							
Fund Code: DIH - STATE IN-HOUSE PRODUCT SUPPORT						1,000	1,000
DIS - STRATEGIC INTERMODAL SYSTEM						15,000,000	15,000,000
Phase: RIGHT OF WAY Totals						15,001,000	15,001,000
Item: 440749 1 Totals		118,298	1,597,326	1,000	6,593,294	75,941,335	84,251,253
Project Totals		118,298	1,597,326	1,000	6,593,294	75,941,335	84,251,253
HIGHWAYS Totals		118,298	1,597,326	1,000	6,593,294	75,941,335	84,251,253
Grand Total		118,298	1,597,326	1,000	6,593,294	75,941,335	84,251,253

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STIP Project Detail and Summaries Online Report

Selection Criteria
Current STIP Detail Report Financial Project:440898 1

HIGHWAYS							
Item Number: 440898 1 Project Description: INSTALLATION OF VARIOUS ITS DEVICES IN ALACHUA COUNTY							
District: 02 County: ALACHUA Type of Work: TRAFFIC SIGNAL UPDATE Project Length: 44.977MI							
		Fiscal Year					
Phase / Responsible Agency	<2018	2018	2019	2020	2021	>2021	All Years
CONSTRUCTION / MANAGED BY FDOT							
Fund Code: ACFP - AC FREIGHT PROG (NFP)			3,069,722				3,069,722
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
Fund Code: ACFP - AC FREIGHT PROG (NFP)		899,299					899,299
DITS - STATEWIDE ITS - STATE 100%.		168,825					168,825
Phase: PRELIMINARY ENGINEERING Totals		1,068,124					1,068,124
Item: 440898 1 Totals		1,068,124	3,069,722				4,137,846
Project Totals		1,068,124	3,069,722				4,137,846
HIGHWAYS Totals		1,068,124	3,069,722				4,137,846
Grand Total		1,068,124	3,069,722				4,137,846

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STIP Project Detail and Summaries Online Report

Selection Criteria
Current STIP Detail Report Financial Project:440900 1

HIGHWAYS									
Item Number: 440900 1			Project Description: I-75 FRAME ON SYSTEM						
District: 05 County: DIST/ST-WIDE			Type of Work: ITS COMMUNICATION SYSTEM		Project Length: 45.536MI				
			Fiscal Year						
Phase / Responsible Agency			<2018	2018	2019	2020	2021	>2021	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACFP - AC FREIGHT PROG (NFP)				6,058,632				6,058,632
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACFP - AC FREIGHT PROG (NFP)				968,632				968,632
	SA - STP, ANY AREA				10,000				10,000
Phase: PRELIMINARY ENGINEERING Totals					978,632				978,632
Item: 440900 1 Totals					978,632	6,058,632			7,037,264
Project Totals					978,632	6,058,632			7,037,264
HIGHWAYS Totals					978,632	6,058,632			7,037,264
Grand Total					978,632	6,058,632			7,037,264

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STIP Project Detail and Summaries Online Report

Selection Criteria
Current STIP Detail Report Financial Project:440900 2

HIGHWAYS										
Item Number: 440900 2				Project Description: I-75 FRAME OFF SYSTEM						
District: 05		County: MARION		Type of Work: ITS COMMUNICATION SYSTEM						
				Fiscal Year						
Phase / Responsible Agency				<2018	2018	2019	2020	2021	>2021	All Years
CONSTRUCTION / MANAGED BY FDOT										
Fund Code: ACFP - AC FREIGHT PROG (NFP)						2,050,085				2,050,085
PRELIMINARY ENGINEERING / MANAGED BY FDOT										
Fund Code: ACFP - AC FREIGHT PROG (NFP)					362,960					362,960
SA - STP, ANY AREA					10,000					10,000
Phase: PRELIMINARY ENGINEERING Totals					372,960					372,960
Item: 440900 2 Totals					372,960	2,050,085				2,423,045
Project Totals					372,960	2,050,085				2,423,045
HIGHWAYS Totals					372,960	2,050,085				2,423,045
Grand Total					372,960	2,050,085				2,423,045

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