FL-AL TPO Freight Advisory Working Group
Tuesday, March 13, 2018
10:00 AM
Jupiter Bach North America, Inc.
3301 Bill Metzger Lane
Pensacola, FL

Agenda

1. Public Comment
2. December Minutes
3. Celebrate Freight Update
4. Florida Freight Advisory Committee Update
5. FDOT Freight Updates
6. MPOAC Update Working Group Member Update
7. Jupiter Bach North America Presentation
8. Proposed next quarterly meeting: Tuesday, June 26, 2018. Location TBD.

*Jupiter Bach North America facility tour following meeting. All attendees must have closed toe shoes to participate in the tour.
FREIGHT MINUTES
In Attendance:
Holly Munroe Cohen FDOT AICP
Christy Johnson FDOT
David Forte Escambia County
Terri Malone Escambia County
Amy Miller Port of Pensacola Director
Andrea Kvech Assistant Airport Director
Danita Andrews Florida West
Caitlin Cerame WFRPC Staff
Mary Beth Washnock WFRPC Staff
Tiffany Bates WFRPC Staff
David Wood WFRPC Staff
Gary Kramer WFRPC Staff
Gabrielle Merritt WFRPC Staff

Called In:
Ray Kirkland FDOT District 3

Public Comment
There were no speakers from the public

Ms. Cerame stated that the Comprehensive Economic Development Strategy (CEDS) draft was available for review and had recently been updated with a focus on freight. Ms. Cerame stated that the CEDS is required as an economic development district and helps with EDA funding. Ms. Cerame discussed the different opportunities for funding through the EDA and discussed the importance of focusing on infrastructure.

Mr. Ray Kirkland, FDOT District 3, stated that they are looking at making changes to the SIS and there is nothing new report until the final summary. Ms. Cohen stated that the possible changes would be what project types would be eligible.

Ms. Cerame stated that the MPOAC was working to put a consolidated list of freight priorities together. Ms. Cerame stated that the FL-AL LRTP takes from the freight mobility and trade plan. The eligible projects had to be post PD&E stage and ready for construction. Ms. Cerame discussed the benefits of a regional freight plan and that the extra stake holder engagement helps narrow down what is important for the region. Ms. Cerame stated that in the CEDS there is an implementation action plan that identifies looking towards doing a regional freight plan.

Ms. Cerame discussed future engagement with the public and getting people aware of freight. Ms. Cerame stated that over the next year, WFRPC staff is going to start a freight education and outreach campaign called Celebrate Freight. There will be two phases to the outreach campaign. A focus will be getting more stakeholders involved and general education to the public.
Ms. Danita Andrews, Florida West, stated that Florida West had recently released a promotional video that highlighted the Pensacola area related to shipping and ties in the bluff development. Ms. Andrews stated that the bluff development is progressing, and that Florida West is looking to work with local stakeholders to help promote freight in the area.

**Working Group Member Update**
Ms. Cohen gave a brief update on the departments focus for the freight committee and the future update to the changes of the National Highway Freight Network.

Ms. Cerame introduced Mr. David Wood, the new FL-AL TPO Freight Advisory Working Group coordinator.

There was a brief update from Ms. Amy Miller, Port of Pensacola, stated that the Port of Pensacola User Group had merged with the Pensacola Propeller Club that meets on the 3rd Thursday of the month at noon at Franco’s in Pensacola. Ms. Kvech stated that there is the Air Service Development group that meets quarterly.

Ms. Kvech asked how big of a scale would regional freight plan include. Ms. Cerame stated it would consist of the entire FL-AL TPO region. Mr. Forte gave a brief update on different freight related projects in Escambia County.

**Proposed next quarterly meeting:** Tuesday, March 13, 2018. Location TBD.
FDOT FREIGHT UPDATES
FDOT Freight Updates

March 9, 2018

Rickey Fitzgerald, FDOT 
Freight & Multimodal Operations Office Manager
FDOT strategic freight focus is to achieve success through teamwork and efficiency. Teamwork and efficiency will be by means of removing institutional, Infrastructure and funding bottlenecks to build a well-connected, reliable and safe multimodal network.
Florida’s Share of Formula Funds

- $301 Million over 5 years (FY 2016 – 2020)

Statewide Freight Strategy

- Eligible projects must be included in a freight investment plan, in a state freight plan that is consistent with 49 U.S.C. 70202
- States are encouraged to establish a State freight advisory committee with a representative cross-section of public and private freight stakeholders

National Highway Freight Network

- Projects must be on the National Highway Freight Network
FDOT Districts submit freight project needs that meet eligibility guidelines and address regional priorities.

Additional review for eligibility based on phasing and cost in five year program.

Additional review from industry perspective.

Projects Programmed.
What is the National Highway Freight Network (NHFN)?

- 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)

How is the NHFN designated?

- PHFS: Set by the FAST Act (41,518 miles)
- CRFCs: States & MPOs
- CUFCs: States & MPOs
Designate National Highway Freight Network (NHFN)

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

• Critical Rural Freight Corridors (CRFC)
  – 320.14 miles

• Critical Urban Freight Corridors (CUFC)
  – 160.07 miles
  – Urban areas over 500,000 require MPO consultation
Florida’s CRFC & CUFC Designation Update Process

Freight Coordinators
- Eligible corridors provide first and last mile connectivity, and/or alternative options for goods movement

FDOT Central Office Review
- Additional review allowed for a system approach and within mileage ranges

FLFAC Feedback
- FDOT or MPO lead depending on location

FDOT and/or MPO Confirm Request
- FDOT or MPO lead depending on location

Submit to FHWA for Approval

https://ops.fhwa.dot.gov/freight/infrastructure/nfn/
Freight Mobility and Trade Plan (FMTP)

• Original unfunded project needs prioritized based on criteria developed with extensive stakeholder feedback

• Prepared Addendum adding elements including a fiscally constrained freight investment plan to address FAST Act compliance (APPROVED!)

Policy Element Strategies → Investment Element Needs → Match to Eligible Programs
Florida Freight Advisory Committee

Leadership

- Amy Miller - Chair
- Robert Midgett - Vice Chair

Members

- 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
- 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
What’s Next?

• Highway-Rail Grade Separations – Systemwide Approach
• Truck Parking – Systemwide Approach
• Continue requesting Florida Freight Advisory Committee (FLFAC) input
• Participate in committees, organizations, and university efforts for national perspective
• Knowledge Management
Key Contacts

Freight and Multimodal Operations Office Manager
Rickey.Fitzgerald@dot.state.fl.us
850-414-4702

Central Office, District 3, and Turnpike Freight Coordinator
Holly.Cohen@dot.state.fl.us
850-414-4954

District 1 Freight Coordinator
Keith.Robbins@dot.state.fl.us
863-519-2913

District 2 Freight Coordinator
Justin.Ryan@dot.state.fl.us
904-360-5693

District 4 Freight Coordinator
Jeremy.Upchurch@dot.state.fl.us
954-777-4279

District 5 Freight Coordinator
James.Wikstrom@dot.state.fl.us
407-482-7874

District 6 Freight Coordinator
Carlos.Castro@dot.state.fl.us
305-470-5238

District 7 Freight Coordinator
Brian.Hunter@dot.state.fl.us
813-975-6436
Questions?
Please visit
FreightMovesFlorida.com

Rickey Fitzgerald, FDOT
Freight & Multimodal Operations Office Manager
INSTRUCTIONS TO SUBMIT RECOMMENDED CRITICAL URBAN/RURAL FREIGHT CORRIDOR (CUFC/CRFC) NETWORK CHANGES

1. Review the current Critical Freight Corridors Designation for your MPO area (see following pages).
2. Pay close attention to both the FAST Act and State criteria for each corridor.
3. If you are making a recommendation or additions, you must consider:
   a. Both FAST Act and State criteria for each corridor.
   b. That there is a limitation of 160 centerline CUFC miles and 310 centerline CRFC miles for the entire state. To add anything new, current designations will need to come off the network, so justification is critical.
   c. You must state your justification under the FAST Act Criteria, Critical Freight Connectivity, Strategic State Freight Network, and Supports National Significance columns (see table below).

<table>
<thead>
<tr>
<th>COLUMN</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>DISTRICT</td>
<td>FDOT District where corridor is located</td>
</tr>
<tr>
<td>COUNTY</td>
<td>Florida County where corridor is located</td>
</tr>
<tr>
<td>CONSULT</td>
<td>The party who provides consultation for the selected corridor</td>
</tr>
<tr>
<td>CUFC/CRFC</td>
<td>Critical Freight Corridor designated</td>
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<tr>
<td>START</td>
<td>Starting point of the CUFC</td>
</tr>
<tr>
<td>END</td>
<td>Ending point of the CUFC</td>
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<tr>
<td>FAST ACT CRITERIA</td>
<td>FAST Act criteria applied to designate the corridor</td>
</tr>
<tr>
<td>CRITICAL FREIGHT CONNECTIVITY 1</td>
<td>Critical freight connectivity to the NHFN (PHFS)</td>
</tr>
<tr>
<td>CRITICAL FREIGHT CONNECTIVITY 2</td>
<td>Critical freight connectivity to the NHFN (PHFS) continued</td>
</tr>
<tr>
<td>STRATEGIC STATE FREIGHT NETWORK 1</td>
<td>State freight network strategy applied</td>
</tr>
<tr>
<td>STRATEGIC STATE FREIGHT NETWORK 2</td>
<td>State freight network strategy applied (continued)</td>
</tr>
<tr>
<td>SUPPORTS NATIONAL SIGNIFICANCE</td>
<td>National significance impact considerations</td>
</tr>
<tr>
<td>MILES</td>
<td>Length of the corridor in miles</td>
</tr>
</tbody>
</table>

4. Submit your recommendations to your District Freight Coordinator listed below, or FREIGHT@dot.state.fl.us no later than April 9, 2018 5:00 pm. Please respond with 1 of the 3 notes:
   a. ___ MPO (or District) has no recommended network changes to the list provided.
   b. ___ MPO (or District) has the following recommended network changes to the list provided.
   c. ___ MPO (or District) has identified corridors for consideration in addition to the list provided.

*visit FreightMovesFlorida.com/local-regional-initiatives/dfc-interactive-map for a map of FDOT Districts with counties
<table>
<thead>
<tr>
<th>STATE</th>
<th>ROUTE No</th>
<th>START</th>
<th>END</th>
<th>Length (mi)</th>
<th>CUFC_ID</th>
<th>FAST_ACT</th>
<th>Critical Freight Connectivity</th>
<th>Strategic State Freight Network 1</th>
<th>Strategic State Freight Network 2</th>
<th>Supports National Significance Project Development</th>
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<tbody>
<tr>
<td>Florida</td>
<td>SR 20</td>
<td>SR 79</td>
<td>County Road 83 Alternate</td>
<td>10.37</td>
<td>B</td>
<td>Provides access to energy exploration, development, installation, or production areas.</td>
<td>Required link to complete connection from key freight facility to NHFN</td>
<td>Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic</td>
<td>Alternate freight route to reduce delay, avoid blockages and increase reliability of the network</td>
<td>Enhances multimodal freight connectivity</td>
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<tr>
<td>Florida</td>
<td>SR 20</td>
<td>US 231</td>
<td>SR 79</td>
<td>1.17</td>
<td>A</td>
<td>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.</td>
<td>Required link to complete connection from key freight facility to NHFN</td>
<td>Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic</td>
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<td>US 231</td>
<td>SR 79</td>
<td>16.68</td>
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<td>Corridor that is vital to improving the efficient movement of freight of importance to the economy of the State.</td>
<td>Connects key freight facilities to NHFN</td>
<td>Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District</td>
<td>Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic</td>
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<td>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.</td>
<td>Connects key freight facilities to NHFN</td>
<td>Multimodal freight connection route to create seamless freight mobility operations</td>
<td>Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic</td>
<td>Enhances import/export of connected key freight facility</td>
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<td>Corridor that is vital to improving the efficient movement of freight of importance to the economy of the State.</td>
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<td>Fort Meade Road</td>
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<td>Highlands County Line</td>
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<td>NE 193rd Street</td>
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<td>Enhances multimodal freight connectivity</td>
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<td>NE Waldo Road</td>
<td>NW 77th Street</td>
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<td>Enhances multimodal freight connectivity</td>
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<td>NE Waldo Road</td>
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Total 309.89
### Critical Freight Corridors Designation - Florida: Attachment B - CRFC Critical Urban Freight Corridor Routes and Connectors

<table>
<thead>
<tr>
<th>STATE</th>
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<th>END</th>
<th>Length (mi)</th>
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<th>Strategic State Freight Network 2</th>
<th>Supports National Significance Project Development</th>
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<td>I 295</td>
<td>I-95</td>
<td>Heckscher Drive</td>
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<td>Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility.</td>
<td>Connects key freight facilities to NHFN</td>
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<td>Enhances multimodal freight connectivity</td>
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<td>Florida</td>
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<td>SR 202</td>
<td>I 95</td>
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<td>Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility.</td>
<td>Connects key freight facilities to NHFN</td>
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<td>Multimodal freight connection route to create seamless freight mobility operations</td>
<td>Enhances multimodal freight connectivity</td>
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<td>SR 105</td>
<td>Bount Island Road</td>
<td>I-295</td>
<td>1.22</td>
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<td>Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility.</td>
<td>Required link to complete connection from key freight facility to NHFN</td>
<td>Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District</td>
<td>Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic</td>
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<td>Multimodal freight connection route to create seamless freight mobility operations</td>
<td>Enhances multimodal freight connectivity</td>
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</tbody>
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rickey.fitzgerald@dot.state.fl.us
4/3/2017 updated from 10/1/2016
FL-AL TPO Freight Advisory Working Group
March 2018
Page 1 of 3
<table>
<thead>
<tr>
<th>STATE</th>
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<th>Length (mi)</th>
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<th>Critical Freight Connectivity</th>
<th>Strategic State Freight Network 1</th>
<th>Strategic State Freight Network 2</th>
<th>Supports National Significance Project Development</th>
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**Total:** 159.86
MPOAC FREIGHT PRIORITIZATION PROGRAM
Good morning and Happy Friday,

Please find the attached letter inviting you to participate in the new Metropolitan Planning Organization Advisory Council’s (MPOAC) Freight Priorities Program (Program). The purpose of the Program is to assemble the combined input of the Florida MPO/TPOs and highlight their top priority freight projects, which will be offered as a list to the Florida Department of Transportation for consideration for inclusion into their 5-Year Work Program. If you have freight projects already included in your core planning products, this is a good opportunity for your organization to highlight them on a statewide level. If you are interested in participating, please circulate this email to the appropriate staff. Thank you for your time and consideration.

CARL MIKYSKA, EXECUTIVE DIRECTOR
MPOAC
605 SUWANNEE STREET, MS 28B
TALLAHASSEE, FL 32399-0450

carl.mikyska@mpoac.org
850/414-4062
Program Overview
The Metropolitan Planning Organization Advisory Council (MPOAC), in partnership with the Florida Department of Transportation (FDOT), has developed the Freight Prioritization Program (FPP) to identify and promote high priority freight projects within the planning boundaries of Florida’s Metropolitan/Transportation Planning Organizations for consideration in FDOT’s 5-Year Work Program and other potential funding sources. The FPP’s objective is to foster collaboration among the MPOAC’s members and to develop a comprehensive list of projects that represents the unified input of the MPOAC. The MPOAC will update and endorse the FPP’s final list on an annual basis.

Requirements for Project Inclusion
MPOAC member organizations can submit up to three (3) freight projects annually to be included. Projects must:
• Be located within the planning boundary of the proposing MPO/TPO;
• Demonstrate an improvement to the movement of goods statewide;
• Be identified as a freight priority for its residing region;
• Have progressed through or are currently undergoing a Project Development and Environment (PD&E) study; and
• Demonstrated that it is incorporated in adopted plans.
To help ensure these requirements are met, a checklist must be completed with each project submission. The checklist helps evaluate how well a project addresses the goals of FDOT’s Florida Transportation Plan.

How it Works
Development of the FPP consists of three (3) key steps: Project Submittal and Verification; List Development and Endorsement; and Transmittal to FDOT for Consideration.
1. Project Submittal and Verification - March
   Each year, the MPOAC will ask its members to submit up to three (3) projects by mid-March. Project information will be verified by the MPOAC Freight Committee for completeness. Requests for additional information may be made if project information is incomplete.
2. List Development and Endorsement - April
   The freight priority list will be developed based on all submitted and verified projects. A letter recommending formal endorsement of the list will be prepared by the MPOAC Freight Committee Chair in April. The list will be presented to the MPOAC Governing Board for final endorsement in June.
3. Transmittal to FDOT for Consideration - June
   After the MPOAC Governing Board endorses the freight priority list in June, it will be transmitted with a formal letter of endorsement to FDOT Central Office and to each District Freight Coordinator for consideration as part of the annual Work Program update.
Potential Funding Sources

The intent of the FPP is to promote the advancement of freight projects on state facilities within FDOT’s 5-Year Work Program. Available funding would consist of all roadway funding sources available to FDOT (e.g., Strategic Intermodal System funds; Discretionary Intermodal funds, National Highway Freight Program funds).

Frequently Asked Questions

Why is this program important?

As the association representing all MPOs and TPOs in Florida, the MPOAC has the opportunity to promote the freight priorities of its members. This is critical following the creation of the National Highway Freight Program by the FAST Act, the continued advancement and implementation of FDOT’s Freight Program, and the ongoing challenges facing each MPOAC member related to urban goods movement. The FPP ensures that the MPOAC’s members can communicate their priorities to FDOT on an annual basis.

How will projects on the FPP’s final list be ordered?

Alphabetical by MPO/TPO. There will not be any ranking. All FPP projects represent high priority projects as established by each MPO/TPO for the given year.

Can this program be used to promote our project in pursuit of other funding opportunities?

In addition to FDOT’s 5-Year Work Program, the state and its partners pursue available grant programs (e.g., INFRA Grants, TIGER Grants). While these competitive grant programs are not part of the funding the FPP is designed to influence, inclusion of a project on this statewide list of priority freight projects could be leveraged as part of a grant application process.

How do I know if my project is qualified for the FPP?

The provided checklist will contain all the requirements for inclusion on the FPP’s list. Key eligibility questions relate to a project being on a state facility and being ready for design and/or construction. Other questions on the checklist help MPOAC members describe why their project is a freight priority.

How To Get Started

To nominate a project, please contact our consulting team:

Michael Williamson
954-331-6113
mwilliamson@camsys.com

Daniel Crotty
754-701-1607
dcrotty@whitehousegroup.com

Why do projects require a completed PD&E process?

The FPP is intended to influence funding allocations within FDOT’s 5-Year Work Program. This could be the new 5th year, or any changes to earlier years. Requiring a completed PD&E process ensures the project has progressed through the planning process and is ready for design and/or construction (i.e. funding).

What happens if a project(s) does not receive funding?

The FPP is designed to be updated annually. If an organization does not receive funding for a project, they have the option to either submit the same project the next year or to submit a different one as new information arises.

How does the MPOAC’s FPP link to other initiatives, such as the Florida Freight Advisory Committee (FLFAC)?

The FLFAC currently has two (2) MPO representatives. The FPP’s final list will be provided to the FLFAC through those representatives. The FLFAC has been focused on funding allocations for key statewide freight priority, making their review of the freight priority list critical.

How likely is it that projects receive funding?

While funding allocations are not guaranteed, the FPP provides MPOAC members an opportunity to engage and promote freight-specific priorities to FDOT’s Freight, Logistics and Passenger Operations Office, which can increase the likelihood of funding.

Need More Information?

For more information about the MPOAC please contact Carl Mikyska, carl.mikyska@mpoac.org, or visit www.mpoac.org.