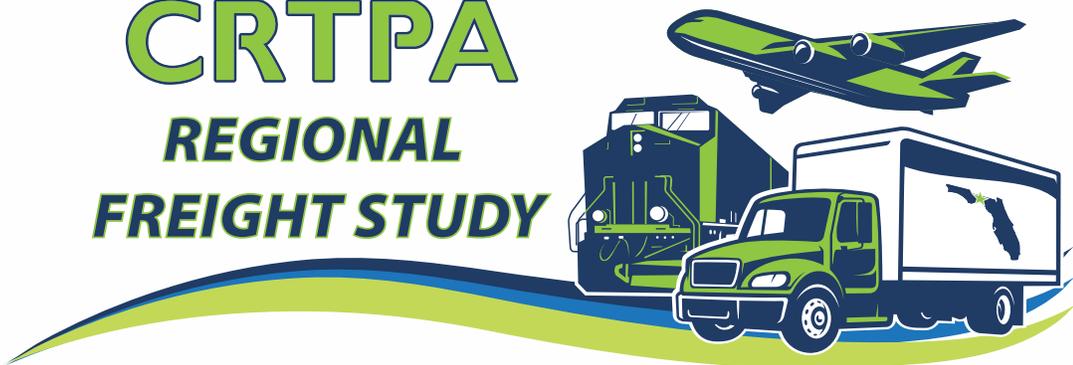


CRTPA **REGIONAL** **FREIGHT STUDY**



RS&H

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Existing Conditions and Relevant Study Review

Introduction

This Regional Freight Study is being conducted to identify freight movement trends, challenges, and opportunities for improvement within the Capital Region Transportation Planning Agency (CRTPA) region. The onset of global freight, trade and logistics has played a significant role on the impact of transportation and the economy prior to the COVID-19 pandemic, but an even more significant role post-pandemic. The increase of on-demand consumption expanded the e-commerce phenomena, and stressed supply-chains and transportation networks. In addition to shifts in global supply-chains and pandemic impacts, CRTPA's freight movements and local industry are expanding, spurred by statewide growth. This study will assess the CRTPA's freight-related conditions and trends from national to local levels and their impacts on the region. It will analyze the governmental policies, transportation systems, and stakeholder operations; and provide recommendations for improving freight mobility needs through project, policy, and strategy development.

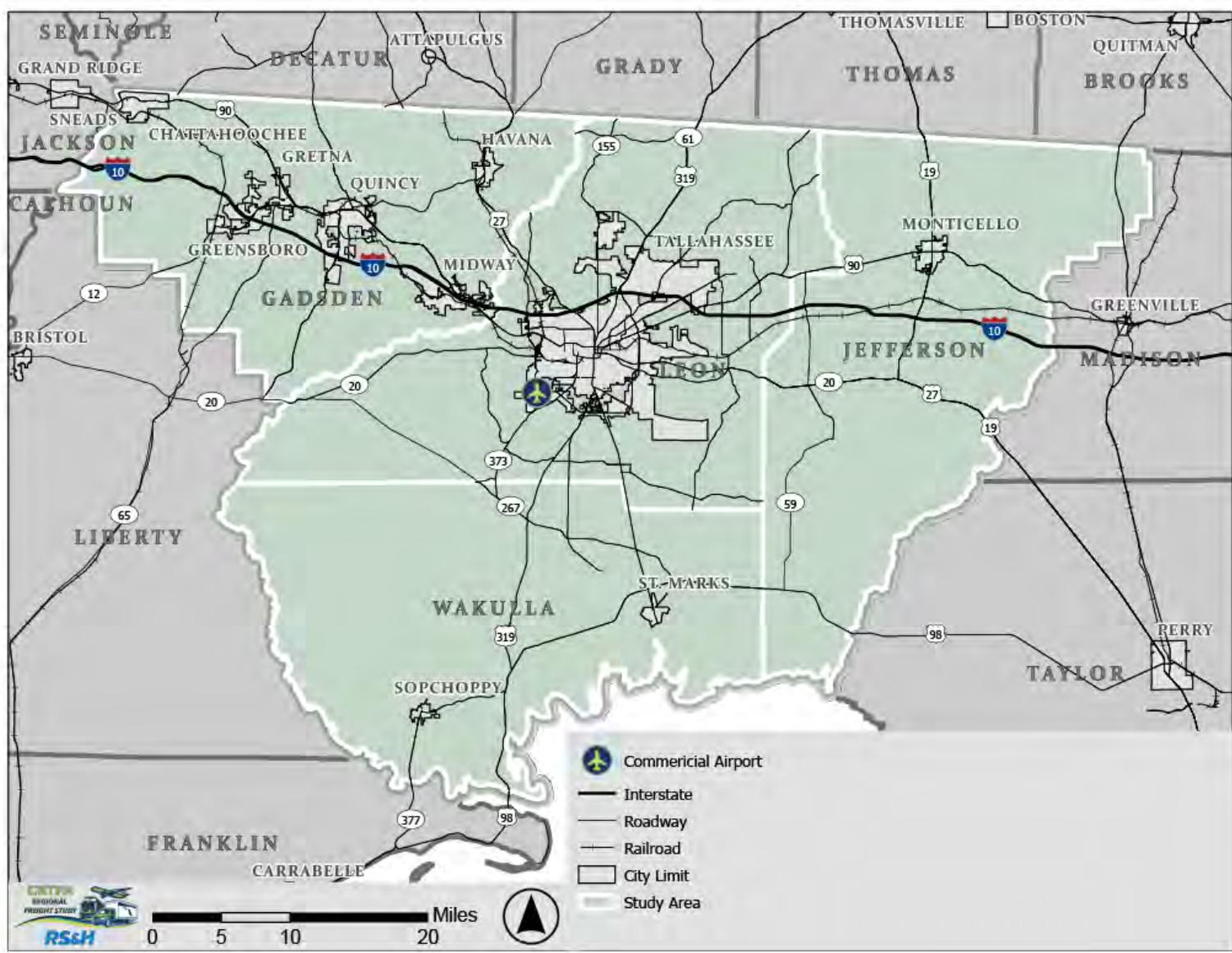
Goals

The overall goal of the study is to provide a freight mobility framework that serves as a reference and tool for promoting safe and efficient movement of freight and contributes to the economic viability for the region. In addition, the study will align with the federal and state freight mobility goals, objectives, and recommendations to promote a collective freight vision and account for policy requirements, leverage funding opportunities, and foster partnerships.

Study Area

The CRTPA region is located in the panhandle of Florida in the area surrounding the State Capital of Tallahassee. The four counties are Gadsden, Jefferson, Leon and Wakulla as shown in Figure 1.

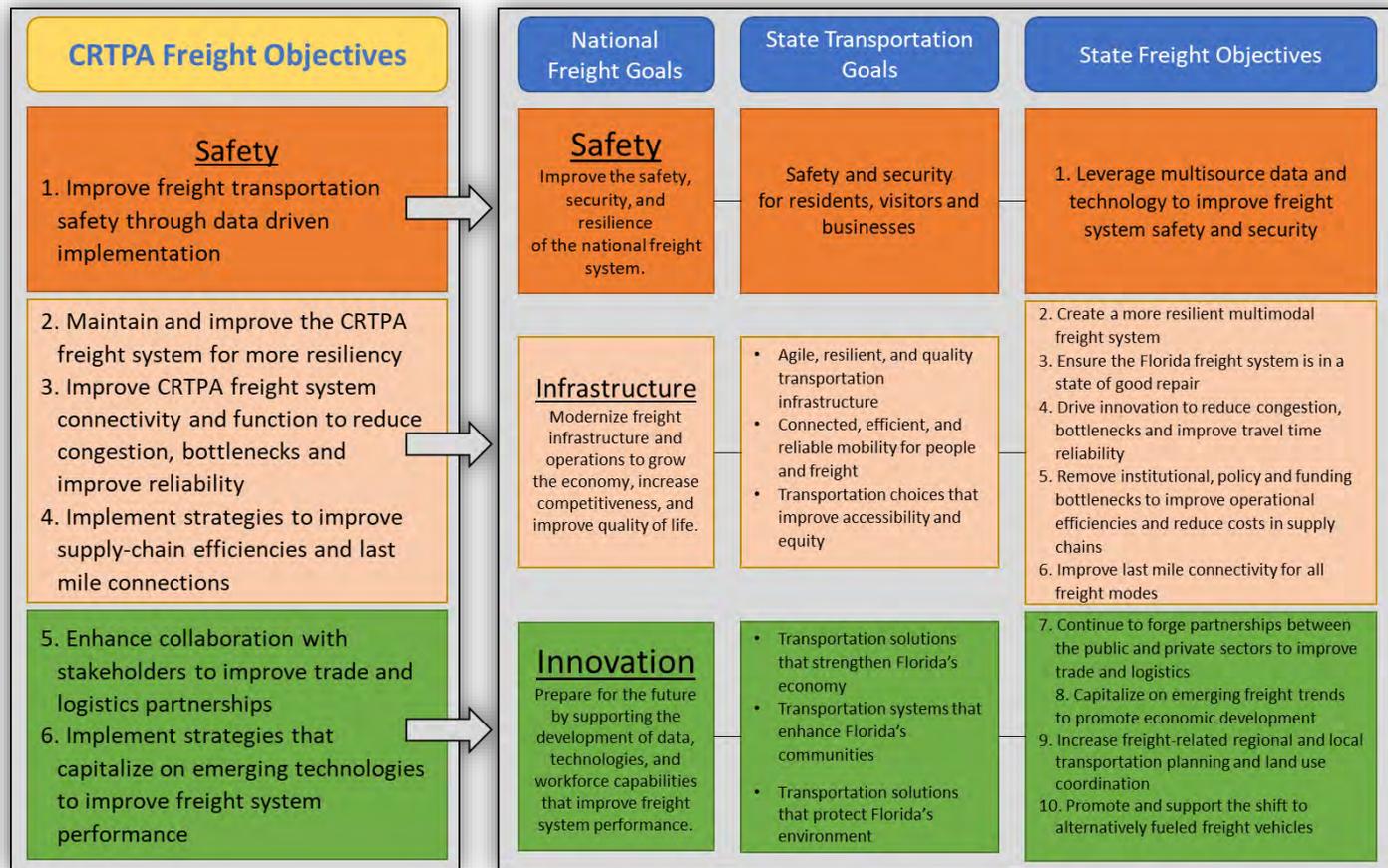
Figure 1: Study Area



Objectives

Serving as a freight mobility framework, the objective of the study is to ensure efficacy of the goal by guiding development of the assessments and recommendations. CRTPA has six freight objectives that align with the National Freight Strategic Plan Goals, the Florida Transportation Plan Goals, and the Florida Freight Mobility and Trade Plan Objectives:

Figure 2: CRTPA Freight Objectives



Relevant Study Overview

The freight study development starts with building a foundation for assessing CRTPA freight mobility framework using stakeholder outreach and peer literature reviews. This collaborative approach provides CRTPA a bottom-up assessment of demand/impact profile from an all-user perspective; and it empowers collective visioning for strategy development and needs resourcing. Through the outreach and review, general guidance and best practices were captured for CRTPA freight mobility assessment.

The following summary discusses the importance of each review from the core of the Study Goals and Objectives. This summary only covers the most significant reviews for freight mobility assessment; the complete reviews are located in Technical Memorandum 1: Peer Review.

Statewide Freight Mobility and Trade Plan (2020)

The Freight Mobility and Trade Plan (FMTP)¹ is a comprehensive plan that identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in the state. It fulfills the federal requirement for a statewide freight plan, allowing FDOT to access National Highway Freight Program (NHFP) funding identified in an Investment Element.

Importance to CRTPA is FMTP data shows that truck parking is an issue along I-10 in and around the CRTPA, and empty backhaul on I-10 reflects a real mismatch of trade flow. The FMTP Investment Element lists three Project Development and Environmental (PD&E) studies along I-10 in CRTPA. These projects support the CRTPA freight mobility framework by assessing the need for road and bridge widening, and interchange improvements along the rest area.

Statewide Truck Parking Study (2020)

The Florida Statewide Truck Parking Study² identified, prioritized, and recommended solutions to address truck parking problems throughout Florida. It identified areas of concern based on scale of demand using a demand (V = volume) to supply (C = capacity) ratio.

Importance to CRTPA is the Study shows FDOT District 3 (encompassing CRTPA) with 15% of truck parking spaces statewide. It also identified CRTPA as having two of the twenty areas of concern statewide; both ranked low on scale of demand though identified areas of concern. CRTPA's areas of concern locations are I-10 at the Jefferson/Madison County Line, and I-10 at the Gadsden/Leon County Line and

¹ <https://www.fdot.gov/rail/plandev/freight-mobility-and-trade-plan>

² <https://www.fdot.gov/rail/studies/truck-parking>

US 90 Interchange. Figure 3 highlights these areas on the CRTPA Region map. The Study also identified potential truck parking expansion opportunities with twenty parcels (aggregated into 10 locations) candidates. [View the interactive GIS map.](#) CRTPA taking advantage of these opportunities would support the CRTPA freight mobility framework by helping improve truck parking conditions.

Florida Rail System Plan (2022)

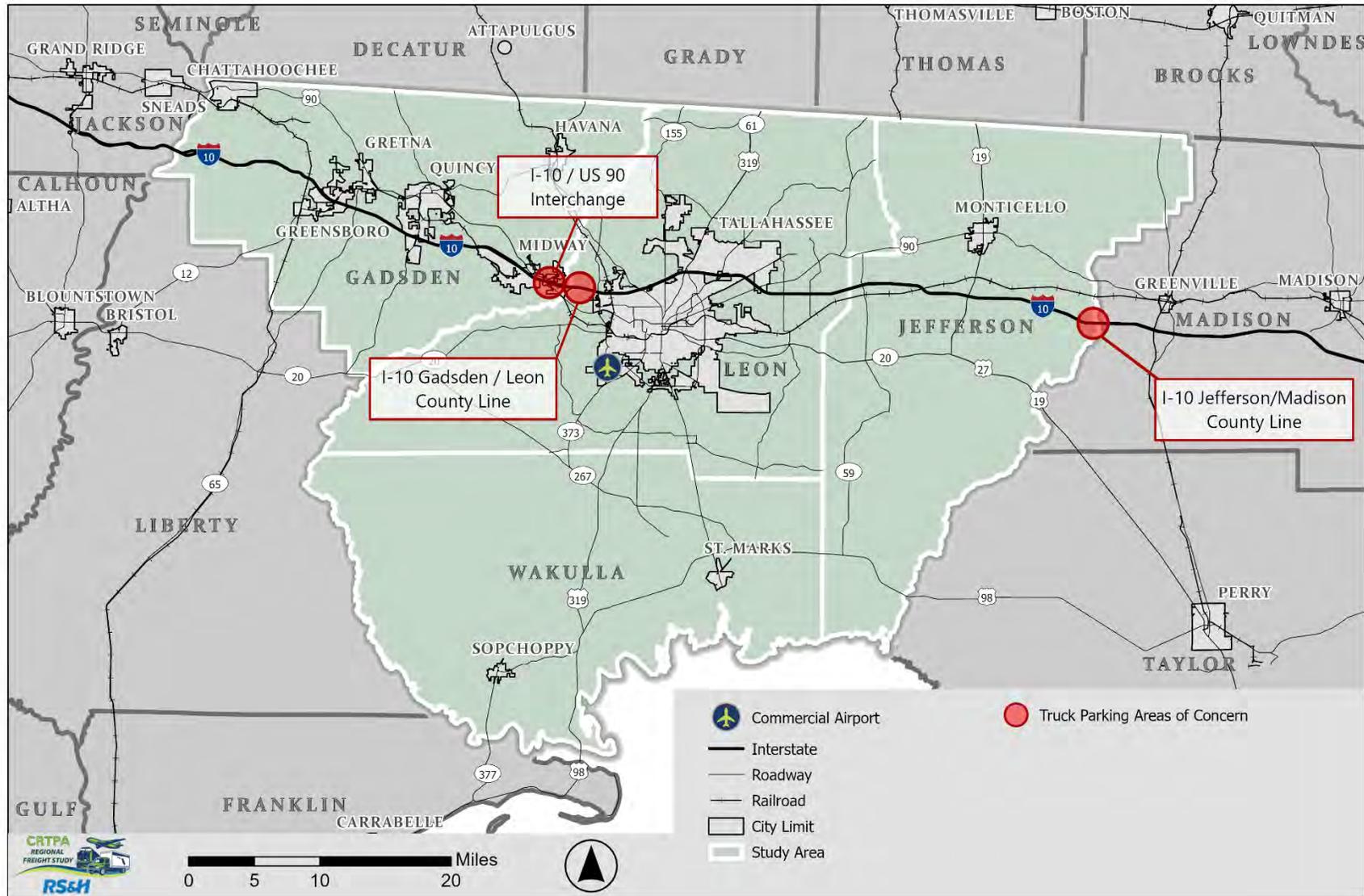
The Florida Rail System Plan³ represents a holistic look at the Florida rail network for freight and passenger operations and the indication of potential areas for improvement. It identifies the following freight rail lines operating through the CRTPA region to include:

- Florida Gulf & Atlantic Railroad (FG&A) with a mainline corridor that runs east/west.
- Apalachicola Northern Railway (AN) with a mainline corridor that runs north/south from Gulf County up to Gadsden County and connects with FG&A.

Important to CRTPA is the existing rail infrastructure and operations for both rail lines would support the freight mobility framework. Currently, investments are being made to maintain the existing infrastructure; and additional investments have been planned to continue improvements. There is no existing passenger rail for CRTPA which nullifies impact to freight operations. Amtrak services between Pensacola and Jacksonville Florida are currently suspended; and the plan identified no passenger rail development efforts for CRTPA.

³ <https://www.fdot.gov/rail/plans/railplan>

Figure 3: Truck Parking Areas of Concern



Source: Statewide Truck Parking Study (2020); Map by RS&H

Connections 2045 Regional Mobility Plan (2020)

The Connections 2045 MTP⁴ is the long-range transportation plan for the CRTPA and plays a major role in this study initiative. It facilitates a regional and cooperative planning process for spending the region's state and federal transportation funds including freight improvements. The goals of the plan address safety, connectivity, access, multimodalism, land use, security, economic development, natural resource protection and conservation, and public health.

Importance to CRTPA is that the Plan makes three freight policy recommendations:

- Identification and provision of truck parking areas within the region on federal, state, and local roadways.
- Continue to promote and support the development of Systems Management and ITS technologies within the region.
- Promote the development and continued enhancement of e-commerce freight movements.

The Plan also lists roadway capacity projects with funding obligated or programmed for 2021-2025 in the Cost Feasible Plan. These recommendations and identified funding augment this study and support the CRTPA freight mobility framework.

Tallahassee International Airport Master Plan Update (2019)

The Tallahassee International Airport (TLH) Master Plan Update⁵ assessed the airport's immediate and long-term compliance, maintenance, and development needs. Since the last Master Plan Update in 2006, the airport was renamed an "International" facility, and the current Update highlighted the path forward for TLH to become a broader facility for air travel, business development, and trade.

The most relevant takeaway to the Regional Freight Study may be the discussion of current and forecast cargo. The cargo apron area contains cargo facilities for Delta, DHL, FedEx, and USPS. Most cargo activity at TLH is conducted by FedEx on regularly scheduled flights between TLH and FedEx's hub at Memphis International Airport (MEM) using Boeing 757-200 freighter jets. FedEx also conducts feeder routes using Cessna 208 Caravan turboprops through airports like Orlando International, Jacksonville International, and Mobile Downtown. Delta carries some belly cargo on its scheduled flights.

⁴ <https://crtpa.org/documents/connections-2045-regional-mobility-plan/>

⁵ <https://www.talgov.com/airport/tlhmasterplan>

Table 1: TLH Cargo Forecasts

Year	Total Cargo (lbs.)	Total Operations (Aircraft)
2015	19,045,447	1,370
2025	22,891,341	1,513
2035	25,286,281	1,672

Source: Tallahassee International Airport Master Plan Update (2019)

The Master Plan Update outlines a preferred expansion of air cargo facilities that would include the eastward expansion of the current Air Cargo Apron, development of three additional air cargo handling/processing facilities along the east side of the expanded apron and associated private vehicle/truck parking and access. Expanding the Cargo Apron approximately 8.3 acres would accommodate a variety of large and mid-sized aircraft potentially having up to ADG IV wingspans. Additional recommendations regarding cargo include the removal and eastward relocation of exit taxiway connector B3 to satisfy current FAA airport design standards and elimination of the existing direct connection between the Air Cargo Apron and Runway 9-27.

Figure 4: TLH Preferred Air Cargo Expansion

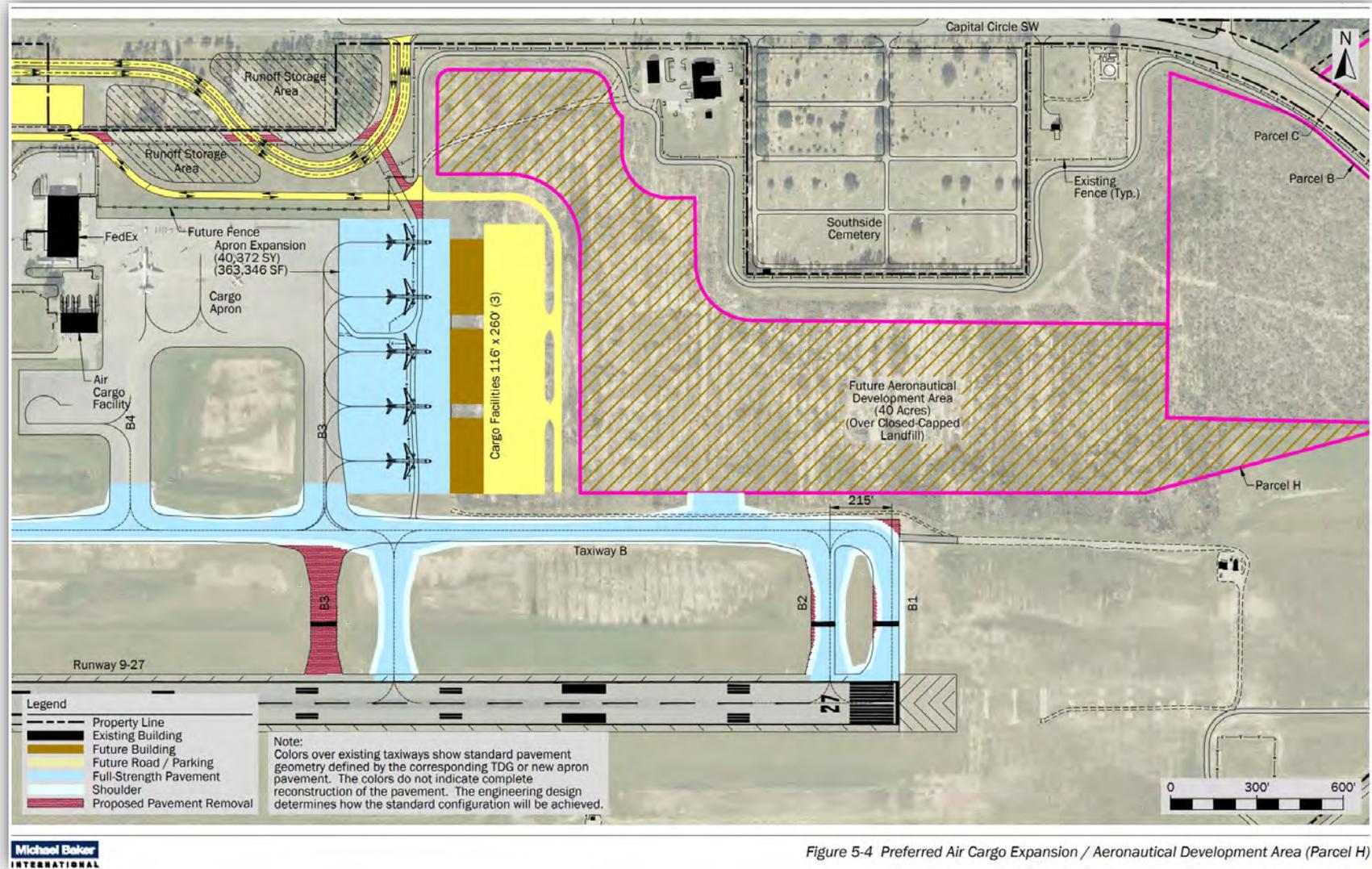


Figure 5-4 Preferred Air Cargo Expansion / Aeronautical Development Area (Parcel H)

Source: Tallahassee International Airport Master Plan Update (2019)

Existing Conditions

The transportation system is essential for efficient movement of people and goods in, out, and within CRTPA (the region); and it accounts for all modes in terms of infrastructure and related users, programs, and stakeholders. Identifying the transportation system’s framework and characteristics is imperative for understanding the benefits, needs, and issues experienced by the region. This section identifies the exiting conditions for the region’s transportation freight systems elements; it describes the characteristics and locations of each element while evaluating the benefits, needs, or issues experienced by the region.

The section will also identify socioeconomic conditions to further capture a more comprehensive freight profile for the region. The profile is presented in a scaling format from the national and state to the region’s transportation system with the understanding that freight operations are not limited by the region’s boundary. Equally important, national and state transportation systems conditions profiles will also provide a point of reference for impact to the region’s transportation system benefits, needs, and issues.

National Freight and Freight Related System Designations

National Highway System

The National Highway System (NHS) is a major roadway network identified by its importance to general mobility, national defense, and economic growth. This system is broken into five categories as described within Table 2.

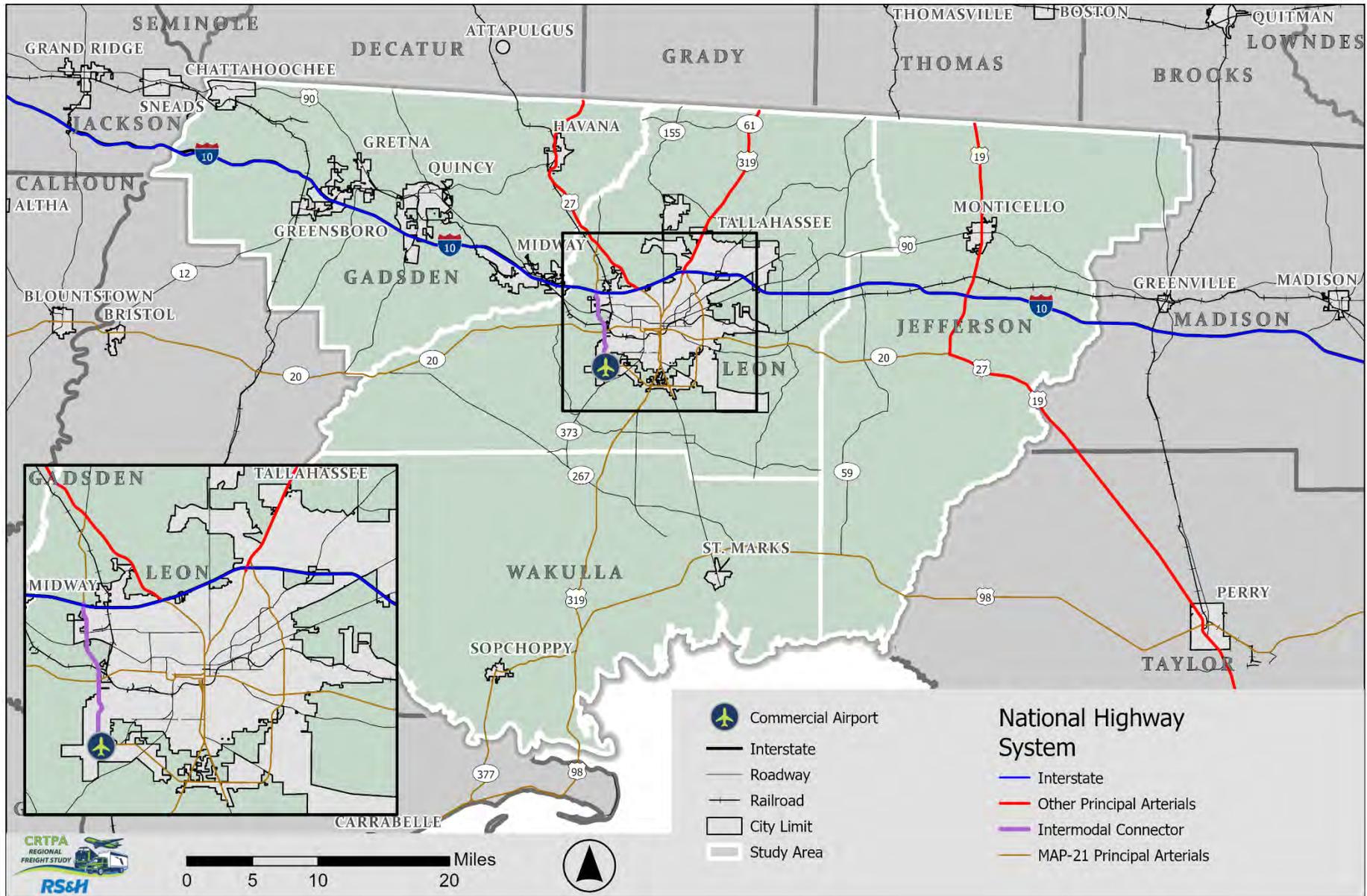
Table 2: National Highway System Mileage

Type	Gadsden	Jefferson	Leon	Wakulla	CRTPA Region
Interstate / STRAHNET	38.89	22.58	25.73	-	87.20
Other Principal Arterials	13.28	29.19	24.14	-	66.61
Intermodal Connector	-	-	7.52	-	7.52
MAP-21 Principal Arterials	20.20	-	97.50	64.54	182.24
Total	72.37	51.77	154.89	64.54	343.57

*I-10 is also a Strategic Highway Network (STRAHNET) Corridor

The STRAHNET is a Department of Defense (DoD) designated roadway network necessary for the movement of troops and equipment during mobilization or deployment. Within the region, I-10 is the only STRAHNET corridor.

Figure 5: National Highway System



Source: Federal Highway Administration

National Highway Freight Network

The National Highway Freight Network (NHFN) is part of the National Highway Freight Program (NHFP) and was established by the Federal Highway Administration to improve the efficient movement of Freight under FAST Act sec 1116, 23 USC 167. The Florida Department of Transportation (FDOT) Freight and Rail Office manages Florida's NHFP and has established sections of the NHFN in the region that are eligible for federal funding under the NHFP. The NHFN consists of the following network components:

- Primary Highway Freight System (PHFS): This system of highways is considered the most critical portions for the efficient movement of Freight across the national freight system.
- Critical Rural Freight Corridors: These are public roads not located in an urbanized area that provide connection to the PHFS and access to other important freight hubs and facilities such as ports and intermodal facilities.
- Critical Urban Freight Corridors: These are public roads located in urbanized areas that provide connections to the PHFS and access to other important freight hubs and facilities such as ports and intermodal facilities.
- Portions of the Interstate System not designated as part of the PHFS: These highways are the remaining portion of Interstate roads not included in the PHFS. They provide additional connection and continuity for the PHFS, CRFC, and CUFC and access to other important freight hubs and facilities such as ports and intermodal facilities.

The importance of the NHFP is that it provides criteria to access designated freight funding for highway jurisdictions. The NHFP has funding criteria for jurisdictions that have any component of the NHFN and an investment plan that identifies the needs and costs of the eligible freight facility improvements. The region has the following sections of the NHFN located within all four counties:

- 87.20 centerline miles for the PHFS runs east to west of the region starting in Gadsden County and runs for 38.89 centerline miles to Leon County for 25.73 centerline miles then to Jefferson County for 22.58 centerline miles. The PHFS moves 1,858,887 thousand tons of freight in, out, and through the region per year.
- Leon county also has 7.80 centerline miles of the CUFC running along sections of Florida State Road 263 in the southwest quadrant of the county. The CUFC moves 6,536 thousand tons of freight in, out and through the region per year.

Benefits to the region: The current NHFN designated mileage located in the region makes the region eligible for freight project funding under the FDOT NHFP. The FDOT currently receives an estimated \$60M apportionment each year.

Needs and Issues for the region: The region's current NHFN is a total of 95.00 centerline miles for a total percentage of 4.42% of the State's NHFN, this is a ratio of

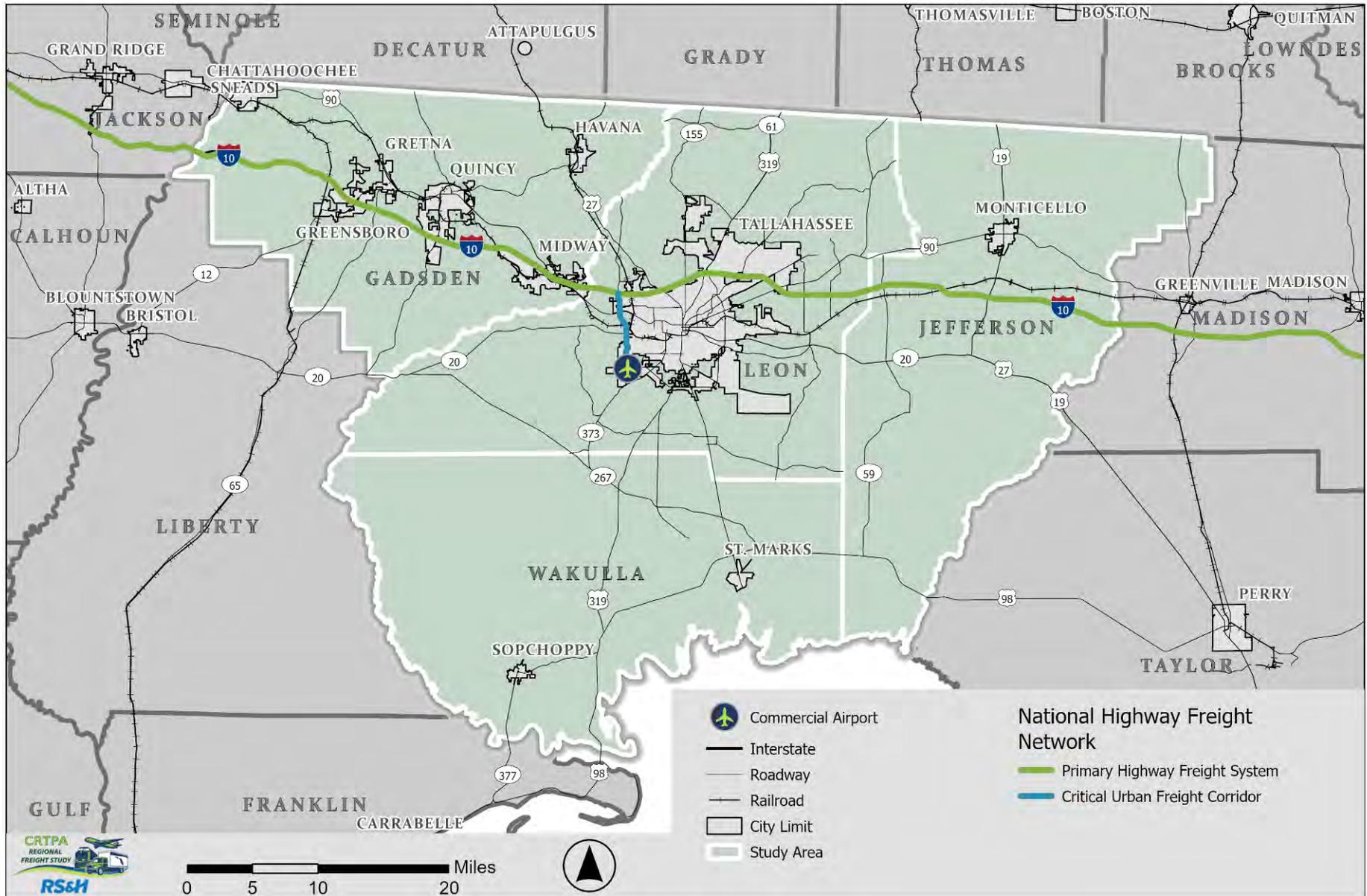
19,636 thousand tons per centerline mile for the region versus 5,716 thousand tons per centerline mile moved for the State. Additional regional level evaluation of needs and issues are further discussed in other sections of the study.

Table 3: National Highway Freight System Mileage

Type	Gadsden	Jefferson	Leon	Wakulla	CRTPA Region
Primary Highway Freight System	38.89	22.58	25.73	-	87.20
Critical Urban Freight Corridor	-	-	7.80	-	7.80
Total	38.89	22.58	33.53	0.00	95.00

Source: Federal Highway Administration

Figure 6: National Highway Freight Network



Source: Federal Highway Administration

Interim National Multimodal Freight Network

The U.S. Department of Transportation (DOT) Assistant Secretary for Multimodal Freight is directed to establish the National Multimodal Freight Network in accordance with 49 U.S. Code Section 70103. Key tasks under this direction include:

1. Assisting States in strategically directing resources toward improving efficient movement of freight on the Network
2. Informing freight transportation planning
3. Assisting in the prioritization of Federal investment
4. Assessing and supporting Federal investments to achieve the national multimodal freight policy goals

The DOT conducted a series of stakeholder outreach to identify critical freight facilities and corridors that are vital to achieving the national multimodal freight policy goals. Stakeholders included multimodal freight system users, transportation providers, metropolitan planning organizations, local governments, ports, airports, railroads, and States. As a result, designation of the Interim National Multimodal Freight Network (NMFN) was developed consisting of the following elements:

- The National Highway Freight Network (NHFN)
- 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, and coastal and ocean routes along which domestic freight is transported
- The 50 airports located in the United States with the highest annual landed weight
- Other strategic freight assets, railroad and facilities critical to interstate commerce

The region has the following sections of the NMFN located within three counties:

- 87.20 centerline miles for I-10 runs east to west of the region starting in Gadsden County and runs for 38.89 centerline miles to Leon County for 25.73 miles then to Jefferson County for 22.58 centerline miles.
- 138.814 rail line miles for the FG&A Railway runs east to west of the region starting in Gadsden County and runs for 76.95 rail line miles to Leon County for 40.04 rail line miles then to Jefferson County for 21.82 rail line miles.

Benefits to the region:

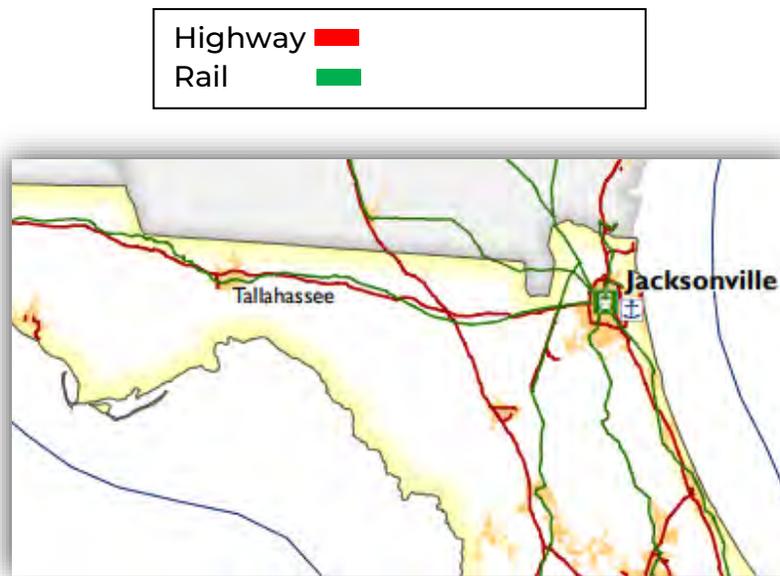
- Highway: the current NMFN designated highway miles located in the region are the exact miles designated for the NHFN given that the NHFN is an element that makes up the NMFN. Therefore, NMFN designation makes the region eligible for highway freight project funding under the FDOT NHFP.

- Rail: the current NMFN designated rail miles located in the region gives the region an eligibility factor for freight rail project funding for federal discretionary grant pursuits.

Needs and Issues for the region:

- Highway: the NMFN highway needs and issues are the same as the NMFN.
- Rail: the region’s current NMFN rail is a total of 138.81 rail line miles for a total percentage of 4.7% of the State’s NMFN rail. Additional regional level evaluation of needs and issues are further discussed in the Rail Transportation Section of the study.
- 138.81 rail line miles for the FG&A Railway runs east to west of the region starting in Gadsden County and runs for 76.95 rail line miles to Leon County for 40.04 rail line miles then to Jefferson County for 21.82 rail line miles.

Figure 7: Florida Multimodal Freight Network - Draft Representation



Source: [USDOT Interim Multimodal Freight Network](#)

Alternative Fuel Corridor Designations

The proliferation of alternative fuels within the transportation network will change the way freight moves into the future. The federal government has developed the Alternative Fuels Program and the National Electric Vehicle Infrastructure Formula Program (NEVI) as part of these efforts to encourage and support the development of alternative fuels.

The Federal Highway Administration (FHWA) developed Alternative Fuel Corridors designation to highlight and provide grant funding for the development of

alternative fuels. These corridors are serviced by hydrogen, propane, natural gas, and electric vehicle charging and fueling locations. Through coordination with the U.S. Department of Energy⁶ (US DOE), FHWA designates corridors which will be grant eligible into “Ready” and “Pending” categories.

The region has the following sections of the identified Alternative Fuel Corridor located within three counties:

- 87.20 centerline miles for I-10 runs east to west of the region starting in Gadsden County and runs for 38.89 centerline miles to Leon County for 25.73 centerline miles then to Jefferson County for 22.58 centerline miles.
- 59.17 centerline miles for US-27 runs east to west of the region starting in Gadsden County and runs for 13.28 centerline miles to Leon County for 26.14 centerline miles then to Jefferson County for 19.75 centerline miles.

Benefit to the region: alternative fuel corridors located in the region improve freight network flexibility for growth and give more options to freight transportation stakeholders. Also, Alternative Fuels Corridor designations located in the region offer access to federal funding.

Needs and issues for the region: The Alternative Fuels Corridor designations have completed their sixth round of review. To date, both I-10 and US 27 within the region have been identified as Pending; however, there are no corridors that have achieved the Ready designation.

Related to the development of Alternative Fuel Corridors, the U.S. Department of Transportation (US DOT) and the US DEO have developed the NEVI which has identified nearly \$5 billion to support electric vehicle charging.⁷

⁶ [U.S. Dept of Energy](#)

⁷ [US DOT/DOE NEVI Announcement](#)

Figure 8: FHWA Alternative Fuel Corridors



Source: [FHWA Alternative Fuel Corridors](#)⁸

Related to the development of Alternative Fuel Corridors, the U.S. Department of Transportation (US DOT) and the US DEO have developed the NEVI which has identified nearly \$5 billion to support electric vehicle charging.⁹

⁸ [Alternative Fuel Corridors - Environment - FHWA \(dot.gov\)](#)

⁹ [US DOT/DOE NEVI Announcement](#)

Foreign Trade Zones

Foreign Trade Zones (FTZs) are the United State's version of the free trade zone which indicates a secure area in which foreign and domestic goods are handled and stored. These goods are typically free from the taxes and duties assessed until they officially cross into domestic territory. The FTZs are secured by the U.S. Customs and Border Patrol (CBP) which monitors the movement of goods and controls entry points in which goods transition from the FTZ into domestic. The CBP identifies the following advantages of FTZ implementation¹⁰:

- CBP duty and federal excise tax, if applicable, are paid when the merchandise is transferred from the zone for consumption.
- While in the zone, merchandise is not subject to U.S. duty or excise tax. Certain tangible personal property is generally exempt from state and local ad valorem taxes.
- Goods may be exported from the zone free of duty and excise tax.
- CBP security requirements provide protection against theft.
- Merchandise may remain in a zone indefinitely, whether or not subject to duty.

Benefit to the region: the Tallahassee International Airport is actively pursuing the development and designation of FTZ as related to its ongoing improvements. This development possesses the potential for significant economic development once complete.

Needs and issues for the region: Panama City and Jacksonville are the closest FTZs to the region which leaves a significant gap in northern Florida which means the region currently has no existing FTZ and is not able to take advantage of the services that these zones offer.

Pipelines

The movement of freight throughout the nation is also reliant on the development and maintenance of a pipeline network to move liquid goods. Pipeline-use adds a tremendous value for bulk freight movements which removes some capacity consumption on highway and rail leaving more capacity for passenger movement consumption. The table below shows Gadsden County with the largest pipeline network (gas transmission) in the region at 123.97 miles with an approximate capacity of .088 Bcf/d¹¹ (660 million gallons per day). The table shows Leon, Jefferson, and Wakulla counties falling below Gadsden with a combined region total of 299.38 miles and an approximate capacity of .21 Bcf/d (1.6 billion gallons per day).

¹⁰ [CBP Foreign Trade Zones](#)

¹¹ <https://energytransfer.com/operations-map/>

Table 4: Pipeline Mileage

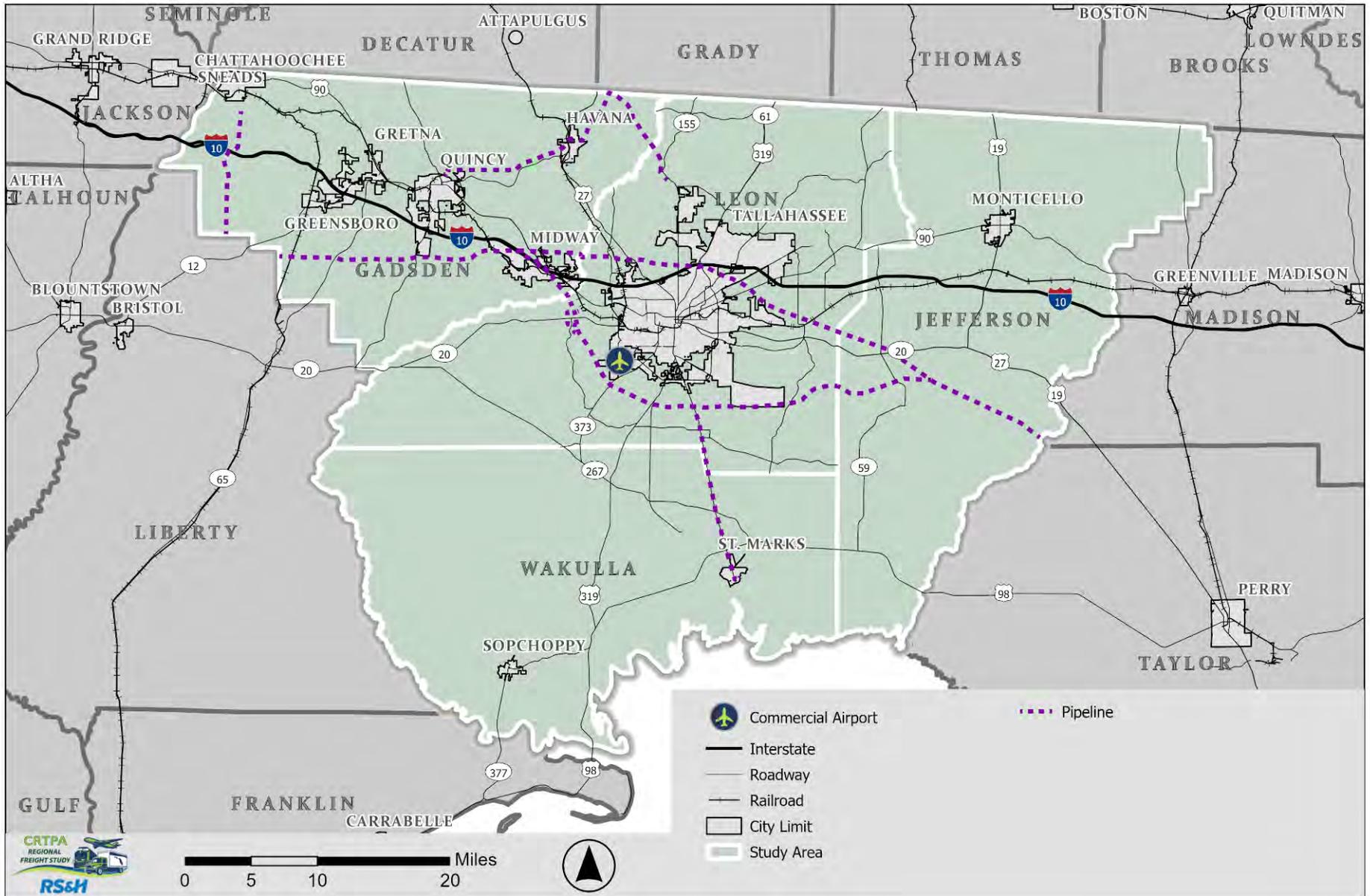
Type	Gadsden	Jefferson	Leon	Wakulla	CRTPA Region
Gas Transmission	123.97	60.69	106.10	8.62	299.38
Hazardous Liquid	-	-	-	-	0.00
Total	123.97	60.69	106.10	8.62	299.38

Source: [US DOT National Pipeline Mapping System](#)

Benefit to the region: The pipeline assets located in the region transmit approximately 1.6 billion gallons of gas per day through the region which converts to 132,966 to 531,865 trucks depending on the truck size. Though a small percentage of gas is transmitted by trucks, this still helps to alleviate highway and rail capacity consumption for both freight and passenger. To add to alleviating capacity consumption, there are two identified gas transmission operators that have pipeline assets only with no terminals, storage, or process/treatment which means gas transmission would only produce through freight traffic. Currently, there are no additional identified needs or issues.

Figure 9 indicates the approximate location of pipelines as they traverse the CRTPA region.

Figure 9: Pipeline Locations



Source: US DOT National Pipeline Mapping System

Statewide Freight and Freight Related System Designations

Strategic Intermodal System (SIS)

The FDOT SIS program was established in 2003 by Florida legislation that is implemented through the Florida Transportation Plan. It identifies the highest priority transportation facilities for capacity improvement investments that will advance the state’s transportation mobility and economy. The facilities are organized into a network and are considered most important to the continued economic success of Florida. The network facilities include the state’s most significant highways, railways, airports, seaports and waterways, spaceports and intermodal freight terminals. The program is supported through cooperative efforts across FDOT, MPO, local governments, and other partners.

The importance of the SIS is that it provides criteria to access high priority funding for transportation managing jurisdictions within the state. Equally, it creates a quantitative approach that promotes targeted capacity improvement investments that operate across jurisdictional boundaries. This is essential for planning improvement of freight mobility given that supply-chains operations are not restricted by jurisdictional boundaries. These facilities are identified using a series of objective criteria based on the three primary designations.¹² Table 5 provides a summary of the SIS facilities located within the CRTPA region.

Table 5: SIS Facilities in the CRTPA Region

Facility Type	Corridor / Hub		Connector	
	SIS	Strategic Growth	SIS	Strategic Growth
Airports	-	TLH	-	-
Highway	I-10 US 319 US 19	-	-	SR 263
Rail	FGA Railroad	GFRR Railroad ¹³	-	AN Railroad

Source: FDOT

¹²

<https://www.fdot.gov/planning/systems/documents/brochures/default.shtm#maps>

¹³ Adjacent to the region

Table 6: Strategic Intermodal Systems – Highway and Railway Mileage

Type		Gadsden	Jefferson	Leon	Wakulla	CRTPA Region
Highway	SIS Corridor	33.51	44.61	36.08	-	114.20
	Strategic Growth Corridor	-	-	6.40	-	6.40
Rail	SIS Corridor	35.55	19.13	25.55	-	80.23
	Strategic Growth Connector	19.22	-	-	-	19.22
Total		88.28	63.74	68.03	0.00	220.05

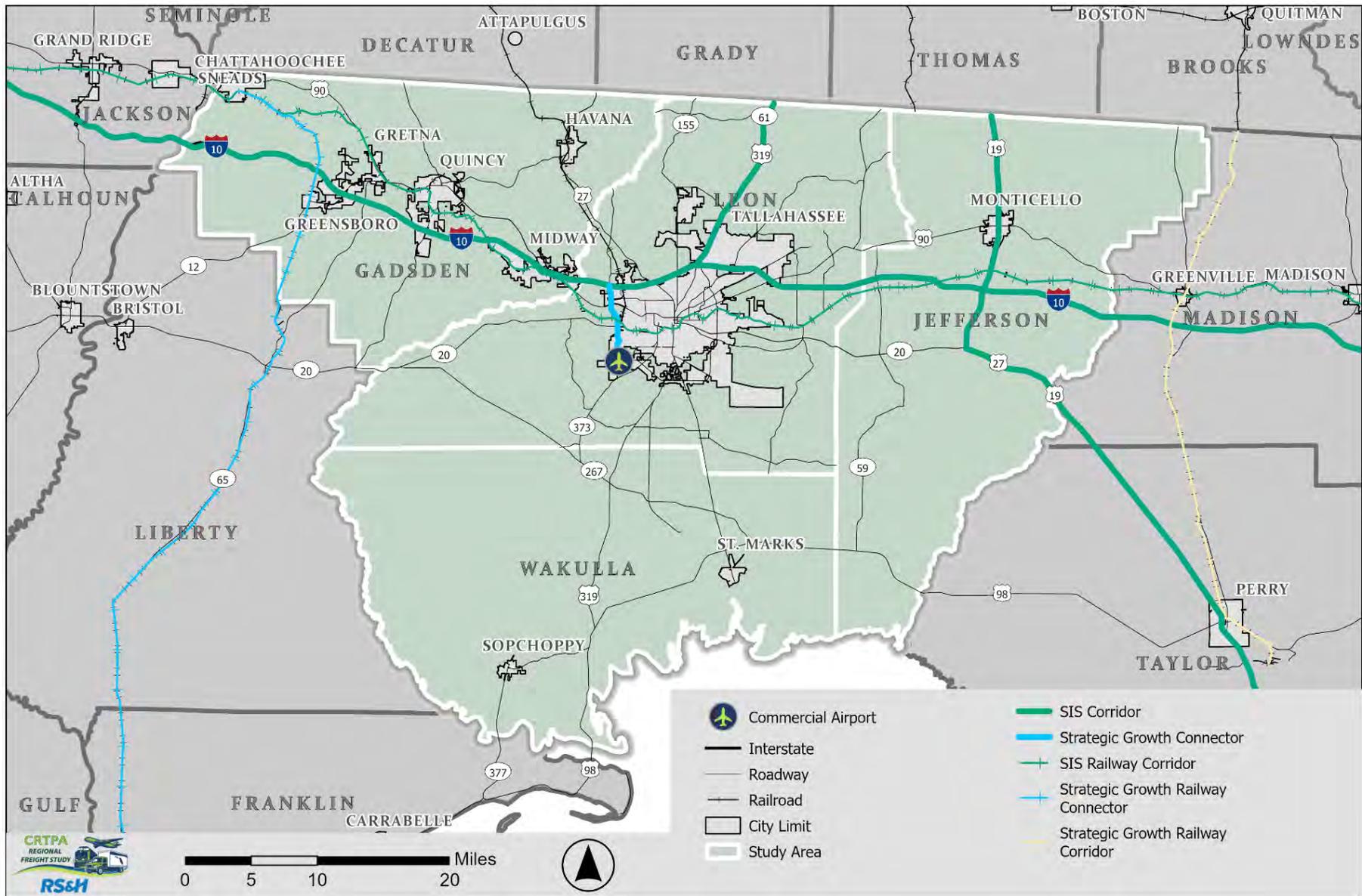
Source: FDOT

Benefits to the region: The current SIS designated facilities located in the region make the region eligible for freight project funding under the FDOT SIS. The FDOT has obligated \$8,223,000 for projects located in the region for FY2022/2023 - FY2026/2027 on the SIS network.¹⁴

Needs and issues for the region: The region’s current SIS corridor mileage is a total of 220.05 centerline miles for a total percentage of 2% of the State’s SIS. When combined with the NHFN, a more comprehensive freight network is formed.

¹⁴ [FDOT SIS 1st Five Year Plan](#)

Figure 10: Strategic Intermodal Systems (SIS)



Source: FDOT

Functional Classification

The functional classification process groups roadways and streets into classes based on the services they provide to the users. It provides a transportation planning framework for analyzing user-characteristics across a network of roadways and streets. In addition, it is instrumental in analyzing freight mobility, providing design consideration context, and serving as a decision-making support tool for transportation funding policy development.

The CRTPA functional classification network has a total of 1,933 miles. The table below shows a network distribution of 68% for local and collector roads, and 18% for arterials and 4% for interstates. From a freight mobility framework perspective, this means freight mobility is less conducive for 68% of the network which is based on roadway users' expectations, design, and funding potential of these functional categories. In contrast, 32% of the network is more conducive since arterials and interstates are designed, used, and funded for freight mobility.

Table 7: Road Mileage by Functional Classification

CRTPA Functional Class Network Distribution										
Functional Class	Gadsden		Jefferson		Leon		Wakulla		Total	
Local Rural	147	8%	156	8%	67	3%	100	5%	470	24%
Major Collector	75	4%	72	4%	190	10%	101	5%	437	23%
Minor Collector	151	8%	44	2%	72	4%	41	2%	308	16%
Minor Arterial	71	4%	59	3%	155	8%	10	1%	295	15%
Principal Arterial	13	1%	49	3%	115	6%	65	3%	242	13%
Local Urban	17	1%	0	0%	60	3%	18	1%	95	5%
Interstate	38	2%	23	1%	26	1%	0	0%	87	4%
Total	512	26%	402	21%	685	35%	334	17%	1,933	100%

Source: FDOT

Benefits to the region: The current CRTPA network has 87 centerline miles of Interstate which is part of the National Highway Freight Network (NHFN) Primary Highway Freight System (PHFS). These designated miles make the region eligible for freight project funding under the FDOT NHFP. The FDOT currently receives an estimated \$60M apportionment each year.

Needs and issues for the region: The region's current functional class network distribution has a majority of local rural roads and collectors which limit or restrict freight traffic. When planning for social economic growth is considered, this constrains freight mobility and growth; and it impacts transportation safety, and community quality of life.

State Highway System

The State Highway System (SHS) is representative of the roadway network that is managed and maintained by FDOT. Much of this network is shared with the freight

and national designation discussed above, and each of these roadways is identified by a number designation in addition to any local roadway names. From a freight mobility framework perspective, most of the state roadways are not designated as freight routes on the NHFN and SIS; however, this system is primarily used by large freight vehicles since the roadways do not restrict their use.

Benefits to the region: The presence of the state highway system is beneficial to the region through cooperative maintenance and management of the network. In short, this is reassurance by the state that the SHS will be maintained to a state and federal standard which increases freight reliability. In addition, the SHS adds more capacity and increases redundancy for freight mobility and serves as the base network for the NHFN and SIS. Figure 12 highlights the location of state highways while Table 8 identifies the mileage within the region.

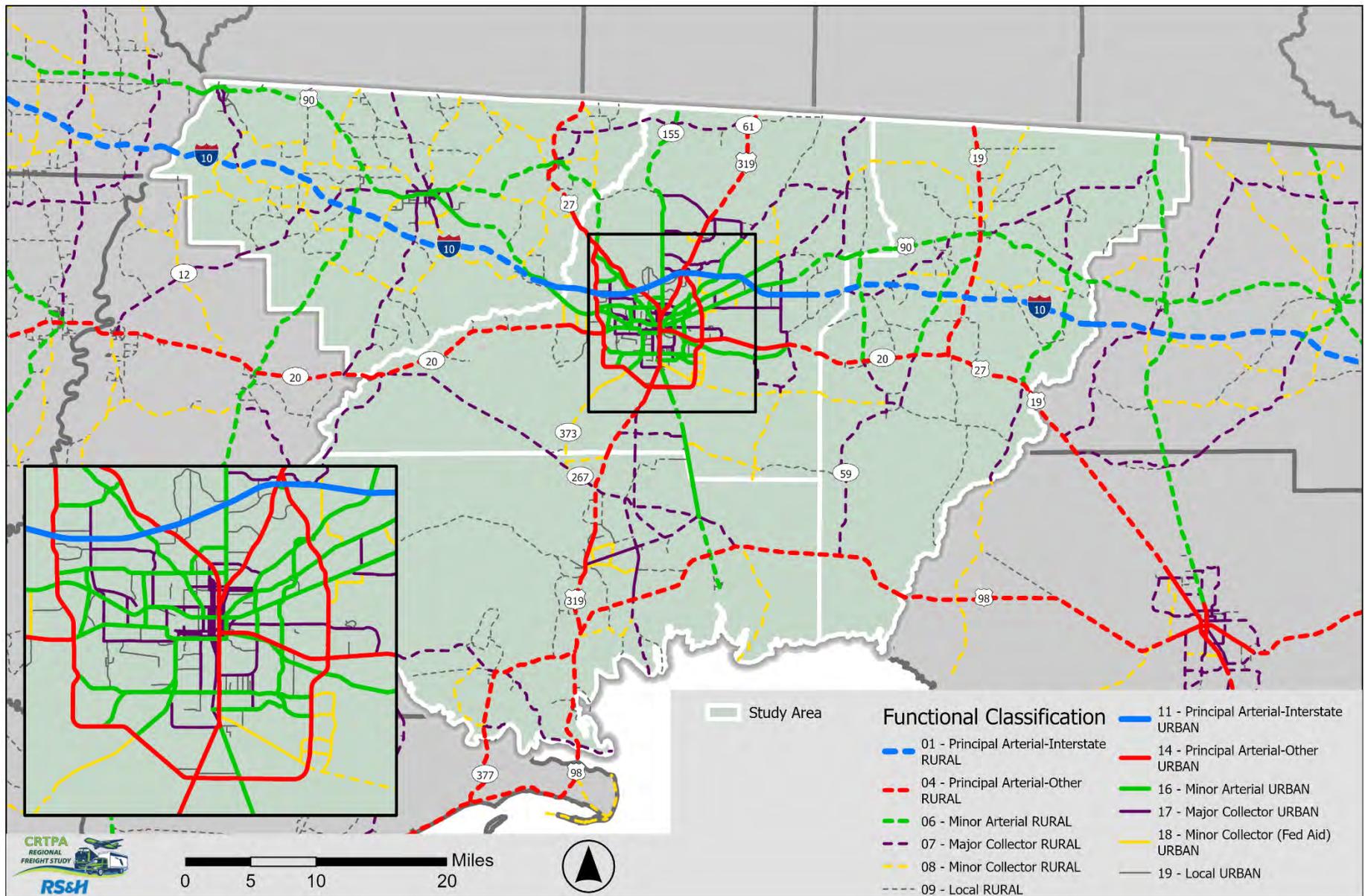
Needs and issues for the region: the current SHS offers CRTPA more options to work with the state on identifying and prioritizing reliable freight projects within the region. Additional regional level evaluation of needs and issues are further discussed in other sections of the study.

Table 8: State Highway System Mileage

Type	Gadsden	Jefferson	Leon	Wakulla	CRTPA Region
State Highway Network	146.06	111.25	200.79	90.50	548.60

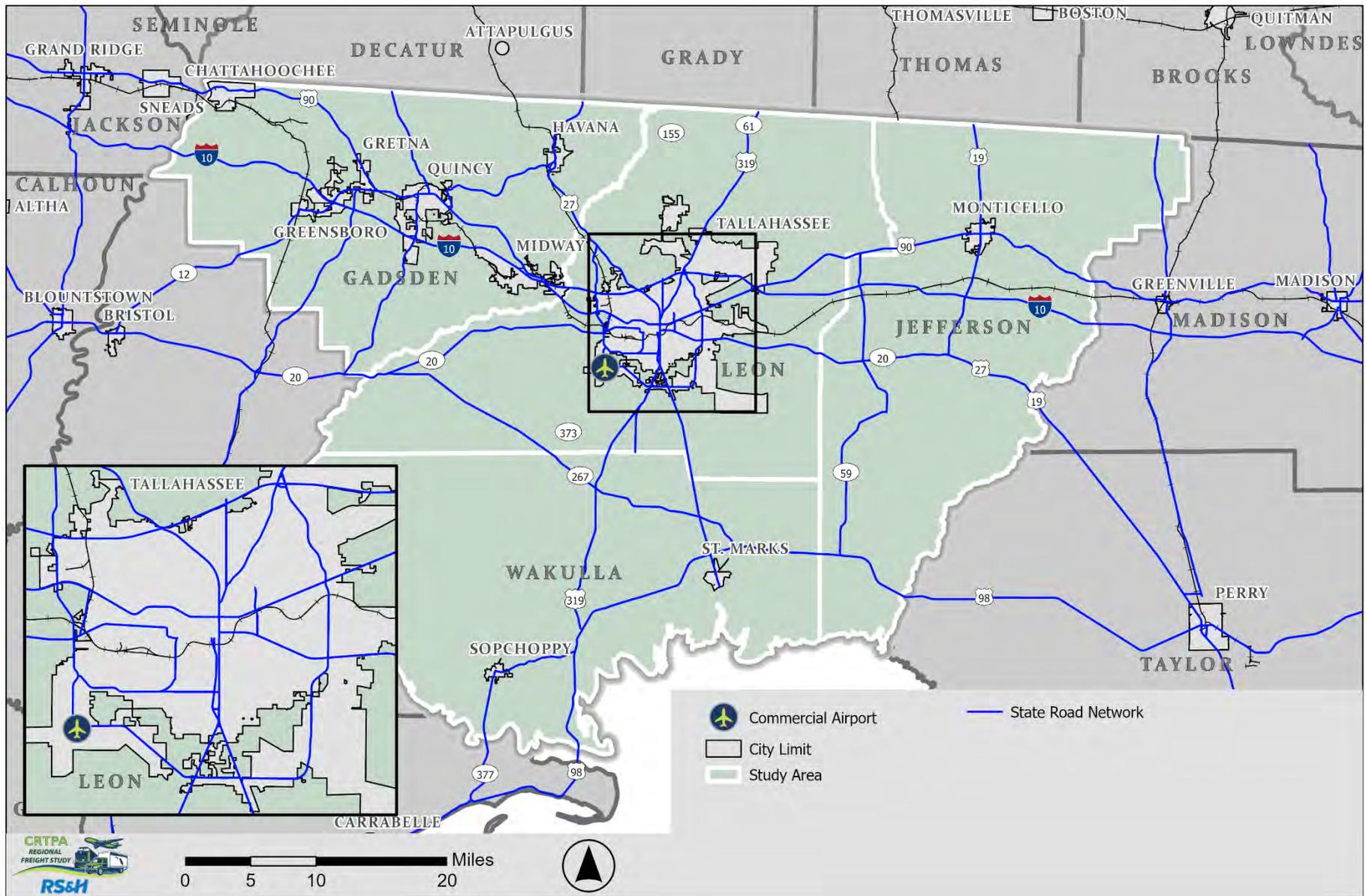
Source FDOT

Figure 11: Roadway Functional Classification



Source: FDOT

Figure 12: Florida State Highway Network



Source: FDOT

Transportation Assets

Public Roadways

Roadway Freight Volumes

Building upon the information above, the roadway network is one of the most significant movers of freight throughout the region. As such, a review of the truck volumes along the roadways has been developed. The location of truck movement is a vital element of this study that will be paired with known business location to further understand which roadways see significant freight related volumes.

Figure 13 depicts the annual average daily truck traffic (AADTT) for the major corridors throughout the region.¹⁵ This figure compares truck volumes and shows areas with major truck movements in comparison to roadways which experience lower volumes. Within the region, the I-10 corridor has the largest truck volumes followed closely by Capital Circle (US 319) and Monroe Street (US 27) in the Tallahassee Area. Other areas of high volume are focused primarily along the US and State Routes. Overall, higher AADTT volumes are found within or adjacent to the more urbanized and downtown areas throughout the region.

Similar to Figure 13, Figure 14 depicts truck volumes as related to the percentage of total vehicle counts.¹⁶ This metric depicts roadways with higher percentages of truck movements by mitigating the potentially skewed data caused by higher volumes depicting significantly higher truck counts (such as I-10).

The average and median truck percentages across the state network and across the region can be another indicator of truck movements through the region. Table 9 depicts that corridors throughout the region are largely similar when comparing average truck percentage but are generally lower when comparing median values. Utilizing the median value helps reduce the impact of outliers on either side of the data and may represent a more realistic figure for the general movement of trucks. Figure 14 depicts that several corridors are well above these averages: with I-10, US 98, SR 59, SR 65, and Smith Creek Road (Sopchoppy) being key highlights.

Table 9: Truck Percentage Summary

Area	Average Truck Percentage	Median Truck Percentage
Florida	8.54%	6.8%
Region	8.39%	5.9%

Source: FDOT

Benefits to the region: The identification of corridors with higher truck volume and percentage of volume an indication of potential increased maintenance demands due to the heavy loads associated within these movements. Effectively, these

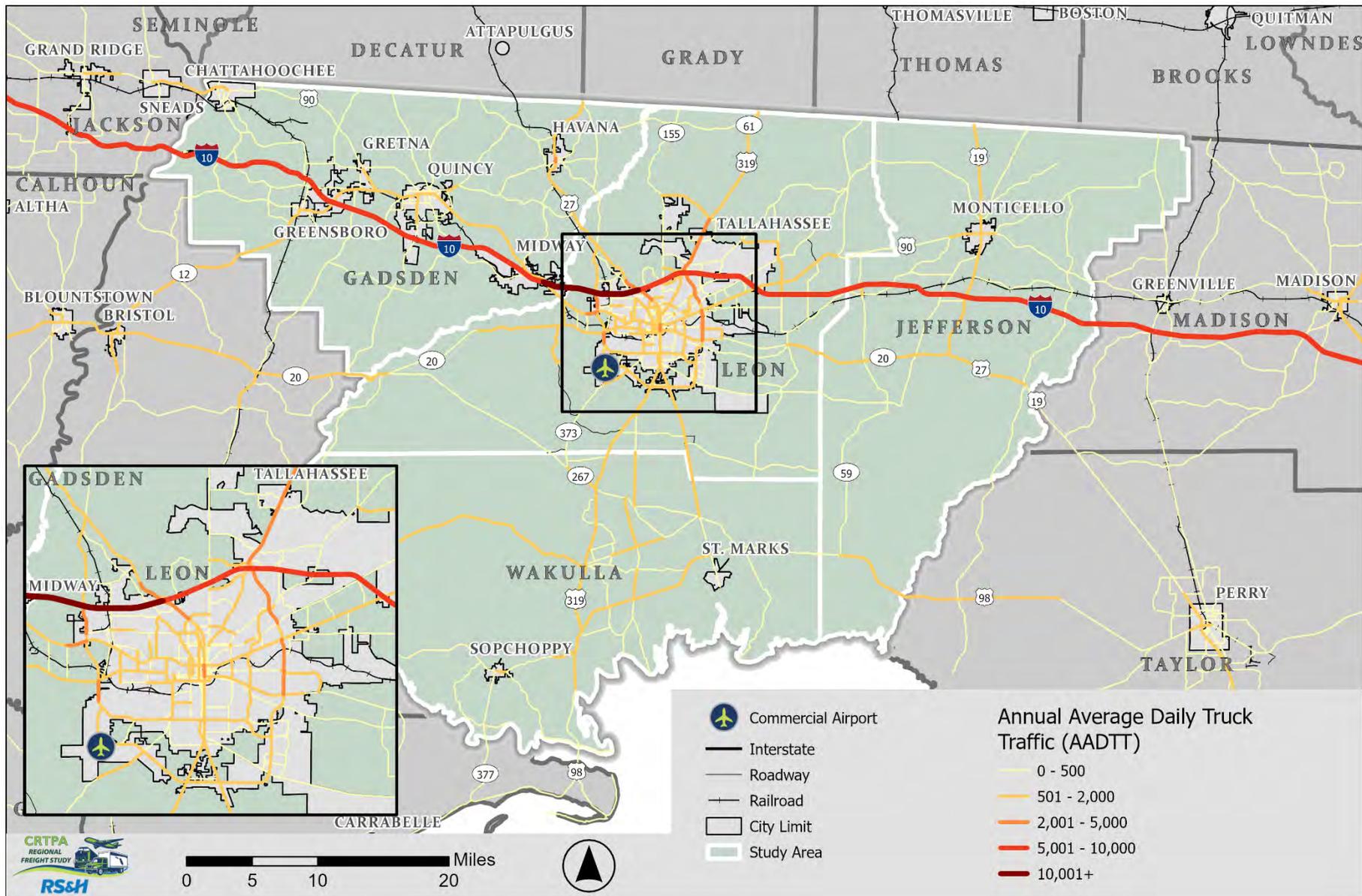
¹⁵ [FDOT Transportation Data and Analytics](#)

¹⁶ [FDOT Transportation Data and Analytics](#)

figures help indicate where the “freight corridors” in the region are, even if the roadways do not carry this designation. The identification of these corridors and hotspots can be used to prioritize future roadway improvements and expenditure.

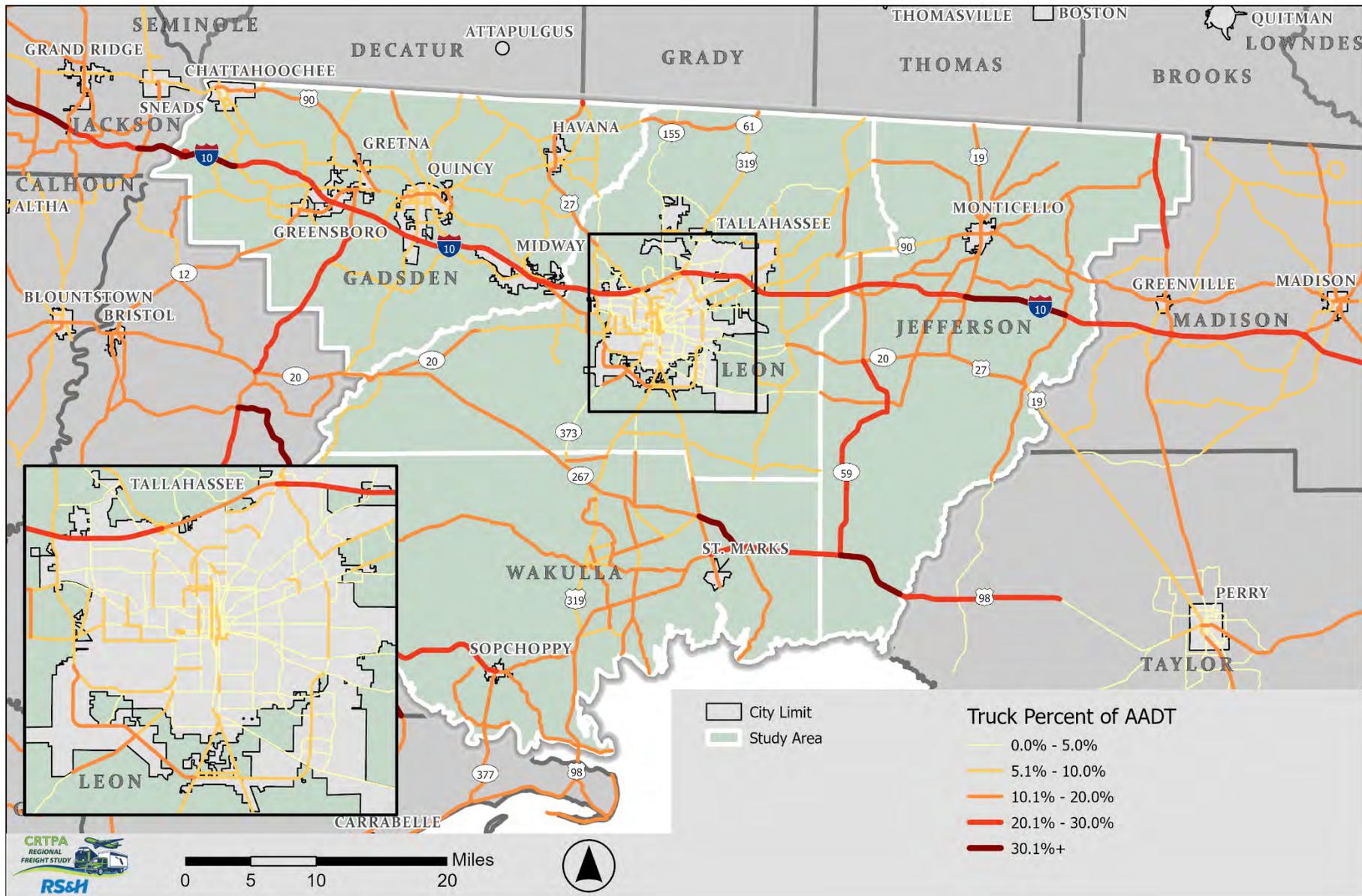
Needs and issues for the region: Similar to the benefits described above, the identification of this data aids in the identification of corridors likely to experience increased wear and tear from heavy truck movement. Recommendations developed as part of this study will consider these locations.

Figure 13: Truck AADTT



Source: FDOT (2021)

Figure 14: Truck Percent of Total AADT



Source: FDOT (2021)

Commercial Vehicle Crash Data

A crash analysis has been conducted for the four-county study area to determine conflict areas and to evaluate traffic safety trends. This analysis reviewed five years of crash data between 2018 and 2022, with a total of 65,641 crashes reported in the study area within that timeframe. Of the 65,641 crashes, nearly 6% involved Commercial Motor Vehicles (CMVs).

In the study area between 2018 and 2022, over 81% of CMV crashes did not result in any injuries and less than 3% resulted in fatal or incapacitating injuries (Table 10). During this five-year period, there were 30 fatal crashes. In 2022, there were 13 fatal crashes, a 160% increase from the 5 fatal crashes in 2021 and a 200% increase from the 3 fatal crashes in 2020. Similarly, the number of crashes resulting in incapacitating injuries peaked at 21 in 2022 (Table 10). Statewide CMV fatal accidents also experienced a surge in occurrence from 308 in 2020 to 361 in 2021.

Table 10: CMV Crashes by KABCO Severity and Year (2018-2022)

Year	(K) Fatality	(A) Incapacitating Injury	(B) Non- Incapacitating Injury	(C) Possible Injury	(O) No Injury	Non-Traffic Fatality	Total
2018	4	14	56	82	726	-	882
2019	5	10	61	73	709	-	858
2020	3	11	51	77	557	-	699
2021	5	8	37	95	639	-	784
2022	13	21	41	65	572	1	713
Total (%)	30 (0.8%)	64 (1.6%)	246 (6.3%)	392 (0.8%)	3,203 (81.4%)	1 (0.0%)	3,936

Source: FDOT Signal Four Analytics 2018-2022

Table 11: Statewide CMV Related Crashes

Year	(K) Fatality
2018	294
2019	318
2020	308
2021	361
2022	334
Total	1,615

Source: FDOT Signal Four Analytics 2018-2022

Throughout the study area, most CMV crashes occurred in the Tallahassee area or along I-10 (Figure 15). There were also clusters of CMV crashes in Monticello and Quincy. CMV crashes, and particularly those resulting in fatalities, have been less common in the southern portion of the study area, as only 2 fatal CMV crashes occurred in Wakulla County between 2018 and 2022.

These CMV crash clusters are consistent with areas of high freight volumes and are largely within areas of higher density and higher general traffic volumes. As evidenced by the clustering of the crashes, CMV related crashes trend within urban and specifically intersection areas.

Of the 30 fatal crashes involving CMVs between 2018 and 2022, nearly two-thirds followed a first harmful event with another motor vehicle in transport, and this type of crash peaked in 2022 (Table 12). In 2022, there were 7 fatal crashes following a first harm with a motor vehicle in transport, 2 fatal crashes following an overturn or rollover, 2 fatal crashes following a first harm with a pedestrian, and 2 fatal crashes following a first harm with a tree (Table 12).

Table 12: CMV Fatal Crashes First Harm

Year	Motor Vehicle in Transport	Overturn/Rollover	Parked Motor Vehicle	Pedestrian	Tree	Total
2018	4	-	-	-	-	4
2019	4	-	-	1	-	5
2020	2	1	-	-	-	3
2021	2	-	1	-	2	5
2022	7	2	-	2	2	13
Total	19	3	1	3	4	30

Source: FDOT Signal Four Analytics 2018-2022

The specific types of CMV fatal crashes have varied across the five-year period of analysis. The most common types of fatal crashes were rear end and off road, making up 5 and 4 crashes, respectively (Table 13).

Table 13: CMV Fatal Crash Types

Year	Head-On	Left Entering	Left Leaving	Off Road	Other	Parked Vehicle	Ped	Rear End	Right Angle	Roll Over	Same Direction	Unknown	Total
2018	1	-	-	-	1	1	-	1	-	-	-	-	4
2019	-	-	-	-	-	-	1	2	2	-	-	-	5
2020	-	2	-	-	-	-	-	-	-	1	-	-	3
2021	-	1	-	2	-	-	-	2	-	-	-	-	5
2022	2	-	1	2	1	1	2	-	-	2	1	1	13
Total	3	3	1	4	2	2	3	5	2	3	1	1	30

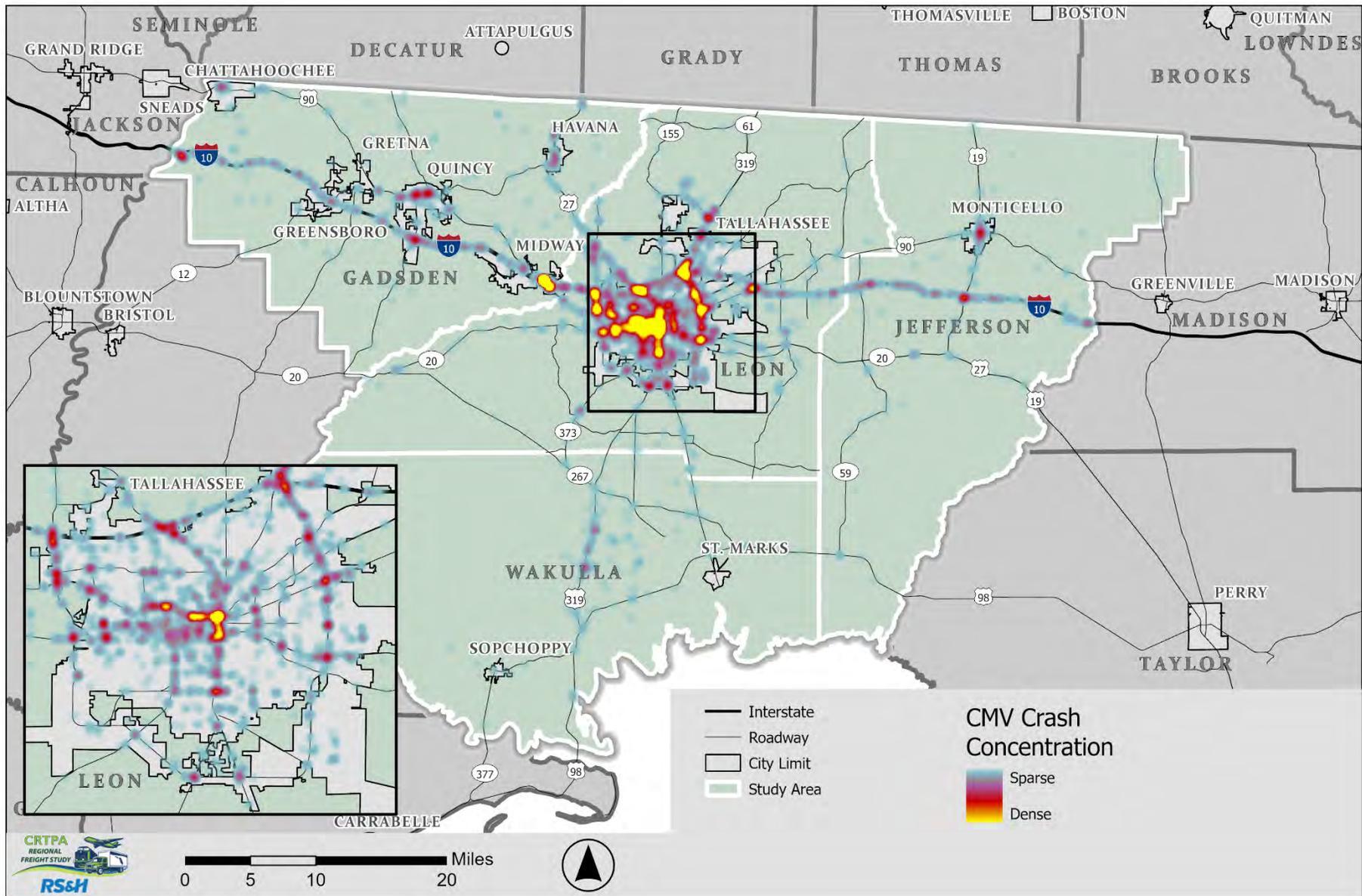
Source: FDOT Signal Four Analytics 2018-2022

Benefits to the region: The crash information gathered helps identify potential areas of concern; however, when analyzing the spike in CMV related fatal accidents, no locational trends were identified. With 77% of the crashes being related to lane

departures, possible considerations include: Unfamiliarity with the area, driver fatigue, and unclear lane markings. Though a non-answer is not typically a positive, the disbursement of these crashes and variation of crash type indicates that there is not a specific area of significant concern. Additionally, a review of statewide crashes shows a similar spike in the number of fatal incidents the year prior.

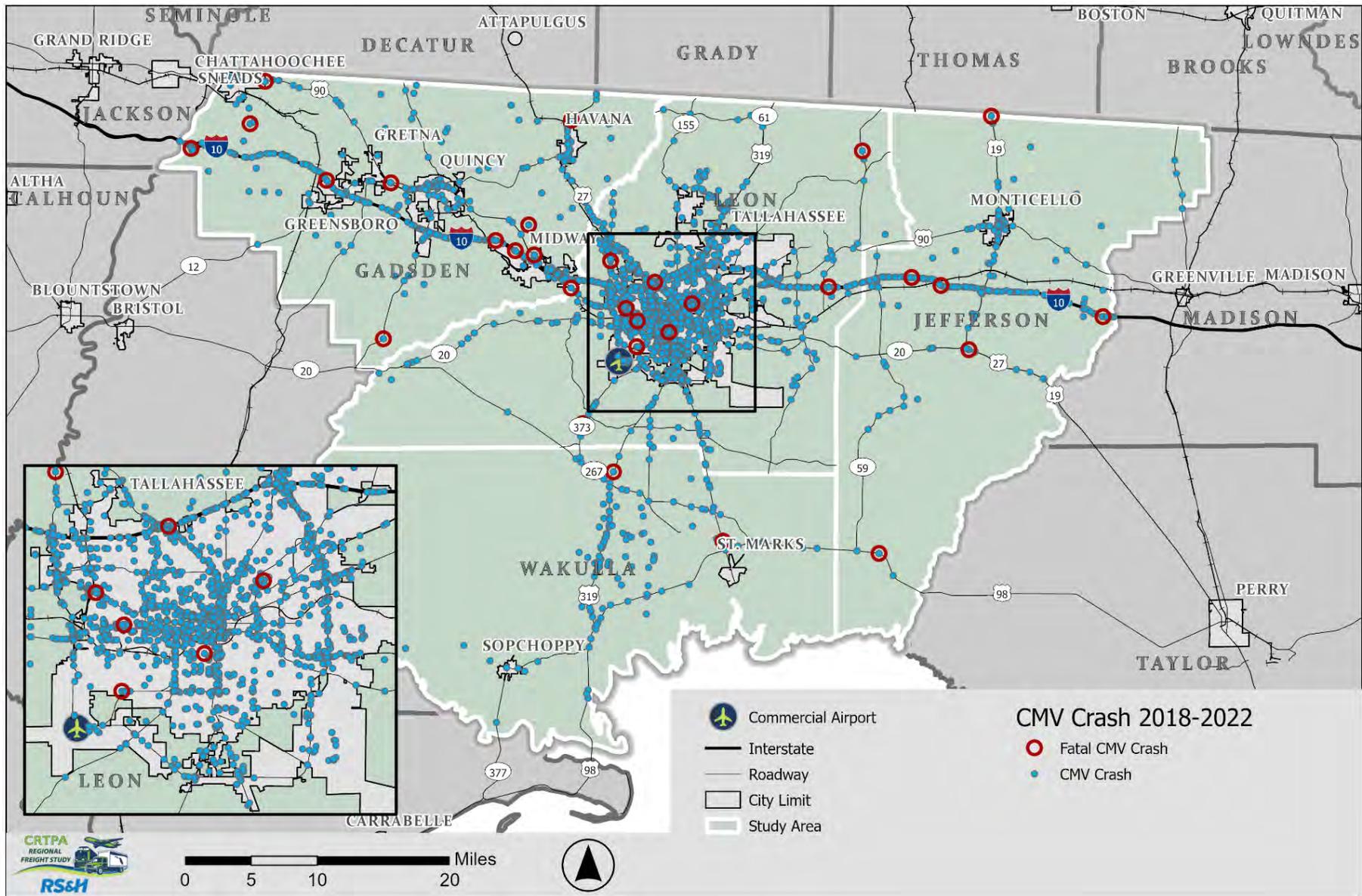
Needs and issues for the region: The region should continue to monitor the frequency of CMV related crashes within their typical planning efforts. This study will utilize this safety data for the development of future recommendations.

Figure 15: CMV Crash Hotspots (2018-2022)



Source: FDOT Signal Four Analytics 2018-2022

Figure 16: CMV Crashes (2018-2022)



Source: FDOT Signal Four Analytics 2018-2022

Bridges

There are 253 bridges within the study area that are monitored by FDOT as depicted within Figure 17. Bridges located along designated freight routes are maintained to higher standards (height, weight, width, etc.) and are vital to the movement of goods and supplies.

Special considerations for freight movement include the double stacking of train cars which is reliant on increased height clearances in the area. Coordination with freight rail stakeholders has indicated that deferred maintenance and storm damage (such as hurricanes) can pose severe limitations on their movement of supplies. Though not within the region, the Port of Port St. Joe is no longer connected via rail due to the degradation of rail bridges. The bridge infrastructure south of Telogia in Liberty County will require significant repairs prior to the potential continuation of service in that area.

Public highway bridges throughout the state are inspected and later reported to the FHWA National Bridge Inventory. The national bridge inventory maintains sufficiency ratings for each of these structures and ranks them in poor, fair, or good condition. The study area has 31 (7.8%) of the 400 monitored structures were identified in poor condition.

Table 14: Regional Bridge Summary

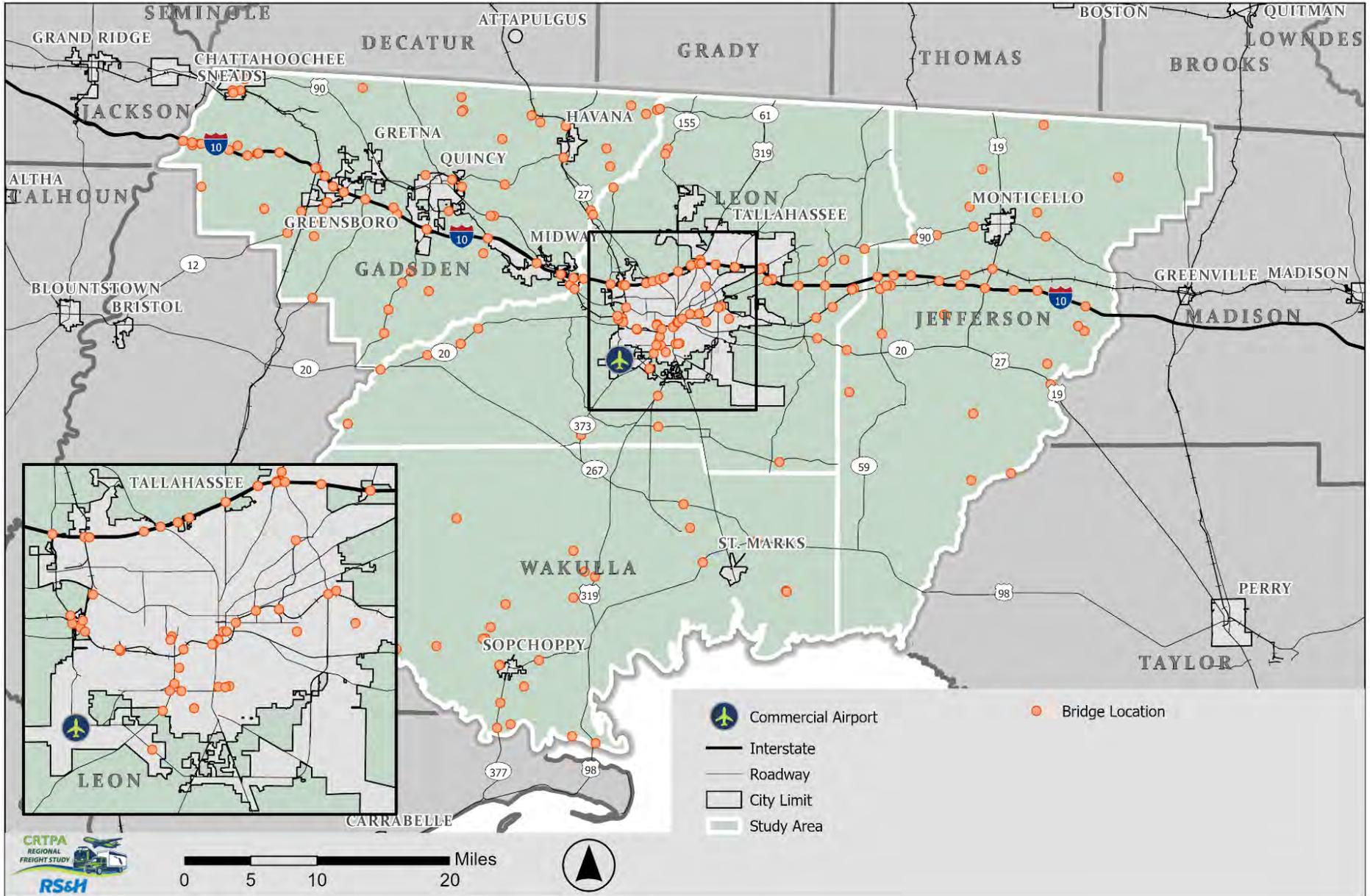
County	Bridge Counts				Bridge Area (Square Meters)			
	All	Good	Fair	Poor	All	Good	Fair	Poor
Gadsden	121	32	74	15	147,770	26,755	116,326	4,690
Jefferson	68	20	45	3	37,715	7,759	28,104	1,852
Leon	161	60	95	6	127,069	44,612	82,042	415
Wakulla	50	19	24	7	18,944	5,546	11,755	1,643
Total	400	131	238	31	331,498	84,672	238,227	400

Source: National Bridge Inventory (2022)

Benefits to the region: Higher bridge sufficiency ratings indicate a bridge network that is in a state of good repair. A well-maintained bridge infrastructure is vital to the movement of freight throughout the region.

Needs and issues for the region: Though only 7.8% of the structures received poor sufficiency ratings, that equates to 31 structures cross the region, with approximately half being in Gadsden County. Insufficient bridges will reduce the movement of freight due to weight limitations, closures, or failures.

Figure 17: Bridges



Source: FDOT

Regional Weigh Stations

There are several truck weighing facilities that help FDOT manage and track the movement of heavy vehicles along the freight network. These facilities monitor truck activity to ensure compliance with weight and safety regulations along major roadway corridors.¹⁷

These facilities are located at the following locations:

Virtual Weigh in Motion

- Gadsden County
 - US 27 north of Havana
- Jackson County
 - I-10 Westbound, Exit 158 off ramp
 - I-10 Eastbound, Exit 152 off ramp

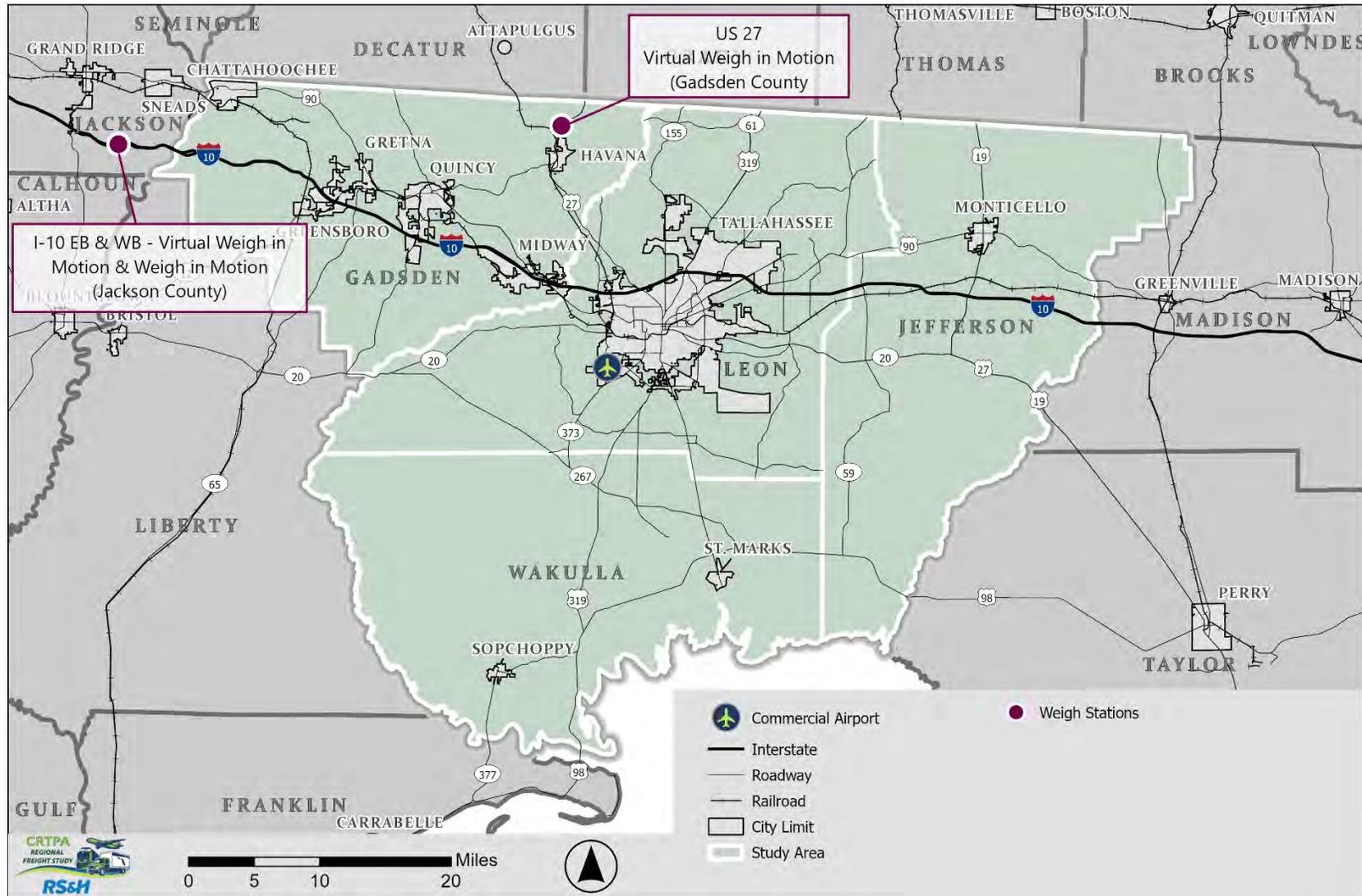
Weigh in Motion

- Jackson County
 - I-10 Westbound, Exit 155
 - I-10 Eastbound, Exit 155

Benefits to the region: The operation of weigh stations within the region helps increase general roadway safety and compliance with regulations through monitoring.

¹⁷ [FDOT- Motor Carrier Size & Weight \(MCSAW\) August 2022](#)

Figure 18: Regional Weigh Stations



Source: FDOT- Motor Carrier Size & Weight (MCSAW) August 2022

Truck Parking Supply

Truck parking access and availability has been a growing concern across the nation which has been exacerbated by the increased freight demands and the introduction of electronic logging devices (ELDs). Truck drivers must adhere to Hours of Service (HOS) regulations¹⁸ which vary based on commercial vehicle activity and these periods are actively monitored through the implementation of the ELDs. The HOS regulations determine the duration that drivers are permitted to operate their vehicles between mandated periods of rest. These periods of rest require drivers to park their vehicles for eight or more hours.

The Statewide Truck Parking Study conducted by FDOT in 2020 identified two areas within the region as truck parking areas of concern. These areas were both along I-10 near the Gadsden/Leon County line and along the Jefferson/Madison County Lines. Both of these areas have nearby public rest areas which may offer opportunities for additional truck parking availability.

Truck parking is divided into two main categories as outlined below:

- **Public Parking:** Areas typically maintained by FDOT such as interstate rest areas. These locations are usually free for drivers to utilize amenities and parking.
- **Private Parking:** Typically, businesses with the explicit intent of servicing traveler needs such as truck stops and large gas stations. These locations typically have additional services and fees are often associated with long term parking.
 - Some private parking locations are associated with larger big box stores such as Walmart which typically have large parking lots. Businesses may allow truck parking at their facilities, but this analysis has not included these locations due to the typically unofficial nature of these uses.

Truck parking opportunities within the region were identified to determine available spaces and local amenities associated with these parking areas. The region is fortunate to have five (26% of D3) public rest area facilities with a total of 146 truck spaces (23% of D3) and four private locations (32% of D3) with a total of 278 truck spaces (17% of D3).¹⁹ Addressing some of the issues identified within the Statewide Truck Parking Study, FDOT has begun planning for the update and increasing of truck parking at their public rest facilities. Though still in the earlier phases of development, these improvements are anticipated to benefit drivers in the district.

¹⁸ <https://www.fmcsa.dot.gov/regulations/hours-of-service>

¹⁹ [FDOT Truck Parking GIS Analysis](#)

Table 15: Public Rest Areas

County	Roadway/Direction	Truck Parking Spaces	Amenities
Jefferson	I-10 Eastbound	25	Restrooms, Vending Machines, Nighttime Security
Jefferson	I-10 Westbound	29	Restrooms, Vending Machines, Nighttime Security
Leon	I-10 Eastbound	25	Restrooms, Vending Machines, Nighttime Security
Leon	I-10 Westbound	25	Restrooms, Vending Machines, Nighttime Security
Gadsden	I-10 Eastbound & Westbound	42	Restrooms, Vending Machines, Nighttime Security

Note: No public rest areas were identified in Wakulla County

Table 16: Private Truck Parking Areas

Name	County	Roadway	Truck Parking Spaces	Amenities
Fast Track	Jefferson	I-10	15	24 Hour Diesel, ATM, Convenience Store, Fast Food (Arby's), Money Orders, Lighted Area, Propane Bottles, Trailer Drop, Western Union
Flying J Travel Center #623	Gadsden	I-10	148	12 diesel lanes, 15 showers, Dump Station, Scale, Truck and Car Wash, Tire Repair Shop, Convenience Store, Fast Food Restaurants (The Burger Den, Cinnabon, Subway)
Pilot Travel Center #425	Gadsden	I-10	107	7 diesel lanes, ATM, Bulk Def, Can Wire Money Out, CAT Scales, Convenience Store, Document Scanning, Dump Station, Laundry, Load Monitor, Money Orders, NATSO Check Link, Paved Lot, Propane Bottles, Public Fax / Copier, Receive Prepaid Permits, Reserved Parking, Scales - Certified, 8 Showers, Trip Pack Locations, Western Union, WIFI, Fast Food (Dunkin', PJ Fresh Marketplace, Subway)
Savannah's Country Buffet	Wakulla	SR 363	8	Restaurant

Note: No private truck parking areas were identified in Leon County

Benefits to the region: The majority of truck travel (and freight in total) through the region is primarily using the I-10 corridor, allowing for a more focused need for truck parking facilities. The region has over 400 identified truck parking spaces but should continue to consider opportunities for improvement. Through coordination with FDOT, they are working to increase the number of truck parking spaces at their existing facilities as part of regular maintenance programs. Though the exact increase has not been identified, it is anticipated in the near future.

Needs and issues for the region: With 23% of public and 17% of private truck parking spaces within FDOT D3, there is still a need for additional spaces. Looking to the future, the region may consider favorable land use designations or modifications to existing developments to require appropriate truck staging and parking within its development.

Demographic/Business Allocation

The demographic review of the region was conducted at both the four-county level and for the individual counties.

The initial analysis began with a review of the United States Bureau of Transportation Statistics (BTS) to determine freight related data as collected regularly through their County Transportation Profiles. The data depicted within Table 17 highlights information from the most recent (2020) development of the BTS county profiles. Though this report was published in 2020, some of the data depicted is based on previous years reporting. However, this is standard when

reviewing freight data as so much is based on proprietary and limited detail. Similarly, the demographic information is sourced from the 2012-2016 5-year American Community Survey, as opposed to the more recent 2020 Census. This BTS information establishes a baseline condition for review of the freight network within the region.

Table 17: Bureau of Transportation Statistics County Transportation Profiles

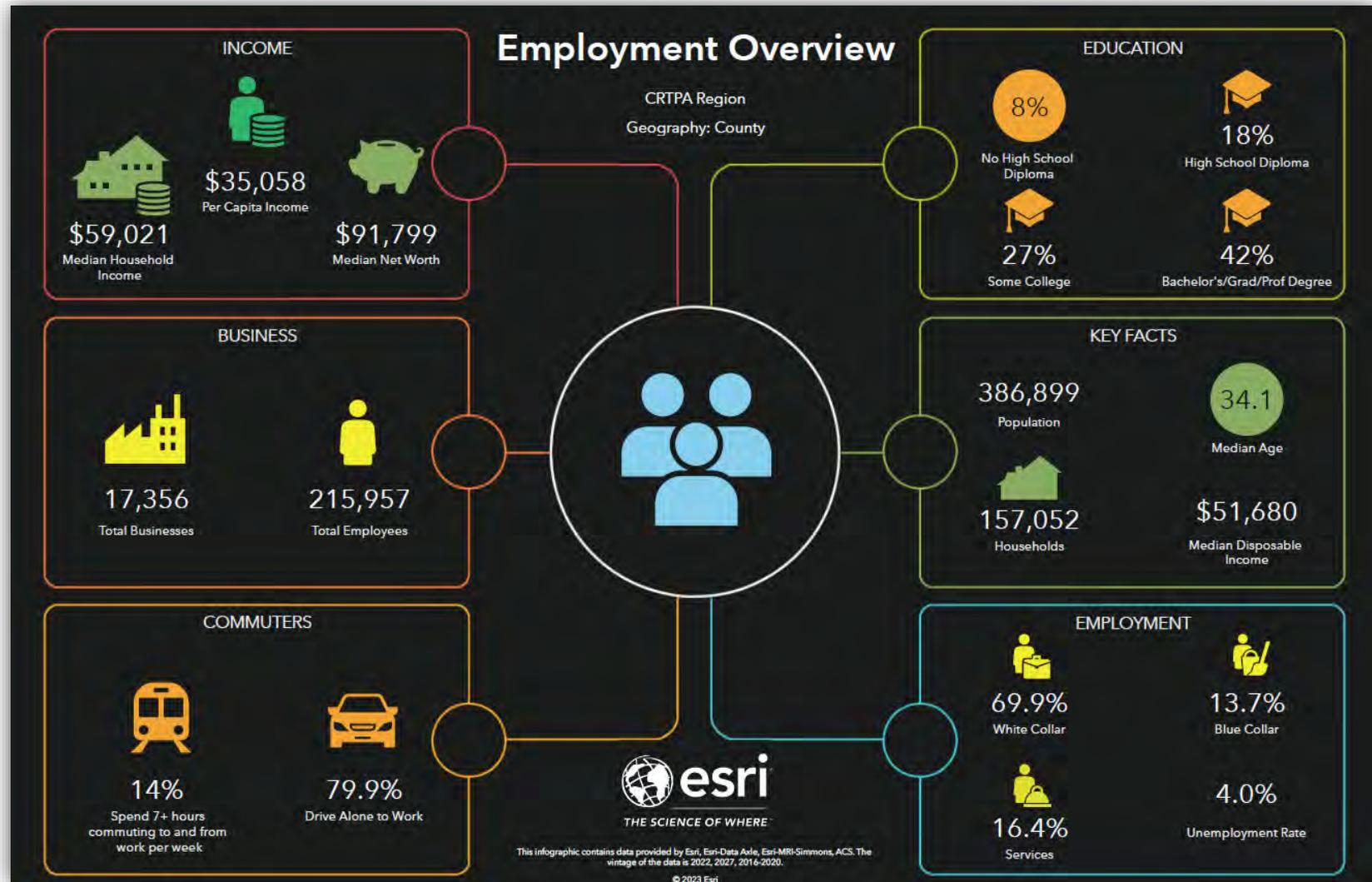
Area Name	Commercial Airports	Non-Commercial Airports or Aerodromes	# Bridges	% Poor Condition Bridges	# Businesses	# Resident Workers	# Residents	Miles Freight Railroad
CRTPA Region	1	21	401	-	9,067	173,575	376,340	122.9
Gadsden	0	8	123	11%	653	16,180	46,155	69.6
Jefferson	0	5	71	8%	256	4,720	14,080	19.1
Leon	1	7	157	3%	7,711	139,425	284,790	34.2
Wakulla	0	1	50	14%	447	13,250	31,315	0

Source: 2020 Bureau of Transportation Statistics County Transportation Profiles

Building upon the county profiles highlighted above, further analysis was conducted to determine more current demographic information for the area. Between the 2010 and 2020 census, the CRTPA region experienced an annual population growth of 0.45% to reach a total population of 384, 298.²⁰ Using the updated demographic information, another analysis was conducted to determine the estimated population and workforce conditions for the 2022 year. Figure 19 depicts an overall employment overview for the CRTPA region, while Table 18 displays similar data by county.

²⁰ Esri Community Analyst; 2010 and 2020 Census

Figure 19: 2022 Employment Estimates



Source: Esri Community Analyst

Table 18: CRTPA Residential and Employment Summary 2022 Year

Area	Residential Population	Total # Businesses	Total # Employees
CRTPA Region	386,699	17,356	215,957
Gadsden	43,200	1,442	17,081
Jefferson	14,473	568	3,443
Leon	294,669	14,394	188,588
Wakulla	34,357	952	6,845

Source: Esri Community Analyst 2022

As shown above, Leon County is home to the majority of the population (76%), businesses (83%), and employed populations (87%).

Industries are typically categorized into two industry codes: the Standard Industrial Classification (SIC) and the North American Industry Classification System (NAICS). Although both the SIC and NAICS perform essentially the same function, the NAICS is the more current of the two classification methodologies, and it has a longer numbering code, allowing for more detailed industry classification.²¹ NAICS data will be used throughout this report, as applicable, due to its additional descriptive ability and its more recent method of industry classification.

Though many industries involve freight activity throughout their operations, there are several specific industries that are commonly associated with freight movements at the regional level. All NAICS industry types are outlined in Table 19 below, and those that are associated with more freight related movements are identified.

²¹ <https://www.naics.com/history-naics-code/>

Table 19: NAICS Industries Most Likely to Rely on Freight

NAICS Industry Type	Associated with Freight Movements
Agriculture, forestry, fishing and hunting	X
Construction	X
Manufacturing	X
Mining	X
Transportation and Warehousing	X
Utilities	X
Wholesale Trade	X
Accommodation and Food Service	
Administrative & support & Wholesale Management & Remediation	
Arts Entertainment & Recreation	
Educational Services	
Finance and Insurance	
Healthcare and Social Assistance	
Information	
Management of Companies and Enterprises	
Other Services (except Public Administration)	
Professional, Scientific & Tech Services	
Public Administration	
Real Estate, Rental and Leasing	
Retail Trade	

This review utilized NAICS data to determine employment trends and freight related businesses in the region. Table 20 provides a comprehensive summary of the 2022 business data for the region. Additionally, Figure 20 and Figure 21 visually represent the geographical distribution of all freight related businesses and employees in the region.

Across the CRTPA region, there are 2,370 freight and heavy vehicle related businesses corresponding to Table 19. Leon County serves as the hub for freight movements in the region and is home to the majority of such businesses. Over 78% of the freight related businesses are in Leon County and these 1,864 businesses collectively employ 17,522 people.

Table 20: Businesses Summary

Area	All Businesses		Freight and Heavy Vehicle Related Businesses	
	# Businesses	# Employees	# Businesses	# Employees
CRTPA Region	17,356	215,957	2,370	22,843
Gadsden	1,442	17,081	226	3,492
Jefferson	568	3,443	111	805
Leon	14,394	188,588	1,864	17,522
Wakulla	952	6,845	169	1,024

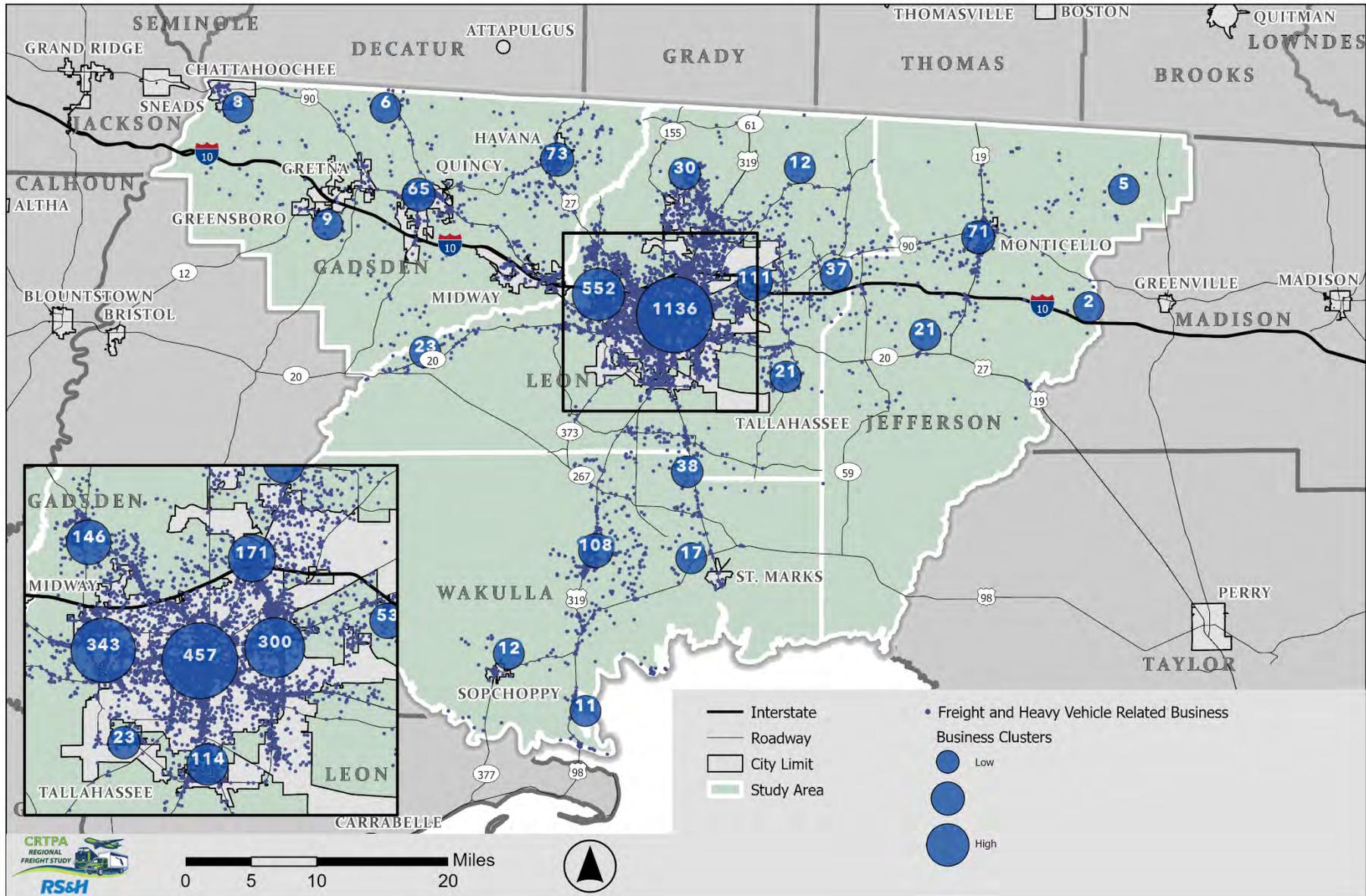
Source: Esri Community Analyst 2022

Also of note, Tallahassee has recently seen construction begin on a major Amazon robotics fulfillment center on Mahan Drive, west of I-10 and east of Thornton Road and formally known locally as Project Mango. A Traffic Impact Analysis (TIA) was prepared in 2021 for the project, proposed to open originally in 2022 but still pending completion as of this analysis (2023). The TIA estimated that the new 634,812-square foot Fulfillment Center would generate 387 new daily truck trips but found the study area intersections to be performing generally acceptably at present and in the future background and build out condition so did not recommend any improvements. Amazon has also acquired a parcel off NW Capital Circle for a 123,000 square foot “Last Mile” facility to move goods from the fulfillment center to the doorstep.

Benefits to the region: The business clustering is largely within the major urbanized areas and along State Routes allowing for a more in-depth review of potential recommendations for the future. Both the clusters of the businesses and total number of employees highlight areas of increased freight considerations for existing and future transportation needs.

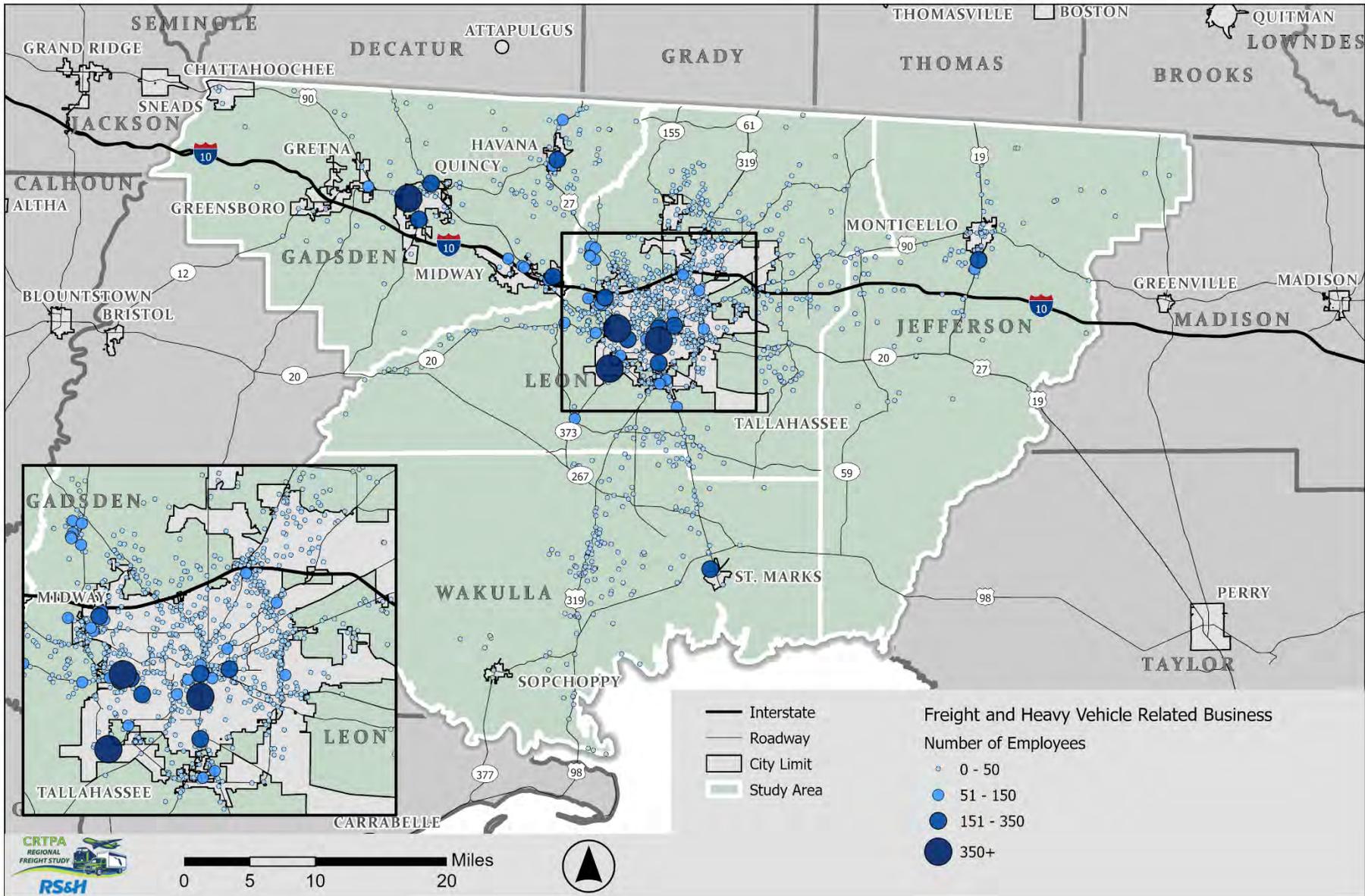
Needs and issues for the region: The identification of these business and employee clusters in coordination with freight movement data will identify focus areas for improvements.

Figure 20: Freight and Heavy Vehicle Related Businesses



Source: ESRI Community Analyst 2022

Figure 21: Freight and Heavy Vehicle Related Businesses by Employee Count



Source: ESRI Community Analyst 2022

Heavy Truck Origins and Destinations

To understand regional movement of freight, it is important to review the trends of where freight begins and ends. The following sections include a series of analyses of combined average by origin *and* destination based on census blocks. This analysis represents the cumulation of GPS related heavy truck movement data during the Spring and Fall seasons of 2021. The resultant information was processed to represent the truck movements of an average Thursday (weekday) during the 2021 year. Block groups are symbolized based on the number of trucks which traveled to or from each of the Census Blocks. This analysis was conducted within two main criteria:

- Freight with an origin or destination within the region
- Freight passing through downtown areas across the region

The figures below display the combined averages of trip origins and destinations for the region as well as for five downtown areas: Crawfordville, Havana, Monticello, Tallahassee, and Quincy. The details of each analysis are further explained below.

Regional Origin and Destination Analysis

This analysis considers the freight trips that are incoming (trips which ended within the region) and those which are outgoing (trips which began in the region). Within each analysis, an additional review of the origin and destination of the movements was conducted.

- Incoming
 - Origin of freight trips ending in the region (Figure 22)
 - Destination of freight trips within the region (Figure 23)
- Outgoing
 - Origin of the freight trips originating in the region (Figure 24)
 - Destination of the freight trips originating in the region (Figure 25)

This origin and destination analysis identified clusters of truck movement throughout the region which were generally consistent across each of the reviews. Freight movement identified in this analysis originated significantly within the CRTPA region; however, clusters outside of the region were identified along the I-10 Corridor. Those locations along the I-10 corridor depict clusters out to Marianna to the west and Live Oak to the east.

Within the region, the significant clusters are located primarily within the Tallahassee urbanized area and along major corridors in the region. The following key areas were identified.

- US 319/Capital Circle NE
- NW Tallahassee where Capital Circle NW and I-10 meet
 - Note – The rest areas located west of this interchange are also creating a significant boost in truck trips.
- SR 20 both east and west of Tallahassee

- Moderate clusters are located within the downtown/urbanized areas of each member county

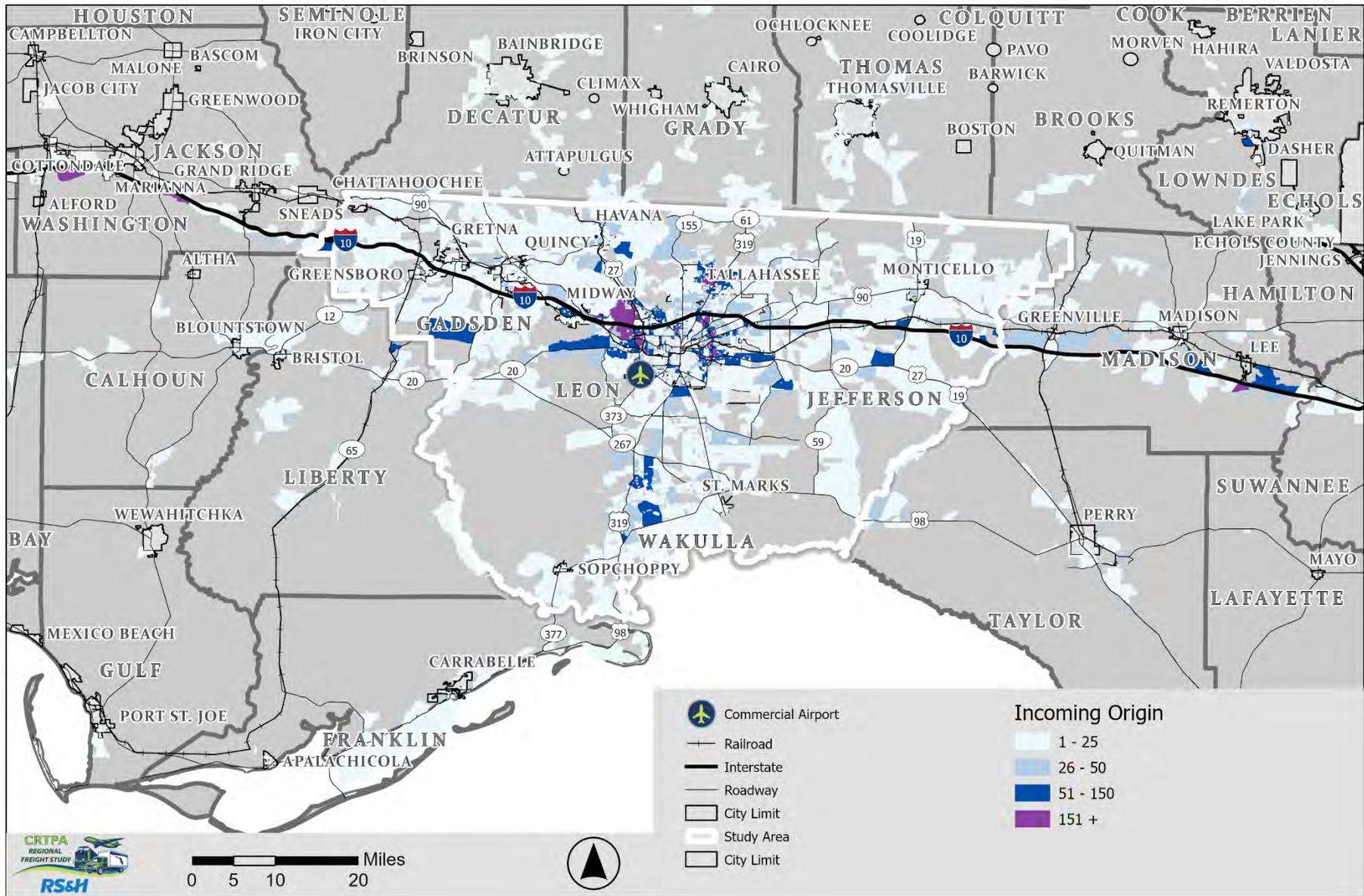
Both of these locations have significant business presence; however, the location west of Capital Circle NW is likely being highlighted due to the I-10 rest areas and associated truck parking.

Of note, the large block in Gadsden County, south of I-10 which is primarily located within a forested area is showing high truck trips due to the Tallahassee Power Plant and a local excavation and land clearing company in the area.

Benefits to the region: The identification and location of truck trips in the region helps to identify areas where truck traffic may be a concern. This analysis sheds light on truck trips within the region without the reliance on the limited FDOT traffic count system.

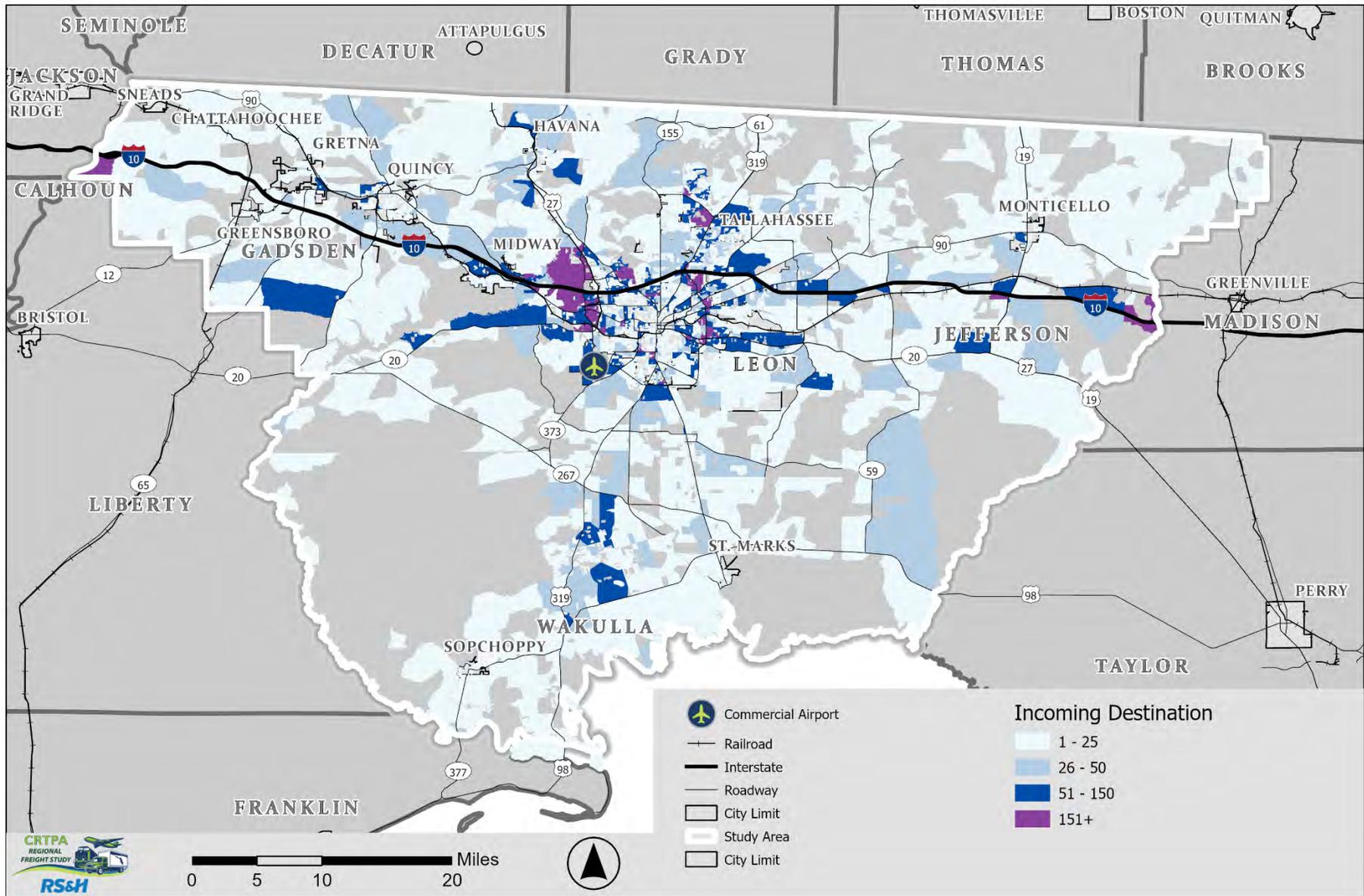
Needs and issues for the region: Through this analysis, the Capital Circle corridor has been identified as a major corridor for truck trips associated with the region. As such, Capital Circle and other clustered areas will be further considered during the development of future conditions and recommendations.

Figure 22: Regional Incoming Freight Origin



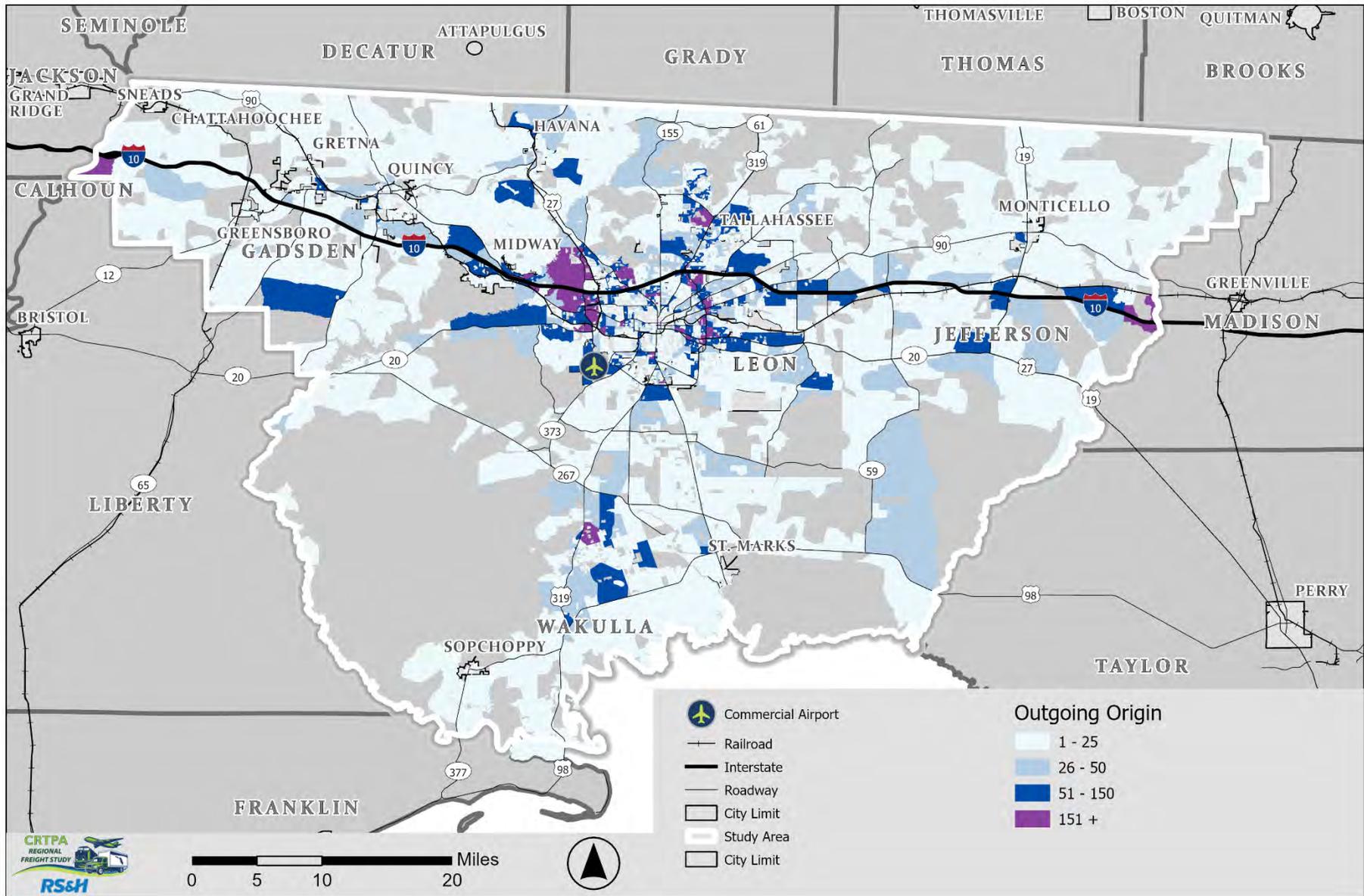
Source: Replica 2021

Figure 23: Incoming Freight Destination



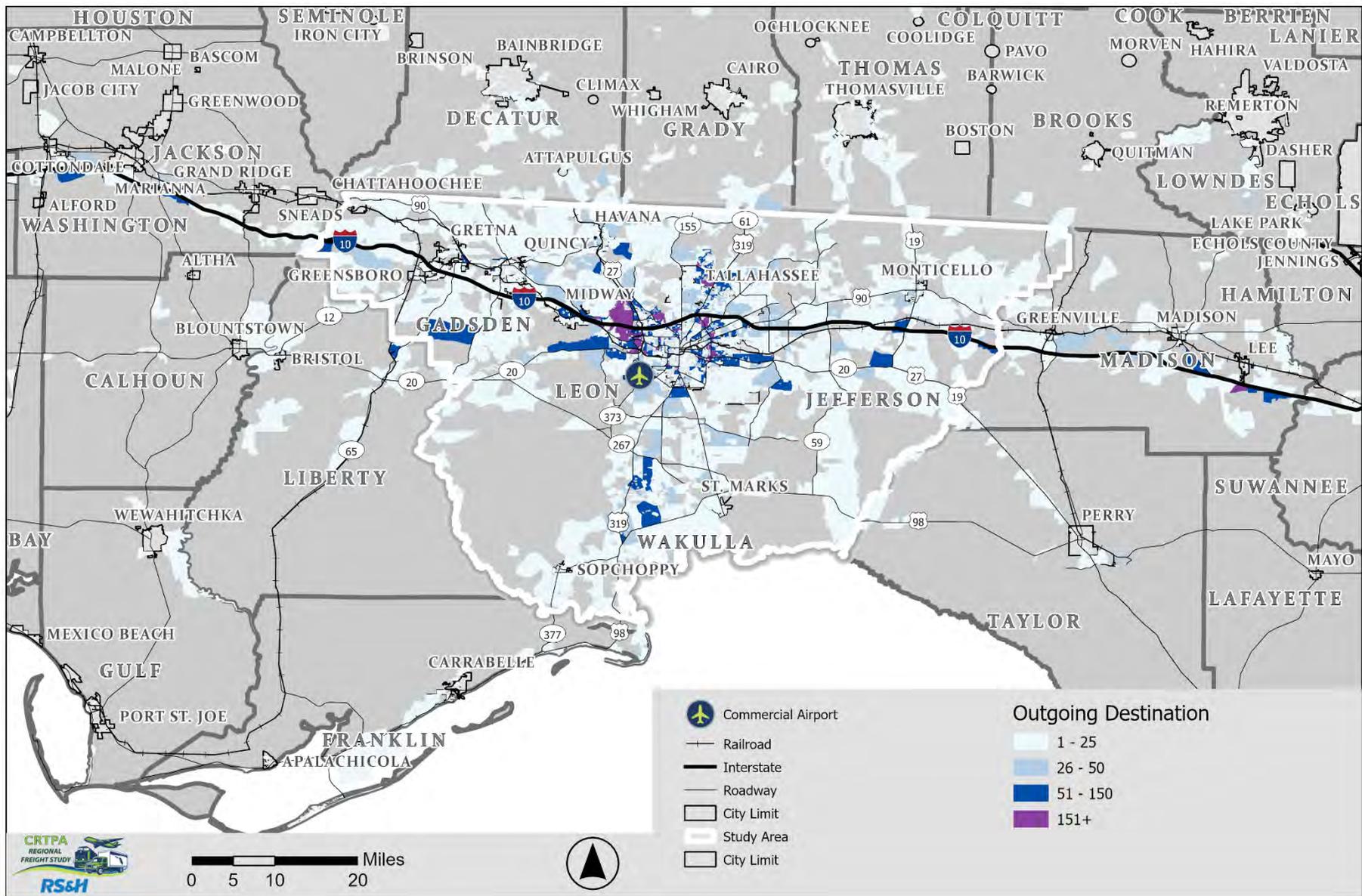
Source: Replica 2021

Figure 24: Outgoing Freight Origin



Source: Replica (2021)

Figure 25: Outgoing Freight Destination



Source: Replica (2021)

Downtown Area Origin Destination Analysis

Crawfordville – Wakulla County

Analysis of the freight patterns in the Crawfordville area was conducted along the US 319 corridor. This analysis shows the highest movements are concentrated to central areas of Crawfordville with high origins and destinations is the area. The majority of the freight travel within the region is under 32 miles (Table 21), indicating that the majority of freight is originating and traveling to areas in close proximity to Crawfordville. Figure 26 depicts the locations seeing the most significant freight movements in the area.

Table 21: Crawfordville Freight Trip Distance

Distance	Recorded Trips	Percent of Trips
Over 64mi	300	7%
32-64mi	645	15%
16-32mi	1,741	42%
8-16mi	574	14%
4-8mi	529	13%
2-4mi	223	5%
1-2mi	118	3%
0.5-1mi	29	1%
Under 0.5mi	17	0%

Source: Replica 2021

Havana – Gadsden County

Havana and the US 27 corridor is a significant connection between Tallahassee/I-10 and Georgia. Freight movements through this corridor have origins and destinations within the Havana Downtown area(Figure 27); however, the trip distances indicate that over 50% of the trips were over 32 miles from this area (Table 22). This significant trip distance is indicative of more long-distance freight movement to areas such as Bainbridge and along the I-10 corridor. This can also be an indicator that regional goods are not the most common movement through this area.

Table 22: Havana Freight Trip Distance

Distance	Recorded Trips	Percent of Trips
Over 64mi	2,129	34%
32-64mi	1,367	22%
16-32mi	1,555	25%
8-16mi	713	11%
4-8mi	192	3%
2-4mi	150	2%
1-2mi	70	1%
0.5-1mi	40	1%
Under 0.5mi	12	0%

Source: Replica 2021

Monticello – Jefferson County

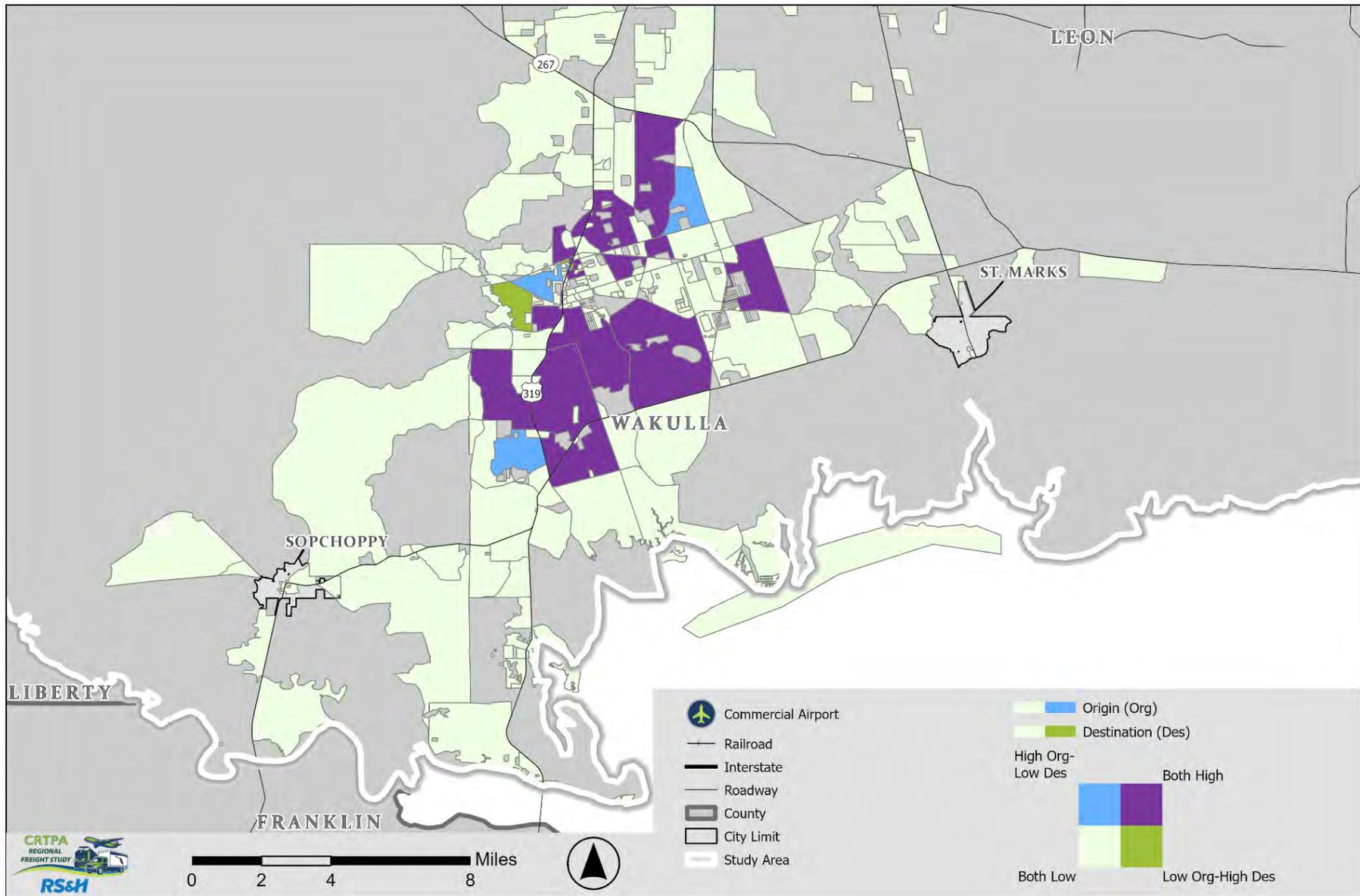
The US 90 (east/west) and US 19 (north/south) corridors intersection within the Monticello downtown area and have been reviewed as part of this analysis. As depicted in Figure 28, the majority of freight movements within this area are not originating nor are they terminating within Monticello. Review of freight movement demonstrates a consistent pattern of trips within just a few miles along the major highway corridors such as north and south along I-75, along I-10 toward Jacksonville, and north along state US 19 to Albany and its surrounding area. Over 82% of the freight trips passing through Monticello were over 32 miles in length; highlighting that regional freight is not typically servicing this area (Table 23).

Table 23: Monticello Freight Trip Distance

Distance	Recorded Trips	Percent of Trips
Over 64mi	4,711	64%
32-64mi	1,289	18%
16-32mi	560	8%
8-16mi	263	4%
4-8mi	152	2%
2-4mi	123	2%
1-2mi	85	1%
0.5-1mi	99	1%
Under 0.5mi	38	1%

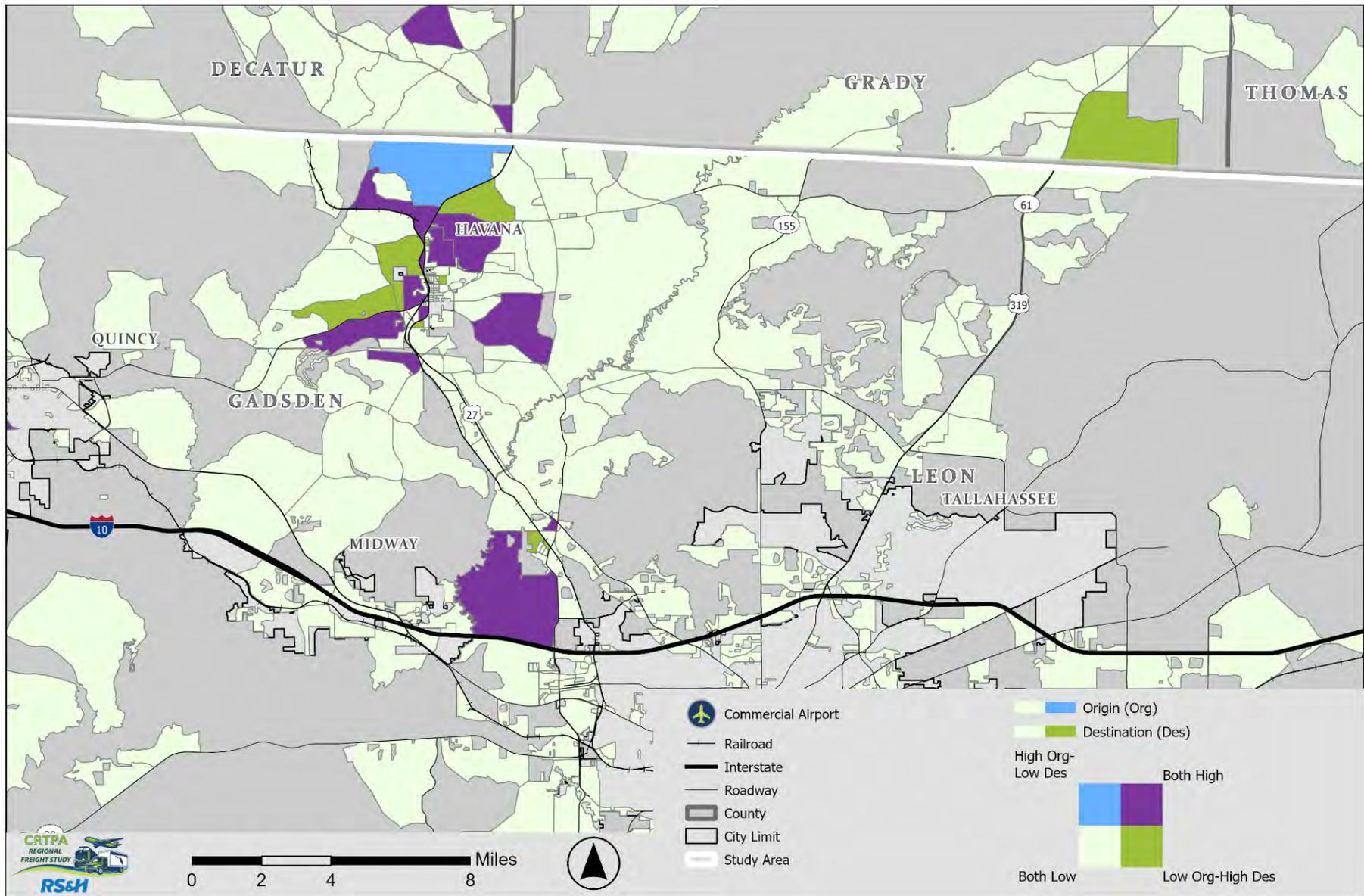
Source: Replica 2021

Figure 26: Crawfordville Origin & Destination Analysis



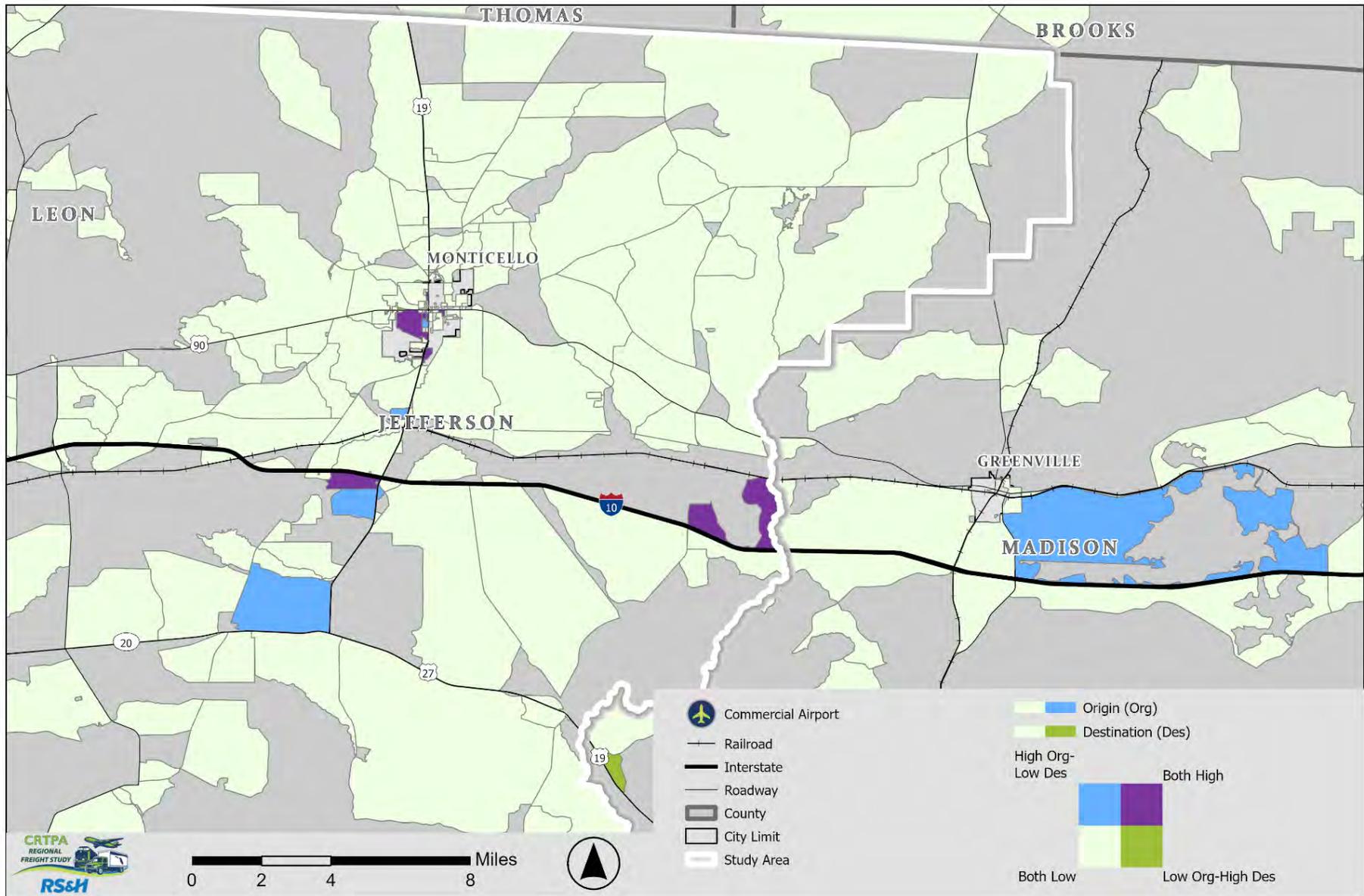
Source: Replica (2021)

Figure 27: Havana Origin & Destination Analysis



Source: Replica (2021)

Figure 28: Monticello Origin & Destination Analysis



Source: Replica (2021)

Tallahassee – Leon County

The Tallahassee downtown intersection of US 27 and US 90 were utilized to review the freight movements in the area. The freight travel utilizing these corridors is largely local in nature with 75% of the freight travel under 32 miles in length (Table 24). As depicted within Figure 29, this regional movement is largely clustered along the major roadway network throughout the city with the most significant clusters located in both eastern and western Tallahassee.

Due to the urbanized development of Tallahassee, it is most likely that these recorded freight trips are from local distribution centers and will typically be serving more of last mile freight to the urban area.

Table 24: Tallahassee Freight Trip Distance

Distance	Recorded Trips	Percent of Trips
Over 64mi	1,009	7%
32-64mi	1,047	7%
16-32mi	1,660	11%
8-16mi	4,415	29%
4-8mi	4,642	30%
2-4mi	1,926	12%
1-2mi	506	3%
0.5-1mi	168	1%
Under 0.5mi	51	0%

Source: Replica 2021

Quincy – Gadsden County

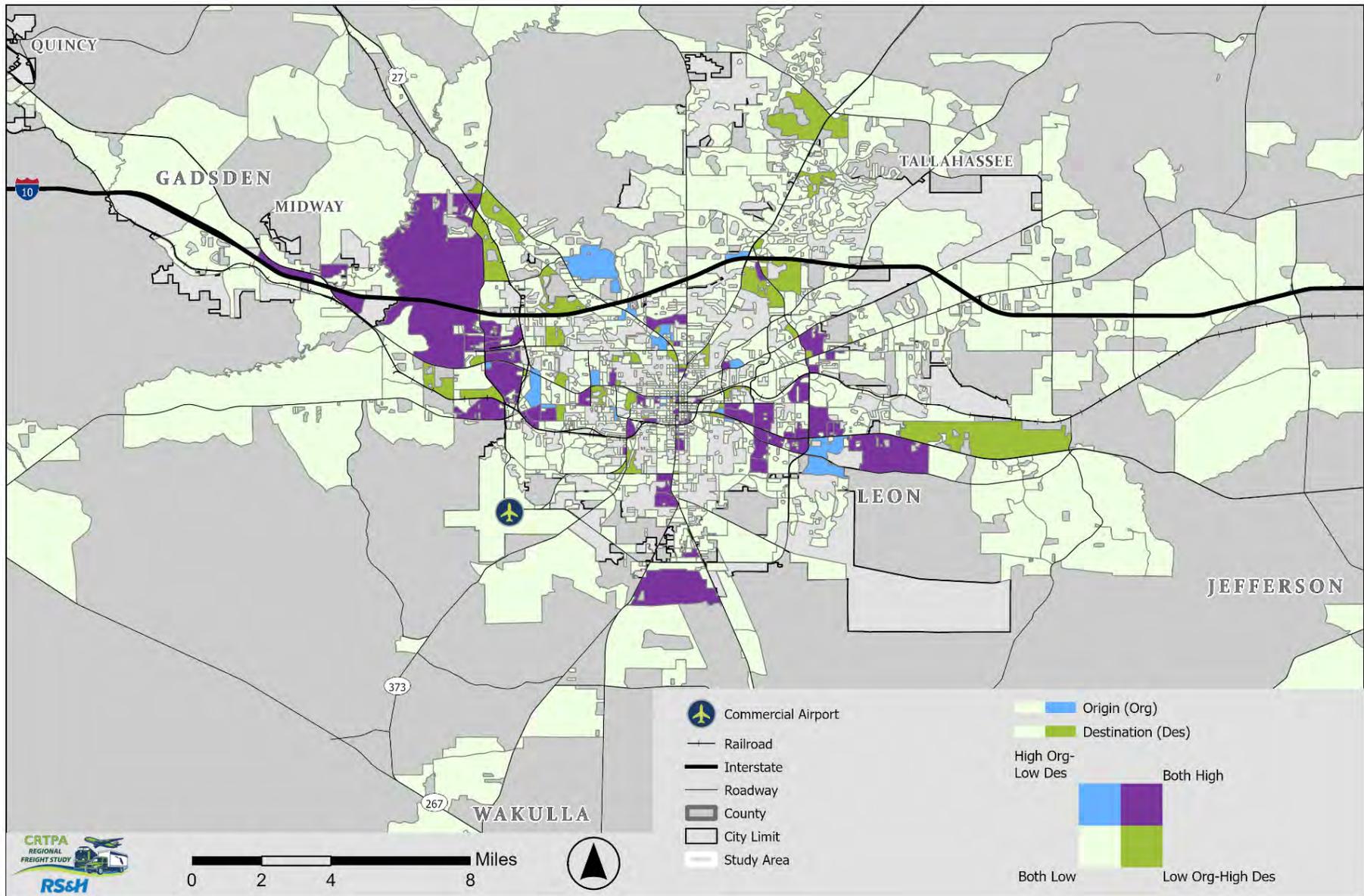
The analysis within Quincy reviewed the truck traffic utilizing US 90 through the downtown area. This analysis identified that 53% of the freight movement through the area was within 32 mile indicating that regional resources were likely significant to the movement in the area (Table 25). This is further depicted within Figure 30 which highlights origin and destination clusters in the Quincy area and the area between Midway and Tallahassee along the I-10 corridor.

Table 25: Quincy Freight Trip Distance

Distance	Recorded Trips	Percent of Trips
Over 64mi	1,957	25%
32-64mi	1,698	22%
16-32mi	1,671	22%
8-16mi	763	10%
4-8mi	315	4%
2-4mi	565	7%
1-2mi	489	6%
0.5-1mi	187	2%
Under 0.5mi	78	1%

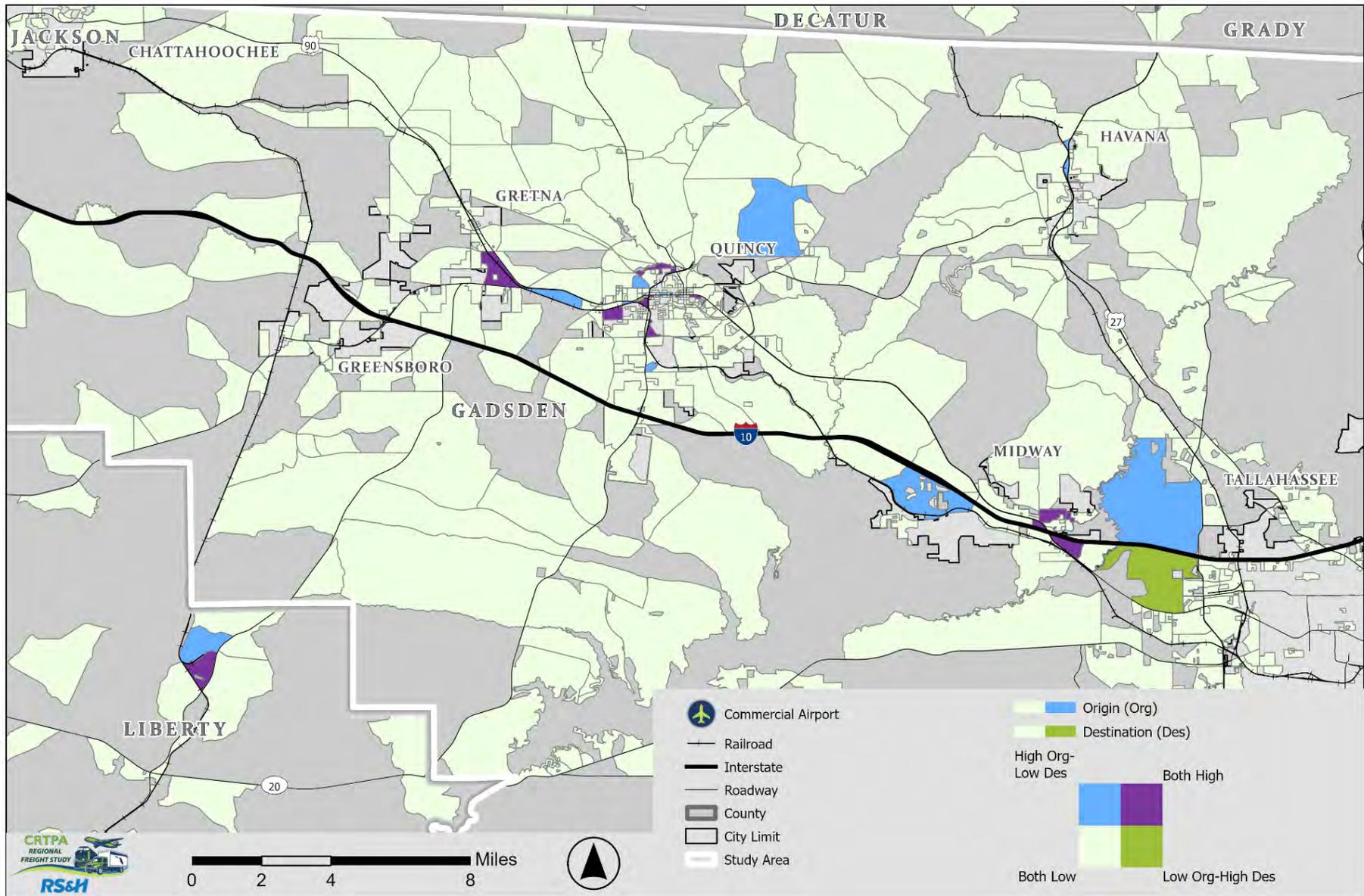
Source: Replica 2021

Figure 29: Tallahassee Origin & Destination Analysis



Source: Replica (2021)

Figure 30: Quincy Origin & Destination Analysis



Source: Replica (2021)

Rail Transportation

Rail transportation through the region is relatively limited to the Florida Gulf & Atlantic (FG&A) railroad which travels east/west, and Apalachicola Northern (AN) railroad which travels north/south.

Apalachicola Northern Railway as part of Genesee & Wyoming (G&W)

The AN operates 119 miles of rail along a north/south route between Port St. Joe (Bay County) and Chattahoochee in Gadsden County. However, the distance of operational track is currently limited to the remaining 30 miles of track between Telogia (Liberty County) and Chattahoochee. South of Telogia, the railroad is inactive primarily due to a series of bridges that are incapable of carrying freight rail service. Overall, AN has identified 44 bridges in need of repair or replacement to resume full operation. Seven of these bridges are located within Gadsden County.

The AN interchanges with the FG&A in Chattahoochee to transfer loads outside of Gadsden County. The AN typically operates one 8-15 car train each week, carrying wood products.

Florida Gulf & Atlantic Railroad as part of Gulf and Atlantic Railways

The FG&A rail travels primarily east/west through the region with termini in Baldwin (east) and Pensacola (west). Within the region, FG&A also manages a rail spur which travels north/south connecting Tallahassee, FL with Attapulgus, GA. The FGA typically handles aggregates, fertilizers, industrial chemicals, among other items.

Passenger Rail Consideration

Though not directly related to freight rail, passenger movement along the rail network is often considered. The inclusion of passenger service along freight rail lines poses logistical, safety, and reliability concerns due to different needs, speeds, and lengths. Previously, AMTRAK provided passenger rail service from Jacksonville Florida to New Orleans Louisiana. This route was discontinued after Hurricane Katrina (2005) damaged segments of the corridor and has never been brought back online.

Passenger service has been an increasing part of the discourse when discussing rail movements and the CRTPA region is no Exception. As part of this analysis, representatives from the freight rail companies indicated that they were not against the resumption of passenger service pending infrastructure improvements and studies to better understand the feasibility of logistics and reliability on relatively limited corridors.

The former train station located in southern Tallahassee was recently renovated to serve as the Visit Tallahassee Visitor Center. If passenger rail activity were to resume, either a new station would need to be identified or the building would need to be retrofitted to serve that purpose again.

During project development, federal funds were approved to support rail enhancements within the panhandle area.²² Though these funds in the panhandle are not specifically for passenger rail, improvements to the infrastructure are necessary and may make passenger movements more feasible in the future.

Benefits to the region: The AN's is well positioned to support potential port activity at the Port of Port St. Joe, if port development and bridge repairs are conducted. The location of the FG&A helps connect the region to other major cities and subsequent rail lines. Possible direct to rail business development would reduce the need for regional truck travel, reducing congestion on the regional road network. The presence of rail in can help promote freight growth in the region.

Needs and issues for the region: General deferred maintenance along the railroads and bridge network highlight existing and future issues across the rail network. Both railroad companies have been in contact with FDOT, local governments and private industry to expand and improve their services within the region.

Table 26: Railroad Summary

Railroad Owner	Miles in Region	Capacity
AN	20.42	286k
FG&A	115.85	286K

Source: FDOT

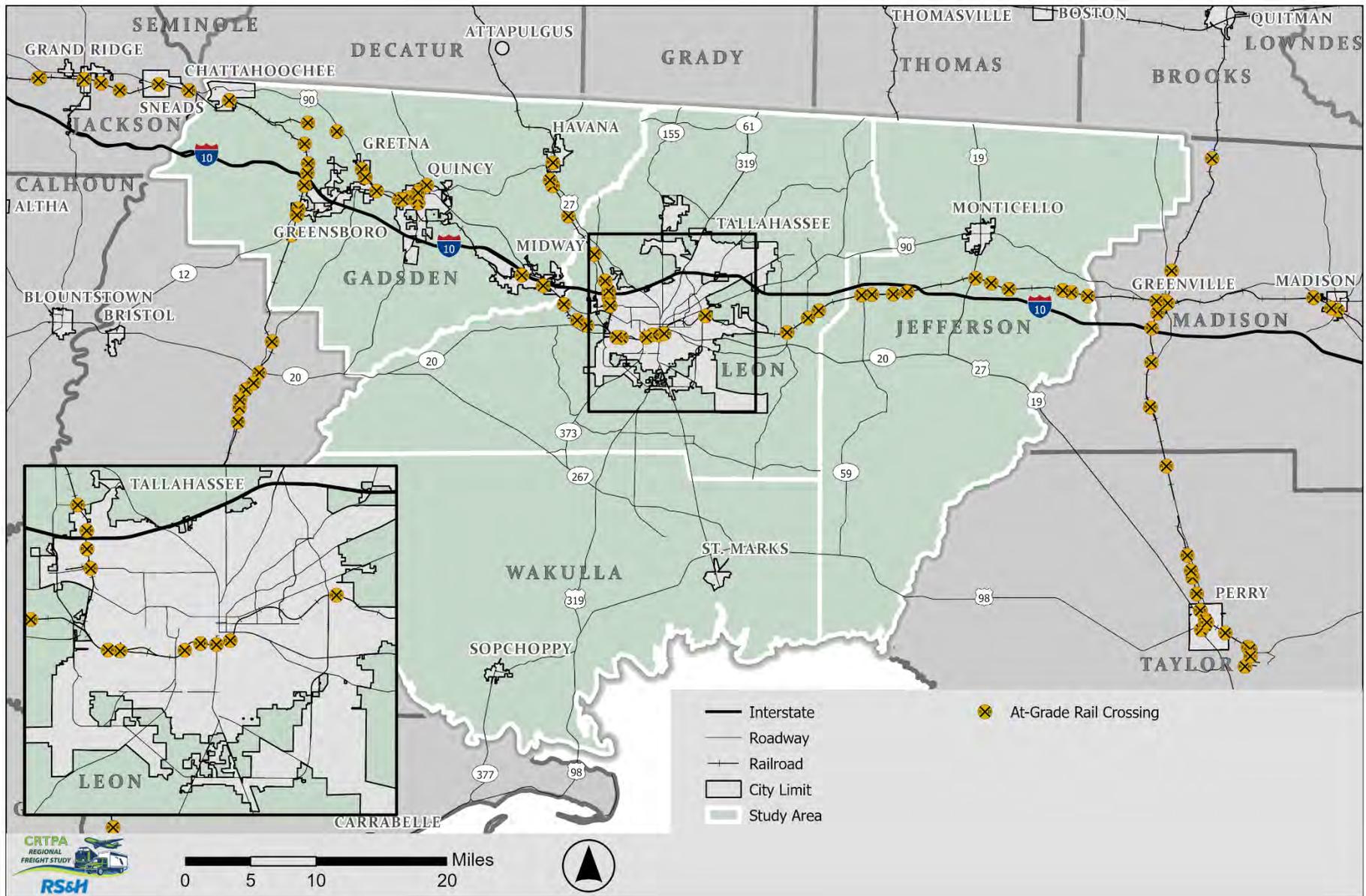
Table 27: Rail Crossings

Type	Gadsden	Jefferson	Leon	Wakulla	CRTPA Region
At Grade Rail Crossings	28	10	19	-	57

Source: FDOT

²² [Federal government to fund 5 railway projects in Florida | wtsp.com](https://www.wtsp.com)

Figure 31: Railroads and At Grade Rail Crossing



Source: FDOT

Air Transportation

Tallahassee International Airport (TLH)

Tallahassee International Airport is the only commercial airport within the CRTPA region. TLH is the largest airport in the area which also conducts General aviation activities. There are several smaller General aviation and private use airports in the within the region however their size and infrastructure are not typically conducive to the movement of freight. Though the general air movement within the area can be significant at times, the movement of air freight is conducted at TLH.

The latest BTS freight related data for TLH indicates that 4,578 tons of freight originated at the airport in 2021.²³ However, the Airport Master Plan Indicates that the total cargo movement at the airport is significantly higher and projected to increase (Table 28).

Table 28: TLH Cargo Forecasts

Year	Total Cargo (tons)*	Total Operations (Aircraft)
2015	9,523	1,370
2025	11,446	1,513
2035	12,643	1,672

*Pounds of Cargo Converted to Tons

Source: Tallahassee International Airport Master Plan Update (2019)

In May 2022, construction began on an International Passenger Processing Facility²⁴ (IPPF) at TLH that was described in the Master Plan Update’s Terminal Alternative section. The \$28 million project that will be a major economic driver for the entire region when operational, expected in 2024.

The IPPF is a key project in the City of Tallahassee’s Five-Year Strategic Plan to enhance and modernize infrastructure to enable capacity for continued growth and increase the airport’s annual economic impact to \$1 billion.

The facility will allow TLH to accommodate international flights and give the ability for goods to be shipped to and received from worldwide destinations.

In coordination with the passenger related improvements, TLH is currently expanding their cargo apron area by over eight acres. This improvement would allow additional aircraft to utilize the airport and the associated support structures are intended to support additional freight volumes and freight types. Related to these improvements TLH is pursuing FTZ Designation to promote additional economic development.

Benefits to the region: Centrally located within the region, TLH provides commercial airport services in addition to the existing air freight movements

²³ https://www.transtats.bts.gov/Oneway.asp?Qv52ynB_Synt=D&cr4pr06_Synt=D

²⁴ <https://www.talgov.com/airport/tlh-ipf>

critical to the region. The expansion of the cargo apron, and potential FTZ designation may lead to significant freight and economic growth for the region.

Needs and issues for the region: The airport is forward-looking and is working on a myriad of improvements to better serve the region; however, these improvements will take time to complete and implement. The anticipated impact of these improvements will be further discussed within the future conditions analysis.

Freight Analysis Framework 5 (FAF5)

This study also builds upon the identification of freight volumes, estimated values and the modes in which are most heavily used. To generate this information, the Freight Analysis Framework (version 5.4.1) typically referred to as FAF5 was utilized.²⁵ This information has been included throughout the report as a baseline for information, to be built upon where more specific data can be provided. The FAF5 analysis groups data typically within Freight Analysis zones, which for the CRTPA region is the FAF5 Zone 129. Zone 129 covers largely the panhandle area and non-major metro areas of central FL highlighting one of the main limitations of this dataset. This data is not available at the county level for further review; however, the roadway network files are available which allow the identification of freight volume trends.

The Commodity flows throughout the Zone 129 are included in the following tables, with Table 29 depicting the volumes and estimated value originating in Zone 129, while Table 30 depicts the freight with its destination in the same area.

Table 29: 2022 Freight Movement with an Origin in the FAF5 Zone 129

	Truck	Rail	Water	Air (include truck-air)	Multiple Modes & Mail	Pipeline	Other and Unknown	Total
Tons (000s)	215,416	16,278	89	1.3	11,1823	6,302	0.004	249,268
Value (Million Dollars)	\$116,425	\$2,228	\$27	\$1,059	\$30,993	\$1,606	\$0.018	\$152,338

Source: FAF5.4.1

²⁵ <https://www.bts.gov/faf>

Table 30: 2022 Freight Movement with a Destination in the FAF5 Zone 129

	Truck	Rail	Water	Air (include truck- air)	Multiple Modes & Mail	Pipeline	Other and Unknown	Total
Tons (000s)	213,281	17,940	1,698	37.71	6,736	29,910	0.159	269,604
Value (Million Dollars)	\$171,098	\$2,277	\$1,150	\$2,262	\$38,037	\$6,313	\$0.999	\$221,138

Source: FAF5.4.1

To overcome the overall data limitations at a smaller scale with the FAF5 data sets, the roadway network and commodity flow tonnage was utilized to further understand the freight movements directly related to the CRTPA region. Figure 32 depicts the annual freight tonnage through the region’s major roadway network.

This is an important metric to consider because freight tonnage along the roadway network has a direct correlation to roadway degradation and need for repair. Roadways being utilized for the movement of heavy freight are anticipated to require more frequent maintenance.

Corridors with significant freight volumes (10 million tons) are outlined in Table 31 by county and depicted across the region in Figure 32.

Table 31: FAF5 Over 10 Million Tons of Truck Freight

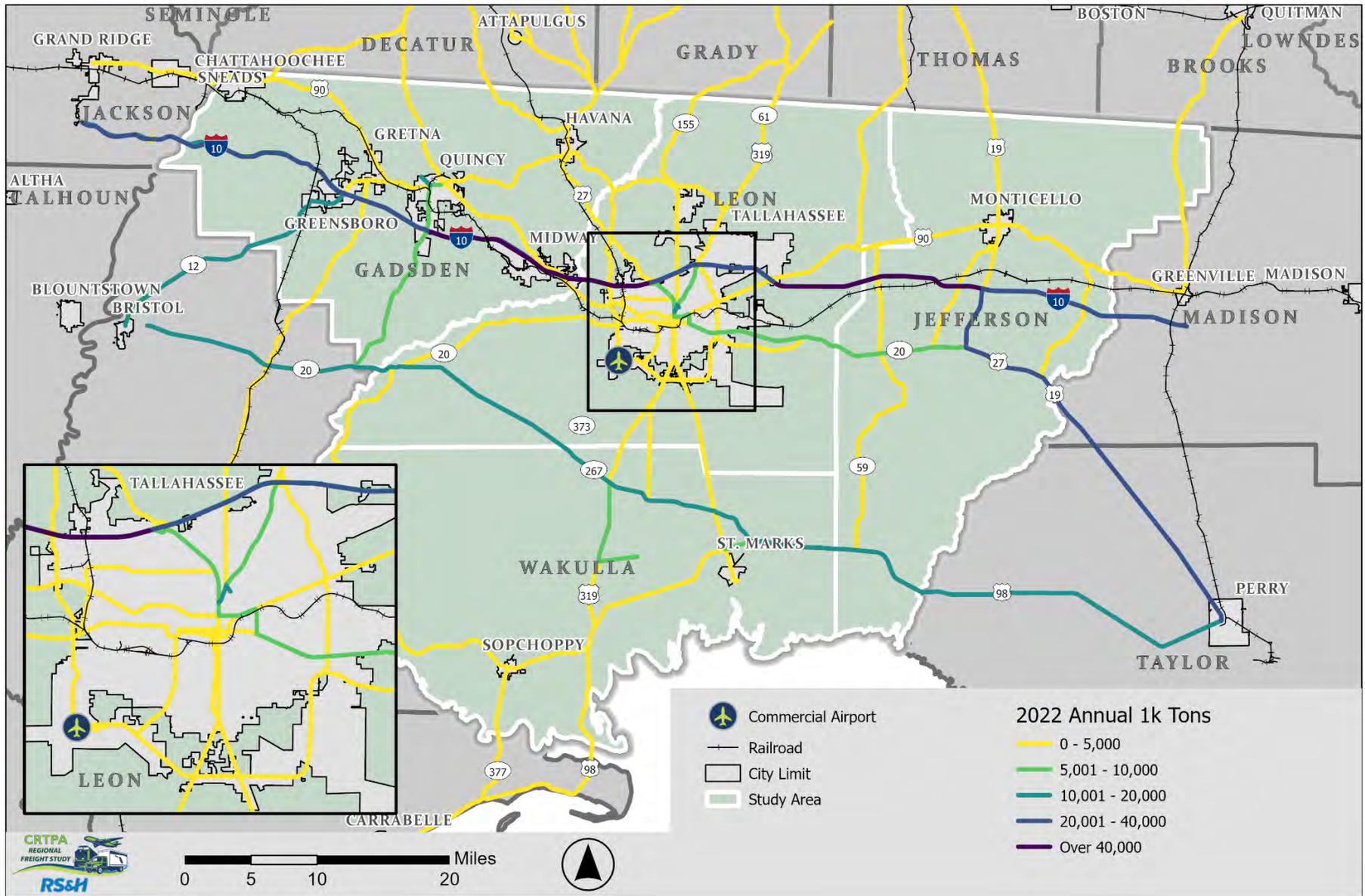
Area	Freight 1k Tons
Gadsden	-
I-10	46,435
SR 12	10,020
Jefferson	-
I-10	40,268
US 19	28,065
RAMP I-10	16,450
US 98	16,223
Leon	-
I-10	46,435
SR 20	12,680
THOMASVILLE RD	12,424
SR 267	11,149
Wakulla	-
US 98	16,223
SR 267	11,149

Source: FAF5.4.1

Benefits to the region: The FAF5 data identifies some key features of freight movement within the region, specifically the freight truck volumes. With freight truck volumes being the most prolific method of freight movement in the area, this data identifies key areas. These key areas will be considered for future improvements or identified as key corridors.

Needs and issues for the region: The freight truck volumes are indicative of areas experiencing heavy freight throughout the region and may highlight areas of increased maintenance needs.

Figure 32: FAF5 2022 Annual Freight Tonnage Estimates



Source: FAF5

Stakeholder Coordination

The project team held a series of meetings with stakeholders to discuss freight infrastructure and freight movements in the Tallahassee area. The stakeholder involvement consisted of a series of targeted individual meetings and the formation of a Freight Stakeholder Committee.

Freight Stakeholder Committee

The Freight Stakeholder Committee was composed of representatives from local/state agencies, economic development councils, and transportation industry professionals. The first committee meeting was held March 20, 2023 to introduce the project and identify key areas and features related to freight in the region.

The incorporated an interactive portion in which the attendees identified the following:

- Areas of Prioritized Growth
 - Primarily along the I-10 Corridor and within the urbanized areas
- Areas to Avoid/Concerns (None identified)
- Areas of Infrastructure Needs
 - Surrounding the Tallahassee area, Crawfordville, and in Greensboro
- Miscellaneous (None identified)

Attendees of the first meeting included:

- Agencies
 - Apalachicola Regional Planning Council
 - CRTPA
 - FDOT
 - Tallahassee/Leon County
 - Jefferson County
 - Gadsden County
- Economic Development
 - Gadsden County Economic Development Council
 - Jefferson County Economic Development Council
 - Wakulla County Economic Development Council
- Industry Professionals
 - Florida Gulf and Atlantic Railroad
 - Port of Port St. Joe
 - Tallahassee International Airport

The Stakeholder Committee will reconvene at later stages of the project to receive more information and have an additional opportunity to provide feedback.

Individual Stakeholder Meetings

Amazon

The Amazon stakeholder meeting was held on May 11, 2023 with Jeff Cleland. During the meeting, they shared information on several ongoing freight infrastructure projects in the Tallahassee area, including the fulfillment center, sortation building, and last mile site. They also discussed recent trends and opportunities with freight operations, such as an increasing interest in environmental sustainability, growth in air cargo, and the consideration of drones. The large fulfillment center location at I-10 and Mahan Drive will be largely serviced by large freight trucks coming to/from I-10. After sorting, the location will transfer materials to last mile sites, for delivery.

FDOT District Three

The FDOT District Three stakeholder meeting was held on April 25, 2023. Ray Corbitt served as the representative for FDOT District Three. Related to infrastructure needs, FDOT suggested an increase in capacity on I-10 due to issues with truck congestion after crashes. The stakeholders also discussed truck parking challenges in District Three and FDOT explained that new areas for truck parking are currently being considered in Jefferson and Leon Counties; however, these are still in the early planning stages. Additionally, the existing TPAS systems which are in place to count available truck parking are being upgraded to utilize camera identification instead of the previously considered puck counters. This modification is anticipated to reduce maintenance costs in the future.

Rail

Florida Gulf & Atlantic Railroad

The Florida Gulf & Atlantic stakeholder meeting was held on April 11, 2023. Steven Laird and Cassie Dull served as the representatives for Florida Gulf & Atlantic. During the meeting, the stakeholders discussed the high level of demand for rail frontage in the Tallahassee area and the movements of east/west freight rail in the region. Currently the railroad typically moves aggregates, and industrial chemicals in addition to other goods. The FG&A is interested in increased partnerships with businesses that require rail spurs/rail frontages within the region and is communicating with them as they are identified. Passenger rail was discussed and is something that the railroad will consider if the conditions are right, and the necessary improvements to the rail system are implemented. FG&A is currently developing their 5-year capital improvement plan to identify their upcoming needs.

Apalachicola Northern Railroad

The Apalachicola Northern stakeholder meeting was held on April 27, 2023. Representatives from Apalachicola Northern included Joe Arbona and Rob Anderson. The stakeholders explained that Apalachicola has 119 miles of rail from Port St. Joe to Chattahoochee and the primary cargo includes forest products.

Currently, their main challenge is bridge outages from previous hurricane damage south of Telogia (Liberty County). The railroad is interested in resuming service to the area; however, limited freight needs and high repair costs are limiting the feasibility of expansion into the coastal area.

Port of Port St. Joe

The Port of Port St. Joe stakeholder meeting was held on April 19, 2023. Guerry Magidson served as the representative for Port of Port St. Joe. During the meeting, the stakeholders discussed the status of the port and their future development priorities. Over the past three decades, there have not been major port activities or construction projects. Port of Port St. Joe is currently pursuing a dredging project and they have completed preliminary designs.

Tallahassee International Airport (TLH)

The TLH stakeholder meeting was held on May 23, 2023. Representatives for TLH included David Pollard, Eric Houge, and Vanessa Spaulding. During the meeting, TLH provided updates on current airport improvement projects, including a new international facility, implementation of a foreign trade zone (FTZ), and the opportunity to accommodate an additional cargo carrier. TLH representatives emphasized the value of the airport as a significant asset at both the community and regional levels. Citing the Florida Aviation Economic Impact Study, they shared that the airport had an \$859 million impact in 2022, up from \$529 million in 2019, and \$399 million in 2014. With future improvements to the airport, TLH projects the economic impact to reach \$1.2 billion in the near future.

Benefits to the region: The stakeholder engagement process builds upon existing datasets and provides more detailed information with the various freight industries which may not often be public information. The involvement of freight stakeholders also identifies future planning efforts and allows for the identification of specific issue areas or goals.

Needs and issues for the region: Each of the industry stakeholders expressed a desire to increase development within the area. and identified features which were currently limiting their development. Some key limitations within the region are as follows:

- Truck parking availability
- Bridge condition
- Railroad deferred maintenance
- Regional investment in freight activity/development

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