FDOT

NORTHEAST FLORIDA
FREIGHT MOVEMENT STUDY

September 2018

BACKGROUND

In developing a comprehensive regional freight movement improvement program, it is vital to recognize the goals, strategies, and outcomes of previous studies, plans, initiatives, and policies. The timeline below provides an overview of key federal, state, and regional efforts affecting the movement of freight and goods.

2012

JANUARY

MAP-21 | Established a framework for a streamlined, performance-based, and multimodal transportation program. The law included a number of provisions with the ultimate objective of improving the condition and performance of the national freight network while supporting the continued investment in freight infrastructure.

DECEMBER

NORTH FLORIDA FREIGHT, LOGISTICS AND INTERMODAL FRAMEWORK PLAN | The North Florida TPO's approach included efforts to better understand the needs and driving forces of the freight operating and planning partners, establish how each of their efforts connect to the bigger picture, and to evaluate the processes, strategies and missions of North Florida's port competitors.

2014

SEPTEMBER

FLORIDA FREIGHT MOBILITY AND TRADE PLAN (FMTP) | Created in response to legislative and gubernatorial goals of increasing domestic and international trade, increasing the development of intermodal logistics centers, increasing manufacturing within the state, and increasing the implementation of natural gas and propane energy policies. The FMTP is composed of two elements: a Policy and an Investment Element; together the FMTP guides the implementation and identification of freight transportation infrastructure needs. Within District Two, the FMTP identified 77 freight project needs at an estimated cost of $4.1 billion. Since the adoption of the FMTP, many of the projects identified in District Two have been implemented or are currently under project development.

2015

OCTOBER

NATIONAL FREIGHT STRATEGIC PLAN (NFSP) | Provided a comprehensive overview of network condition and performance, freight needs, and opportunities affecting goods movement in the United States and identified key strategies for improvement. Building on previous initiatives, the NFSP provides solutions and strategies using a multifaceted approach to address infrastructure, institutional, and financial constraints.

DECEMBER

FAST ACT | New provisions of the FAST Act included the recommendation for states to establish State Freight Advisory Committees, the requirement to maintain Statewide Freight Plans, a new formula funding program for freight projects, the establishment of the National Highway Freight Program (NHFP), and direction to USDOT to identify and establish a National Multimodal Freight Network to include all freight supportive infrastructures - roads, rails, ports (air and sea), waterways, and other strategic assets.

FLORIDA TRANSPORTATION PLAN (FTP) | The FTP is the long-range transportation plan for the entire State of Florida. The purpose of the FTP is to provide strategic direction to the Florida Department of Transportation (FDOT) and all of its planning partners, at all levels of government; statewide, regional, and local.

2016

MARCH

STRATEGIC INTERMODAL SYSTEM (SIS) POLICY PLAN | The Plan identified five implementation emphasis areas intended to guide the implementation and update of SIS designation criteria, the identification and prioritization of SIS improvements, and to guide the overall integrated multimodal planning process.

For more details on plans and policies affecting freight movement, see Technical Report, Section One: Plans and Policies Review on www.fdotd2crossdock.com

STUDY OBJECTIVES

The Northeast Florida Freight Movement Study is being conducted by the Florida Department of Transportation District Two with the overall goal of enhancing and expanding freight mobility for the 18-county Northeast Florida region. The Study objectives include:

- *Develop a regional branding for freight and related services;*
- *Leverage public-private-partnership opportunities;*
- *Create a living document that is a useful tool for public and private sector stakeholders;*
- *Design the document to be upward looking to align with Federal and State policies while being tailored to meet local and regional freight needs;*
- *Create a defensible list of priority projects; and*
- *Position District Two for future funding opportunities.*

METHODOLOGY

- PARTNER AND STAKEHOLDER ENGAGEMENT
- REVIEW OF EXISTING PLANS AND POLICIES
- INVENTORY OF FREIGHT SYSTEM ASSETS
- IDENTIFICATION OF EXISTING FREIGHT SYSTEM CONDITIONS
- ANALYSIS OF REGIONAL COMMODITY FLOWS AND SUPPLY CHAIN
- IDENTIFICATION OF FREIGHT SYSTEM CURRENT AND FUTURE NEEDS
- EVALUATION OF FREIGHT IMPROVEMENT STRATEGIES
- DEVELOPMENT OF ACTIONABLE SOLUTIONS

NORTHEAST FLORIDA

BY THE NUMBERS

The Northeast Florida region is a major freight gateway with the convergence of intermodal transportation facilities, supportive warehousing and distribution centers, and a highly skilled workforce.

*The region is composed of **18 counties** each with their own unique economic and demographic profile. Altogether Northeast Florida is home to more than **1.9 million** residents and a diverse workforce over **1 million** strong.*

3 COMMERCIAL SERVICE AIRPORTS

1 SPACEPORT

12,000 TOTAL SQUARE MILES

2 DEEPWATER PORTS

927 MILES OF RAILROAD

7 FREIGHT RAILROADS

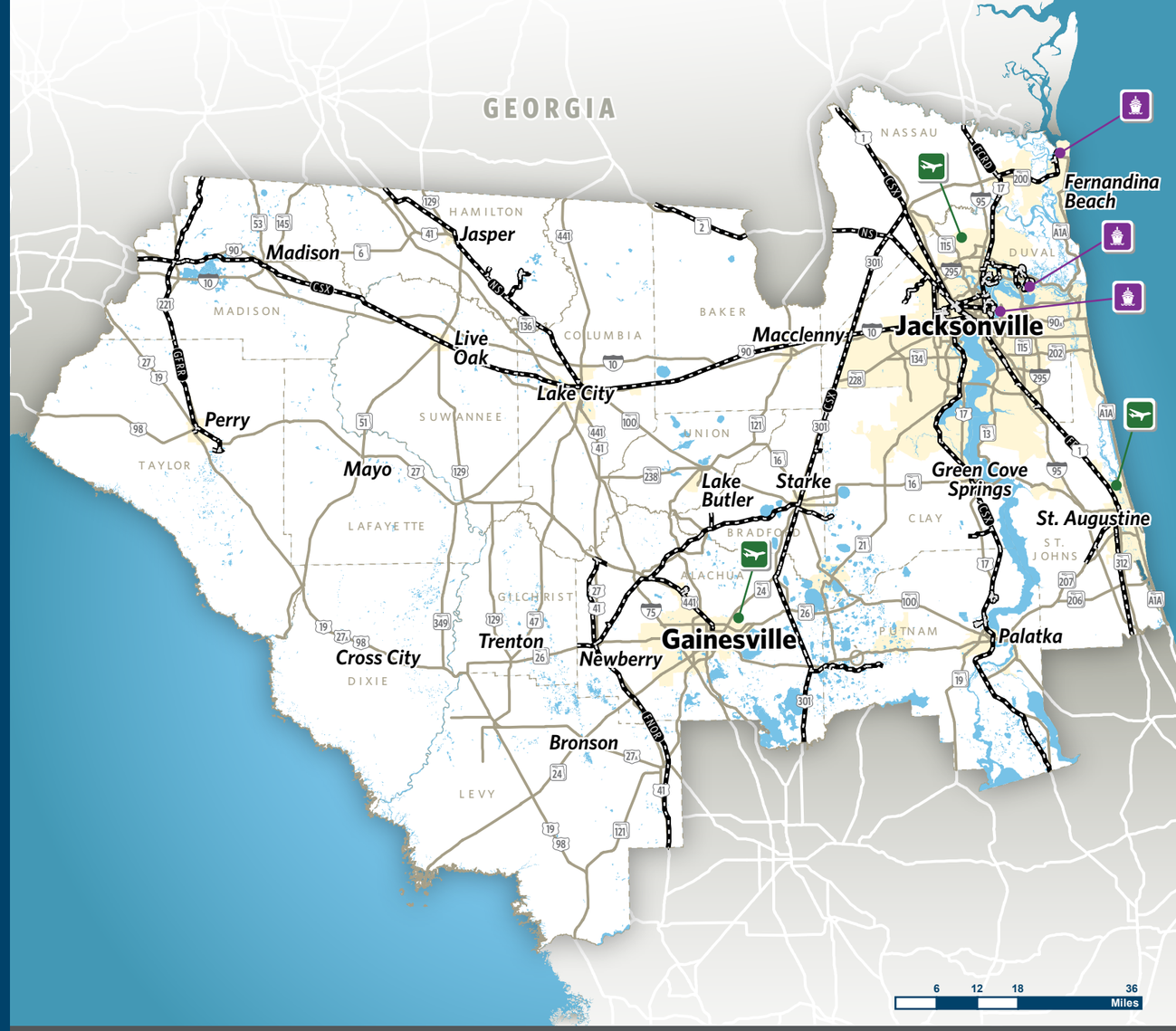
RAIL ROAD CROSSING

1,126 AT-GRADE RAIL CROSSINGS

2,556 MILES OF STATE HIGHWAY

425 *WAREHOUSE & DISTRIBUTION CENTERS 100,000 SQ. FT. OR GREATER*

For more details and localized information, see Technical Report, Section Five: County Freight and Demographic Profiles on www.fdotd2crossdock.com

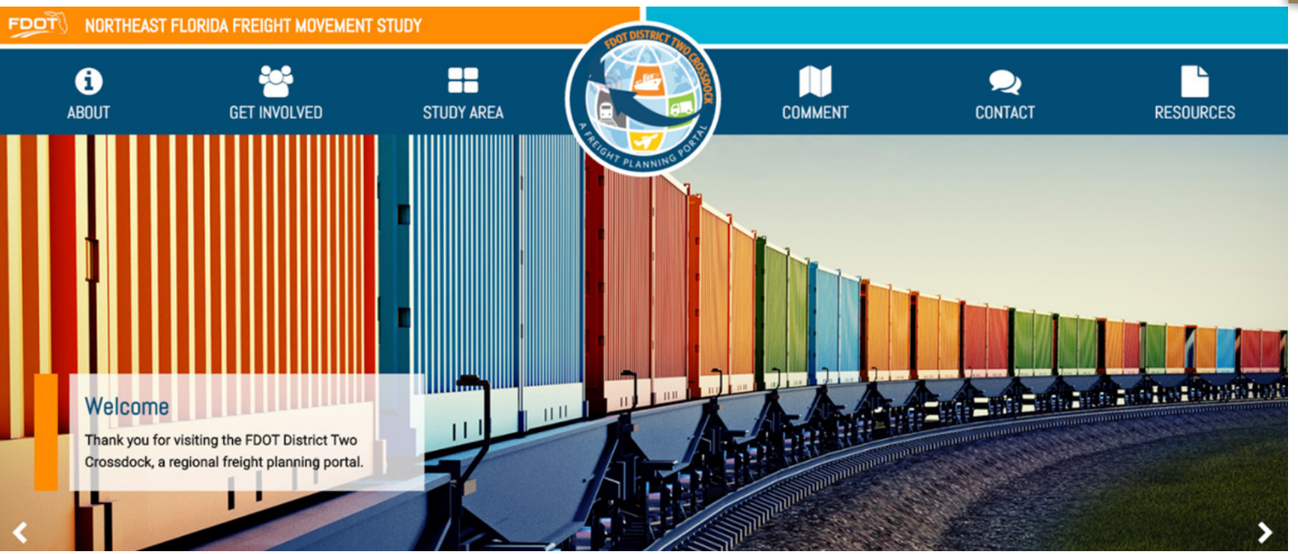


LEGEND

- On-System Road
- Railroad
- County Boundaries
- Urban Areas
- Waterway
- Commercial Service Airport
- Seaport

ENGAGING THE FREIGHT INDUSTRY & PARTNER AGENCIES

Utilizing input from freight stakeholders and the general public is crucial for the development of strong plans and implementation of successful strategies. FDOT understands the need for coordination between the public and private sectors to address challenges and recognize opportunities in the freight transportation system. It was essential to engage people who use the freight network every day, on all levels and all modes. The success of the Study depends on responding to real challenges and opportunities, as well as recommendations that are supported by public and private sector interests.



STUDY WEBSITE

A Study website was created to serve as an online information center providing Study-related information and related resources, opportunities to participate, and as a means of providing feedback.

The website was designed for use beyond the current Study to provide a mechanism for making the Study a living resource and implementing follow-up actions.

Industry Forums

FDOT District Two held its inaugural Northeast Florida Freight Movement Forums in January 2017 at the FDOT District Two District Office in Lake City and at the FDOT District Two Urban Office in Jacksonville.

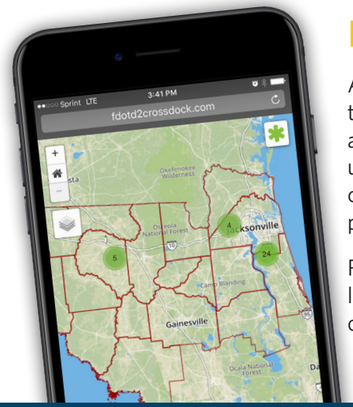
Stakeholder Meetings

26 one-on-one meetings were conducted with representatives from the freight industry and from state, county and local agencies, as well as local enforcement and state regulatory agencies. The purpose of the one-on-one meetings was to gain a comprehensive understanding of the desired objectives of each stakeholder, their challenges and opportunities, synergies for partnership, and how the Study could bring value to them.

Online Survey

An online survey was also developed and deployed to reach and receive feedback from all interested parties. The survey was sent directly to nearly 200 stakeholders and was forwarded on by several partners to their contacts, including the North Florida Logistics Advisory Group, reaching a total of over 300 stakeholders.

A total of 109 responses were received from public agency and industry stakeholders. Congestion was the most common issue identified by stakeholders; followed by first and last-mile challenges and intersection design (turning radius, queue length, etc.). Based on the feedback received from stakeholders, it was evident that first and last-mile operational issues are the key challenges. To better understand these challenges, FDOT initiated an operational analysis to identify immediate first and last-mile issues and potential solutions.



Interactive Web-based Comment Map

As a method of identifying location-specific infrastructure challenges and reaching out to daily freight system users, an interactive web-based comment map was developed and incorporated as an element of the Study's website. The map application allowed users to pinpoint areas of concern, to specify the type of issue (signalization, bottlenecks, congestion, infrastructure conditions, access concerns, and design-related issues), and to provide additional details about the operational challenge.

Recurring congestion and bottlenecks were identified by stakeholders as a global and location-specific issue while signalization and operational issues on first and last-mile connectors were also noted frequently.

For more details on operational analysis, see Technical Report, Section Six: First-Mile/Last-Mile Connections on www.fdotd2crossdock.com

REGIONAL COMMODITY FLOW ANALYSIS

There are a variety of datasets that can be utilized to quantify and help answer questions regarding freight movements. This includes the amount of freight produced or consumed, the origin-destination patterns, and modes used.

Northeast Florida's freight movement activity, both domestic and international flows, are the result of three core activities:

Production:
By Northeast Florida Industries

Consumption:
By Northeast Florida Industries, military/government facilities, and resident and visitor populations

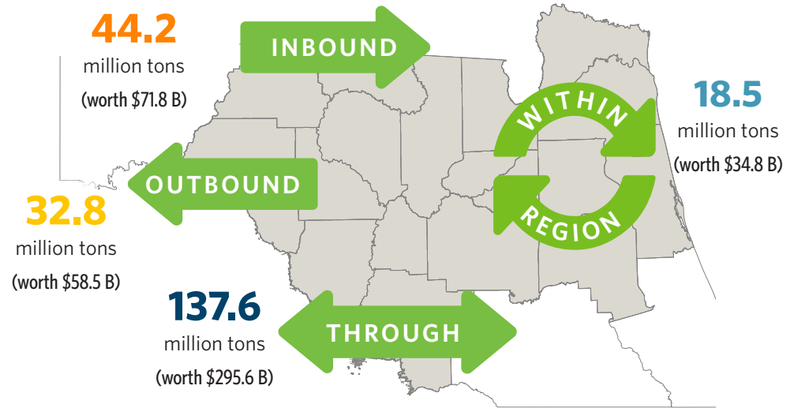
Gateway Trade:
International imports and exports between the rest of the US and other countries that pass-through Northeast Florida's ports, airports, railroads, and highway network.

The analysis of available commodity-based data helps answer the following questions:

- *How much freight?*
- *What types of goods?*
- *Who are we trading with?*
- *How is freight moving?*
- *What are the top commodities?*
- *What shares do they represent?*

Sources: Transearch by IHS Global Insight, STB Carload Waybill, PIERS by IHS Markit , BTS T-100

How Much Freight?

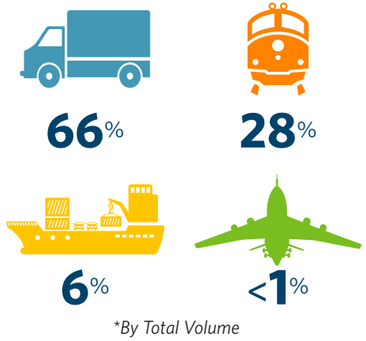


Around 46% of tonnage and 43% of value were inbound; 34% of tonnage and 36% of value were outbound; and 20% of tonnage and 21% of value were within Northeast Florida.

Like most of Florida, Northeast Florida is a net importer of freight, although the imbalance is not as dramatic as other major Florida metropolitan areas.

How is Freight Moving?

Northeast Florida contains an extensive highway, rail, port, and airport infrastructure, and regional freight movement relies on each of these to different extents, and for different purposes. It is very important to understand the modal dependence on freight as it has significant bearing on the overall system impacts.



*By Total Volume

Within the study area, freight movement is dominated by truck movements with 66% of total tonnage modal share which accounts for 64% of total commodity value. Some of the causes for this volume majority relate to commodity type, the use of trucks for drayage between intermodal movements, and ultimately the need to move goods the last mile.

For more details, see Technical Report, Section Three: Commodity Flow Analysis on www.fdotd2crossdock.com

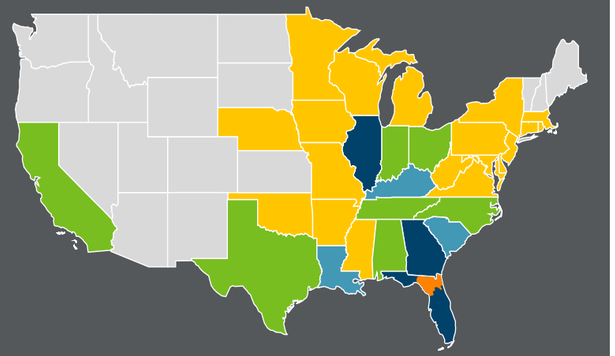
Who Are We Trading With?

Understanding the origins and destinations of Northeast Florida's top commodities and who the region is trading with provides insight into modal choice, length of haul, and overall market penetration as well as providing perspective as to how Northeast Florida fits into the larger southeast regional, national, and global economies.

For generated traffic, Duval County is responsible for about half of District Two's tonnage and 85% of its value. For received traffic, Duval County is responsible for 57% of tonnage and 82% of value. This is due largely to the high concentration of transportation and logistics facilities in Duval County, along with its large population of consumers and industries.

Northeast Florida's leading trade partners include the remainder of Florida, the remainder of the US, Canada and Mexico. For freight moving outbound from Northeast Florida, the leading destination states for tonnage and value are: Georgia, Illinois (in part due to rail traffic interchanged between eastern and western railroads), South Carolina, and Alabama.

For freight moving inbound to Northeast Florida, the leading origin states are: Georgia, Kentucky, Illinois and Louisiana for tonnage; and remainder of Florida, Georgia, Louisiana, Illinois, Ohio, South Carolina and Michigan for value.

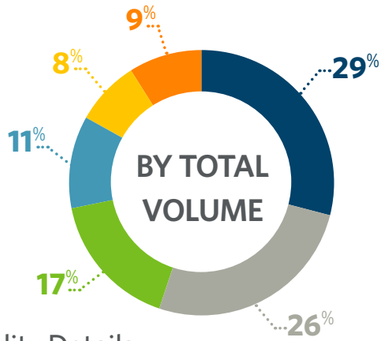


Commodity trading measured in total tonnage

What Type of Goods?

Understanding what is moving and the types of commodities being transported along the region's freight transportation system can give insight into modal choice and into the potential effectiveness of different types of operational strategies.

Using commodity groupings, the leading commodity tonnage groups are warehoused goods and construction materials, followed by fuels and energy, industrial products, agricultural and forest products, and consumer goods. The leading value-based commodity group is warehoused goods which represents nearly half of the value of Northeast Florida freight movement; while construction materials is the leading volume-based commodity category as illustrated below.



Commodity Details

Consumer Goods	*includes food/kindred products, tobacco, apparel, furniture, printed matter, leather, electronics, and ordinance*
Transportation Products	*includes automobiles and associated parts*
Construction Materials	*includes non-metallic minerals, logs/ lumber/wood products, clay*
Industrial Products	*includes metallic ores, textile mill products, pulp and paper*
Fuels & Energy	*includes bituminous coal, petroleum and coal products, and natural gas*
Warehoused Goods	*miscellaneous encompassing commodities moved by shipping container*

**excludes through movements*

FREIGHT HIGHWAY **NETWORK**

Trucks serve as the primary freight mode in Northeast Florida and this is the case in many metropolitan areas as they are generally the most flexible and responsive of the freight modes. Freight users employ trucks for all types of movements and distances: short, medium, and long-haul trips. Trucks are also utilized for drayage movements between intermodal terminals (seaports, rail terminals, and warehouse/distribution centers) and to provide the "last mile" connections.

The Northeast Florida region is served by more than 6,753 centerline miles of roadways, of which approximately 420 miles are interstates or toll expressways and 1,403 miles are principal arterials, including limited access facilities. Commercial vehicles utilize the entire highway system, whether it is providing access to residential areas for mail and parcel delivery or local warehousing and distribution functions.

Truck Driven Commodities

Construction materials, consumer goods, agricultural and forest products, and commodity waste are truck-focused commodity groups. In addition, transportation and logistics commodity types are primarily truck movements but there is also a significant rail component. One of the leading truck movements is actually rail intermodal drayage.

Connecting Intermodal Terminals

One of the primary roles of the roadway network and critical freight corridors is to provide access and connectivity to the region's intermodal facilities including airports, rail terminals, seaports, and supportive warehousing and distribution centers. Each of these modal nodes requires an interconnecting network of roadways to support freight movement and overall commerce.

Stakeholder survey findings identified "first and last-mile issues" as a top industry challenge. Issues range from facility design to recurring operational challenges at and approaching intermodal terminals.

Highway Outlook

The trucking community reports good operating conditions on the region's major highway facilities; however, some areas of recurring congestion and operational constraints or bottlenecks were reported, including signal timing and signage concerns, pavement issues on local roads, insufficient turning radii, and turning lane and exit queue lengths. A number of freight corridors were commonly recognized by industry stakeholders in regard to recurring congestion including: I-75, I-95, I-295, I-10, and US 301.

Commercial vehicle safety is vital to reliable freight distribution and community quality of life. This issue is of top importance to FDOT and the freight industry on a national level. FDOT and its partner agencies are working diligently to improve safety and security throughout the State of Florida.

*Over **60 Million** Consumers or **20% of U.S. Population** is within one day truck trip from Northeast Florida.*

TOP STATE TRADING PARTNERS

TRUCK ORIGINS

1. Georgia
2. Louisiana
3. Illinois
4. Indiana
5. Texas

TRUCK DESTINATIONS

1. Georgia
2. South Carolina
3. Illinois
4. California
5. North Carolina

TOP FLORIDA COUNTY TRADING PARTNERS

TRUCK ORIGINS

1. Miami-Dade County
2. Marion County
3. Broward County
4. Hillsborough County
5. Orange County

TRUCK DESTINATIONS

1. Miami-Dade County
2. Broward County
3. Orange County
4. Volusia County
5. Hillsborough County

CRITICAL FREIGHT CORRIDORS

The highway network and roadway corridors are key elements in Northeast Florida's intermodal freight transportation system. The highway network provides mobility for long- and short-haul shipments while also providing essential intermodal access and connectivity between other modal terminals (marine, sea, air, rail, and pipeline). The identification and establishment of regionally significant freight corridors allows for focused planning and targeted investment based on system performance and contribution to freight and goods movement. This enables planning for improved freight mobility, as well as optimal utilization of limited public funding opportunities.

Florida's Strategic Intermodal System (SIS)

SIS is a statewide network of high-priority transportation facilities and aligns the state's limited transportation resources with the facilities most significant for interregional, interstate, and international travel and trade. The SIS highway system is composed of SIS Corridors, SIS Connectors, and Military Access Facilities.

Within Northeast Florida, SIS Corridors include approximately 910 miles of roadway while SIS Connectors, which serve first and last-mile connections, include approximately 77.5 miles of roadways.

National Highway Freight Network (NHFN)

Among new provisions in the FAST Act, FHWA was required to designate the NHFN. The NHFN is composed of four sub-categories of roadways: Primary Highway Freight System (PHFS), other interstate routes not on the PHFS, Critical Urban Freight Corridors (CUFC), and Critical Rural Freight Corridors (CRFC).

THE PRIMARY HIGHWAY FREIGHT SYSTEM (PHFS) is a network of highways identified as the most critical highway portions of the U.S. freight transportation system. Within Northeast Florida (District Two), the PHFS includes I-95, I-75, I-10, and segments of I-295 which totals to 360 designated miles.

CRITICAL RURAL FREIGHT CORRIDORS (CRFC) are public roads not in an urbanized area which provide access and connection to the PHFS and the interstate with ports, public transportation facilities, or other intermodal freight facilities. Within Northeast Florida (District Two), 49 miles of US 301 segments are designated as CRFCs throughout Alachua County and along southern and northern segments in Bradford County while the portion of US 301 traveling through the Starke area is designated as a CUFC.

CRITICAL URBAN FREIGHT CORRIDORS (CUFC) are public roads in urbanized areas which provide access and connection to the PHFS and the interstate with ports, public transportation facilities, or other intermodal freight facilities. Within Northeast Florida, 29.5 miles are designated as CUFCs including US 301 through Starke and segments of I-295 in Jacksonville.

NORTHEAST FLORIDA DEEPWATER SEAPORTS

Northeast Florida is served by two deepwater seaports. The Port of Jacksonville consists of over 20 marine terminals including Jacksonville Port Authority (JAXPORT), military and several private terminals. JAXPORT owns and maintains three terminals at the Port of Jacksonville: Talleyrand Marine Terminal (TMT), Blount Island Marine Terminal (BIMT), and Dames Point Marine Terminal (DPMT). The Port of Fernandina consists of one deepwater shipping terminal located on the Amelia River.

Seaport Demand

Northeast Florida's seaports handle primarily containerized cargo but also handle large quantities of import automobiles via roll-on roll-off (RORO) ships and various bulk commodities. In 2015, Northeast Florida's ports handled about 5.97 million tons of cargo worth over $5.96 billion. Based on volume, over 61% of total seaport commodities are represented by petroleum refining products and miscellaneous coal/petroleum products. Northeast Florida seaports handle 6% of the region's total commodity tonnage which has a value share of 32% of total commodities pertaining to domestic water movements.

Seaport Outlook

Both ports are actively working to grow and diversify cargo operations. JAXPORT is in the process of dredging to increase port channel depth. Channel deepening to at least 47 feet is essential to keep JAXPORT competitive. With the shipping industry trending towards larger vessels, without a deeper channel, Northeast Florida will be at a competitive disadvantage in both retaining existing customers and attracting new ones. Recently, JAXPORT completed the Mile Point Project to improve operational reliability. The project corrected daily tidal cross currents which previously affected large container ship movements on the St. Johns River.

In advancing Northeast Florida's seaports, significant investment in supportive highway and rail infrastructure has been made or is currently underway, including:

- JAXPORT's Intermodal Container Transfer Facility (ICTF) enables the direct transfer of containers between vessels and trains. This investment speeds up the shipping process and reduces the number of trucks on the road.

- The I-295 / Heckscher Drive Interchange reconstruction project provides direct access to the TraPac Cargo Container Terminal and the new ICTF. This project will help maintain access on Heckscher Drive and New Berlin Road while accommodating future commercial vehicle traffic.

- The Martin Luther King, Jr. Pkwy / 21st Street Interchange project allows for improved access to JAXPORT's Talleyrand Terminal while improving safety along Martin Luther King, Jr. Pkwy. The project also utilized reinforced concrete pavement and bridge materials to reduce future maintenance needs.

NORTHEAST FLORIDA COMMERCIAL SERVICE AIRPORTS

Air travel is primarily used for time sensitive cargo. Air cargo is all about location; a few miles closer to target destinations makes a difference. Thus, air cargo facilities are typically located near large population centers. Northeast Florida is served by three commercial service airports with reported air cargo activity. Three facilities provide dedicated air cargo carrier operations and commercial service belly cargo.

These commercial service airports include: Jacksonville International Airport (JAX), Gainesville Regional Airport (GNV), and Northeast Florida Regional Airport (UST/SGJ). In addition to these three commercial service airports, there are several General Aviation (GA) airports that serve private and corporate aviation demand within the region. One unique aspect of Northeast Florida's aviation system is the future spaceport operations being planned for Cecil Field.

Air Cargo Demand

Air cargo makes up less than 1% of the total commodity volume share and just over 1% of total value share. While this mode carries a relatively small portion of commodity volume, commodities moved via air are typically light weight, high value, and time sensitive. This mode provides a fast, reliable, and secure goods movement option. In 2015, Northeast Florida's air cargo facilities, primarily Jacksonville International Airport, handled 8,000 tons of air cargo valued at $1.7 billion. This equates to an average value of $223,226.00 per air cargo ton. Major air commodities include miscellaneous manufacturing products, machinery, prescription drugs, and miscellaneous (FAK) shipments. Mail and express traffic also make up a large portion of Northeast Florida's air cargo.

Air Cargo Outlook

Air cargo demand in the region is adequately met by current infrastructure capacity. Access to the airports is reportedly good, particularly when compared to competing gateway airports, Atlanta-Hartsfield International and Miami International. However, some freight shippers serving the airports reported congestion and issues once drivers leave the immediate airport area.

High growth areas were also identified in North Jacksonville and the Cecil Field area while air cargo stakeholders reported externalities generated by surrounding commercial development and the growth of e-commerce facilities have produced additional demands on the transportation network.

FREIGHT RAIL SYSTEMS

Northeast Florida is served by two Class I Railroads (CSXT and Norfolk Southern), one Class II railroad (Florida East Coast Railway), three Class III (First Coast Railroad, Florida Northern Railroad, and Georgia and Florida Railway) railroads, and one railroad specializing in switching and terminals (Jacksonville Port Terminal Railroad). In combination, Northeast Florida's rail network is made up of 927 route miles of track with 1,126 rail crossings with 87 grade separated rail crossings.

Northeast Florida's rail network is supported by eight rail intermodal and rail trans-loading facilities including the CSX Intermodal Terminal in Jacksonville, Norfolk Southern Intermodal Terminal in Jacksonville, Florida East Coast Intermodal Terminal in Jacksonville, CSX Jacksonville's Transflo Transload Site, Florida Northern Railroad Newberry Transload Site and Williston Transload Site, First Coast Railroad's Fernandina Beach Transload Site, and Norfolk Southern's Jacksonville Thoroughbred Bulk Transfer Site.

Freight Rail Demand

While trucks serve the major share of freight demand within Northeast Florida, rail plays a significant role by providing long distance intermodal connections. In 2015, Northeast Florida's rail network carried 26.9 million tons of cargo valued over $52 billion. The region's rail facilities served 28 percent of the total commodity volume which holds 32 percent of total value share.

The top five rail-based commodities by volume include: Bituminous Coal, FAK Shipments, Broken Stone / Riprap, Fertilizers, and Motor Vehicles.

Freight Rail Outlook

Northeast Florida has a robust and extensive freight rail and terminal network serving both urban population centers and rural communities. With rail being a limited access network, very few railroad infrastructure specific challenges were identified while several freight industry participants expressed concerns relating to intermodal connectivity. Feedback and concerns focused on highway congestion and its impact on freight rail and rail terminal operations and overall goods movement reliability.

For more details about Northeast Florida's freight transportation system, see Technical Report, Section Four: Regional Freight Infrastructure on www.fdotd2crossdock.com

ADDRESSING REGIONAL FREIGHT MOVEMENT NEEDS

Identifying needs and implementing solutions to accommodate increasing demand for freight and goods movement in Northeast Florida is critical to the region's economic vitality and quality of life. Maintaining the competitive edge in terms of the freight transportation system requires the region to fully integrate freight movement considerations into its transportation planning and development process. The ultimate goal of this Study is not to identify projects that simply add additional capacity, but rather identify a combination of solutions that maximize the mobility and reliability of the region's intermodal freight transportation system. Current and future freight mobility needs were identified based on data, technical analysis and stakeholder input presented in the Technical Report.

Needs Assessment

A core objective of the Study is to identify system needs and opportunities while creating a justifiable list of priority projects which improve freight mobility while enhancing safety, the environment, and overall quality of life.

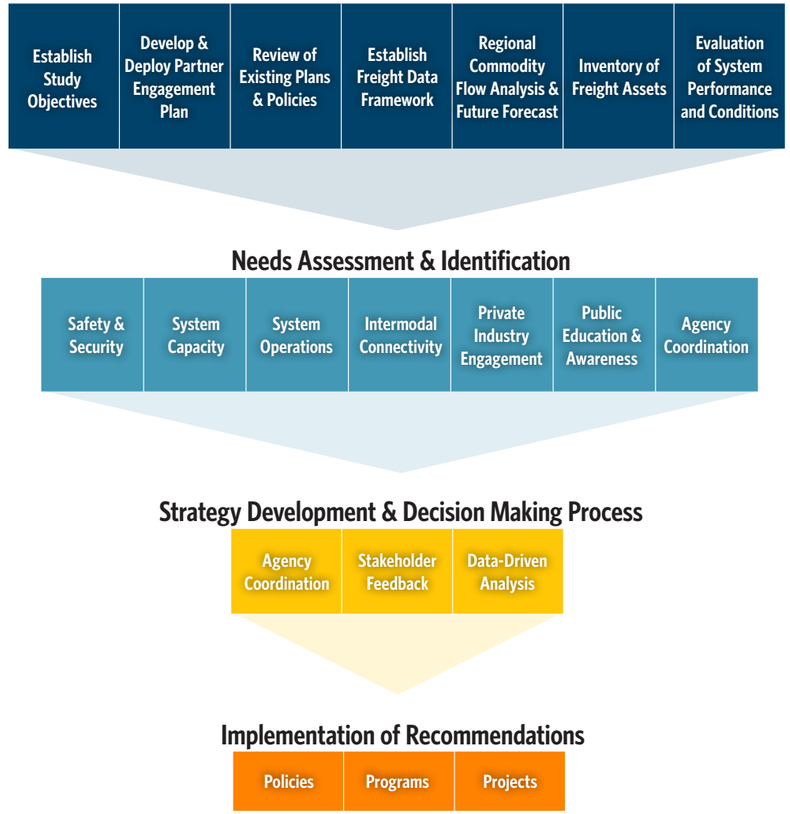
Freight system needs were organized into three core categories:

Physical relates to asset conditions, system capacity, and infrastructure constraints on existing freight supportive facilities;

Operational relates to how the transportation system is being optimized; and

Institutional relates to the governmental policy, regulatory factors or other environmental factors affecting goods movement.

Study Process & Recommendation Development



FROM INVESTIGATION TO IMPLEMENTATION

Florida, along with the rest of the United States, is preparing for growth opportunities arising from increases in trade and freight volumes. The Northeast Florida region needs to be prepared to take full advantage of these opportunities, which means the region's transportation system must be able to handle the increase in demand.

Strategies

The Northeast Florida Freight Movement Study provides three multimodal and broad-based improvement strategies for addressing freight transportation challenges in FDOT District Two. The recommendations highlight the importance of continued investment, coordination, maintenance, system management and operations, and innovation.

These strategies are necessary to address the magnitude and complexity of freight transportation challenges confronting the region. These three recommendation types are not mutually exclusive. Rather, the attainment of one strategy will in many cases depend on the successful accomplishment of another.

This highlights the importance of continuous, highly-coordinated and orchestrated implementation of all freight mobility improvement recommendations.

Policies: General recommendations to assist in advancing freight planning integration into the regional and local transportation planning process.

Programs: Initiatives that could be carried out to accomplish policy goals and objectives. A comprehensive freight program requires a regional approach to planning, public awareness of the challenges and benefits of freight movement, and a planning process that institutionalizes freight needs.

Projects: Specific infrastructure projects that support policy objectives and improve freight movement in Northeast Florida, targeted on designated freight corridors. Project recommendations focus on preserving and enhancing the regional freight system through operational and capacity improvements to existing corridors, investing in new corridors to serve growth regions and multimodal investments, and enhancements to intermodal connectors.

POLICY RECOMMENDATIONS

The District will continue to develop and administer a comprehensive and multi-modal freight planning program, focused on developing strategies, policies and methodologies - to facilitate the safe and efficient movement of people and goods; improve and expand the freight transportation system's capacity and operational reliability while mitigating community impacts; and link the different modes of freight movements to ensure the development of a system with adequate and available access points that facilitates the use of alternative transportation modes.

PROGRAM RECOMMENDATIONS

Program recommendations support policy objectives and also address the freight transportation challenges identified in this Study. The recommendations include several initiatives requiring public and private sector coordination and partnership to effectively enhance freight mobility and support the region's and state's economic development goals and objectives.

PROJECT RECOMMENDATIONS

The project recommendations reflect the scale and complexity of supply chains operating within Northeast Florida. They help the region focus on short- and mid-term strategies, as well as plan for the longer term strategic freight transportation investments needed to address future freight movements and to enhance Northeast Florida's economic competitiveness. The project recommendations are organized into four modal categories: highway, rail, air/space, and seaport.

For more details on Study recommendations and next steps, see Technical Report, Section Nine: Implementation Guide on www.fdotd2crossdock.com

NEXT STEPS

The Northeast Florida Freight Movement Study was the first districtwide comprehensive review and analysis of freight infrastructure and operational issues. The Study identified critical freight transportation challenges and outlined opportunities for improvement. The Study also highlighted the importance of freight to the economy and quality of life in Northeast Florida. As such, freight and logistics considerations need to be taken into account in all aspects of regional transportation and land use planning to ensure future safe and efficient movement of goods. The policies, programs, and projects summarized in the Study provide a framework for addressing freight needs in Northeast Florida. In addition to these recommendations, a number of common themes were recognized for continued and future freight planning efforts, including:

- *Taking a balanced approach to freight transportation system enhancement by fostering innovative strategies and technology solutions.*
- *Assisting in leveraging public and private sector investment to improve the capacity, reliability, and efficiency of Northeast Florida's freight system.*
- *Focusing not only on maintaining and improving existing facilities, but also developing future freight corridors both highway and rail.*
- *Working collaboratively with local government partners to address first and last-mile connection challenges including safety and travel time reliability issues.*
- *Fostering a multi-jurisdictional and cross-sectorial approach to plan and prepare for freight needs.*

It is important to note, not all the recommendations described in this Freight Study fall under the role and responsibility of the FDOT. Execution of many of the recommendations is the responsibility of other agencies - Metropolitan Planning Organizations (MPOs), local governments and private-sector entities. As such, a strong partnership and collaborative approach among all planning partners and industry stakeholders is necessary to effectively and successfully implement the Study recommendations.

FOR MORE INFORMATION:

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For project details,

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