

Georgia Statewide Freight and Logistics Plan

prepared for
GDOT Board

**Joint Intermodal/Statewide Transportation Plan/Strategic
Planning Committee**

February 15, 2012



Agenda



- Overview of Task Structure
- Describe Modal Highlights
- Discuss Recommended Modal Strategies
- Evaluate Project Recommendations
 - » Economic Return-On-Investment

Freight & Logistics Plan Task Structure



Plan Development Advisory Committee and Stakeholder Outreach (Task 1)

Making the Business Case for Freight & Logistics (Task 2)

- Link F&L Plan to Statewide Strategic Transportation Plan
- Identify high-level benefits of logistics industries

Complete

Strategic Freight and Logistics Framework (Task 3)

- Freight supply/demand analysis
- Identify strategic freight network

Complete

Economic Evaluation and Projection (Task 4)

- Refine forecasts with private sector
- Describe economic value of freight investment

Complete

Recommendations and Project Evaluation (Task 5)

- Develop freight performance measures
- Prioritize projects and packages

99% Complete

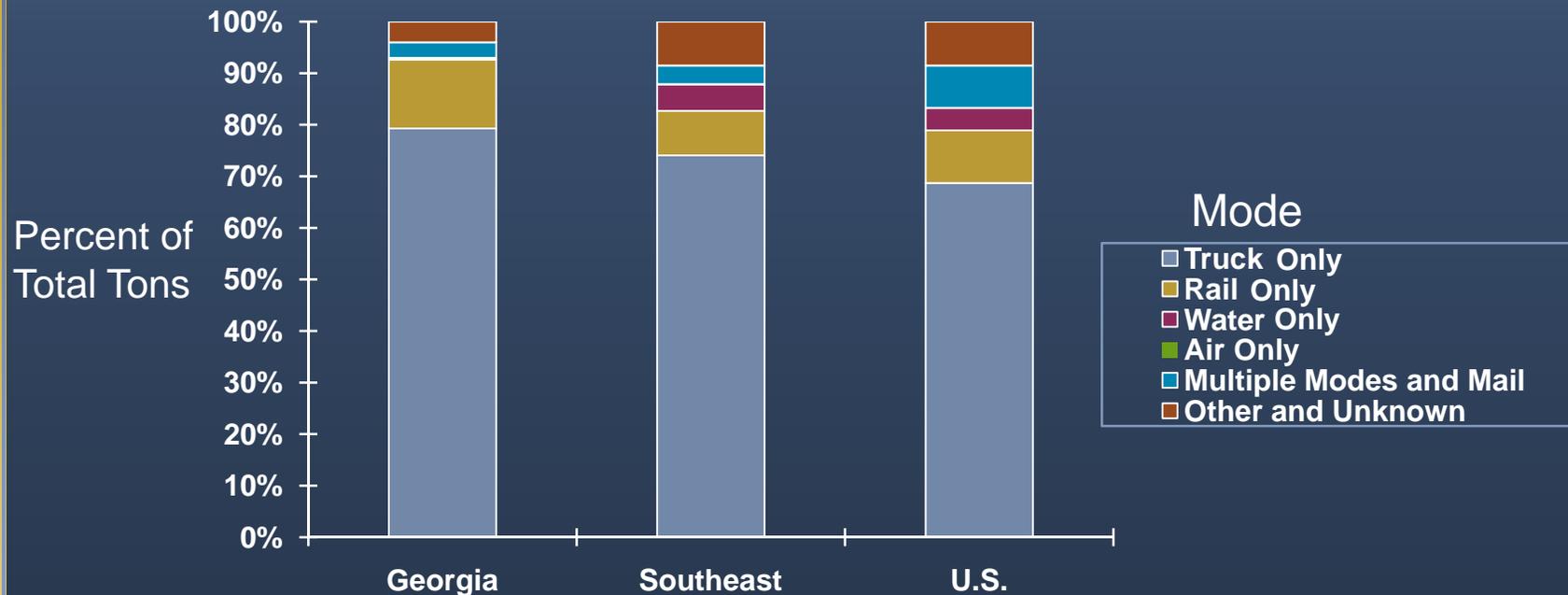
Freight and Logistics Action Plan

Multimodal Highlights

Statewide Perspective



- Trucks dominate freight movement in Georgia as in rest of the U.S.
- Georgia's modal distribution is characterized by relatively:
 - » Higher truck mode share
 - » Higher carload (non-intermodal) rail mode share
 - » Lower inland waterway flows share



Source: FHWA's Freight Analysis Framework, 2007



Multimodal Highlights

Atlanta Perspective



- Atlanta is 5th largest metropolitan region for total freight

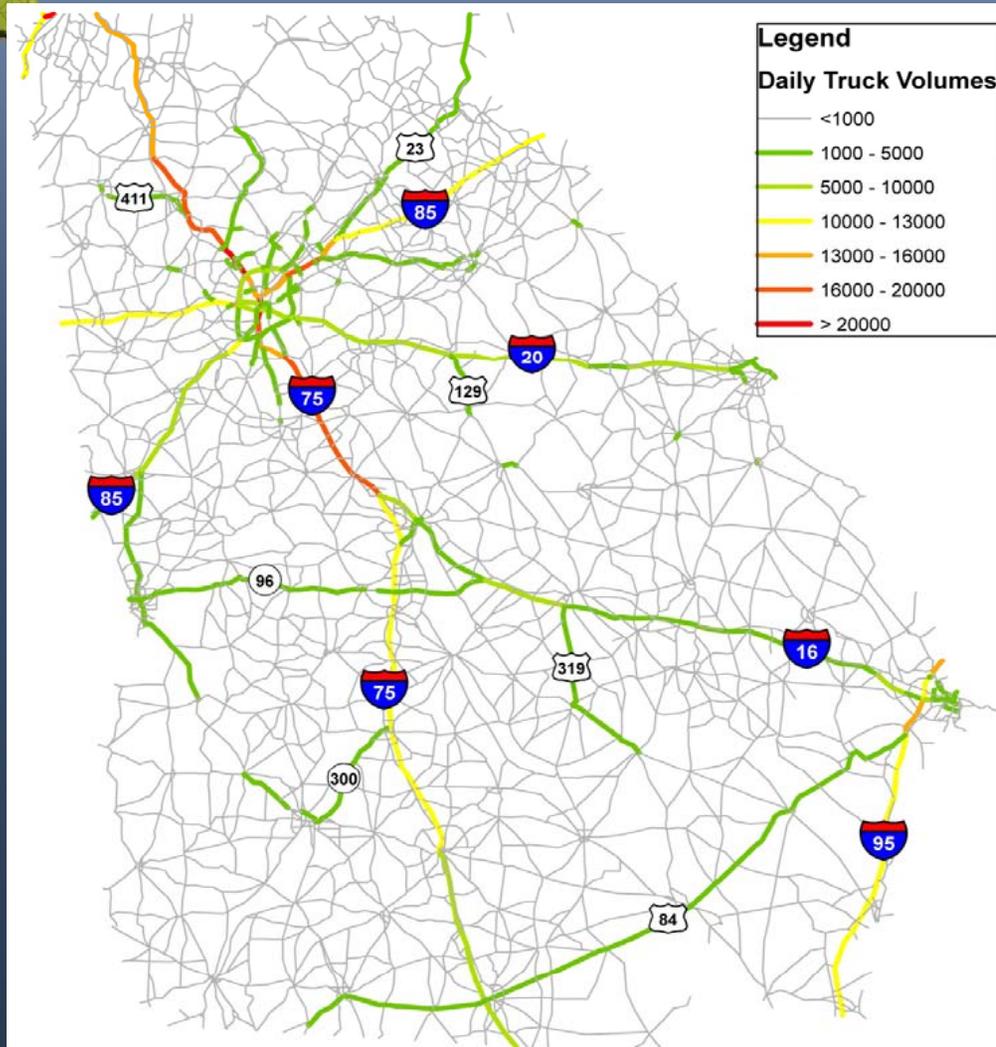
Top Metropolitan Regions for Freight Tonnage	Total Tons (thousands)
Houston, TX	976,088
Los Angeles-Long Beach, CA	860,836
Chicago, IL*	636,160
San Francisco-Oakland, CA	431,578
Atlanta, GA*	428,103
New Orleans, LA	406,461
Dallas, TX *	361,445
New York, NY	344,832
Miami, FL	324,128
Seattle, WA	294,384

Source: U.S. Bureau of Transportation Statistics' Commodity Flow Survey, 2007

* Inland ports



Truck Modal Highlights – Volumes



- Interstates are critical for truck activity

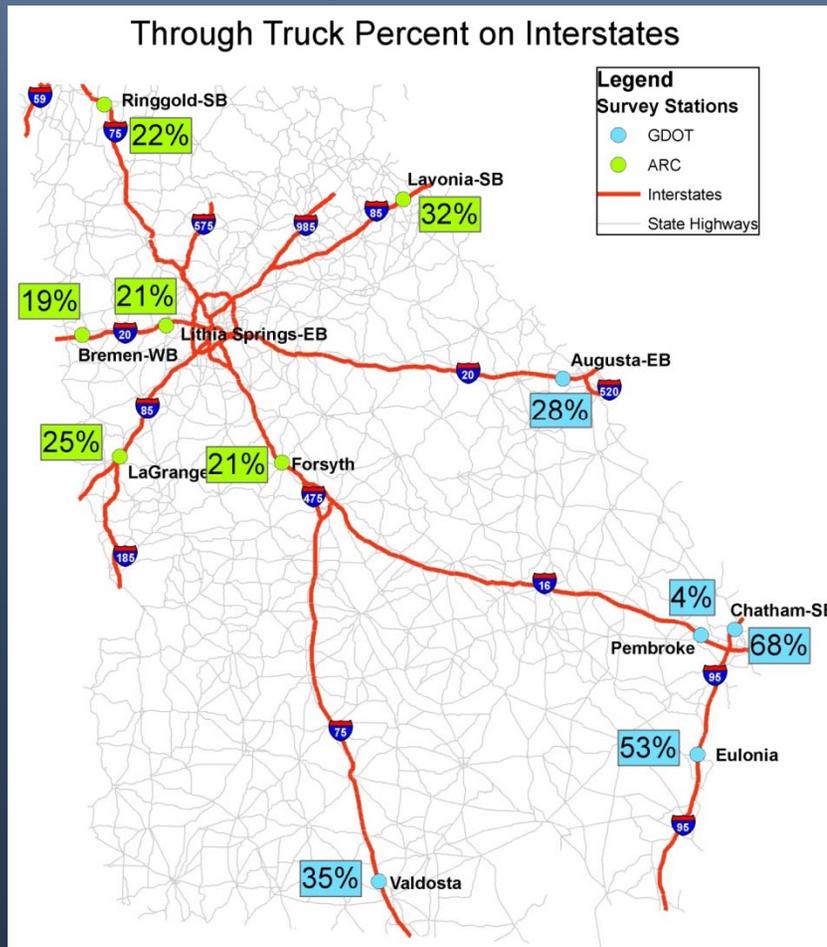
Source: GDOT Statewide Travel Demand Model



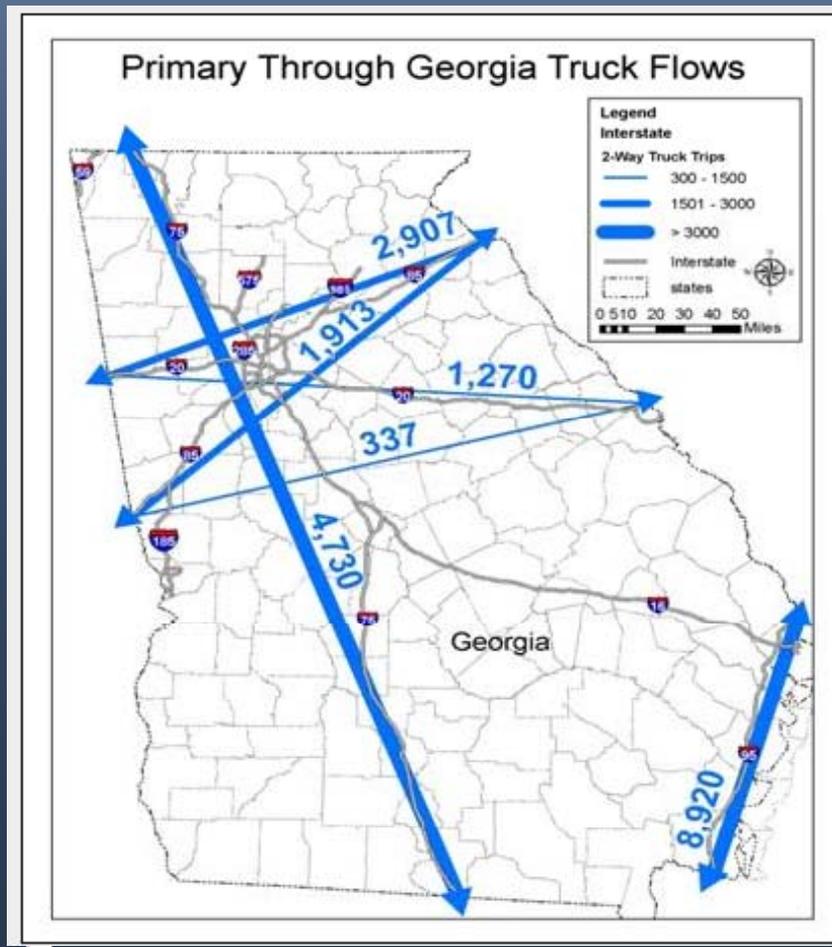


Truck Modal Highlights – Trip Patterns

Statewide, 30% of trucks entering Georgia are “through” trips; remaining 70% have a destination within the state



Source: GDOT and ARC Roadside Truck Surveys



Source: GDOT Statewide Travel Demand Model

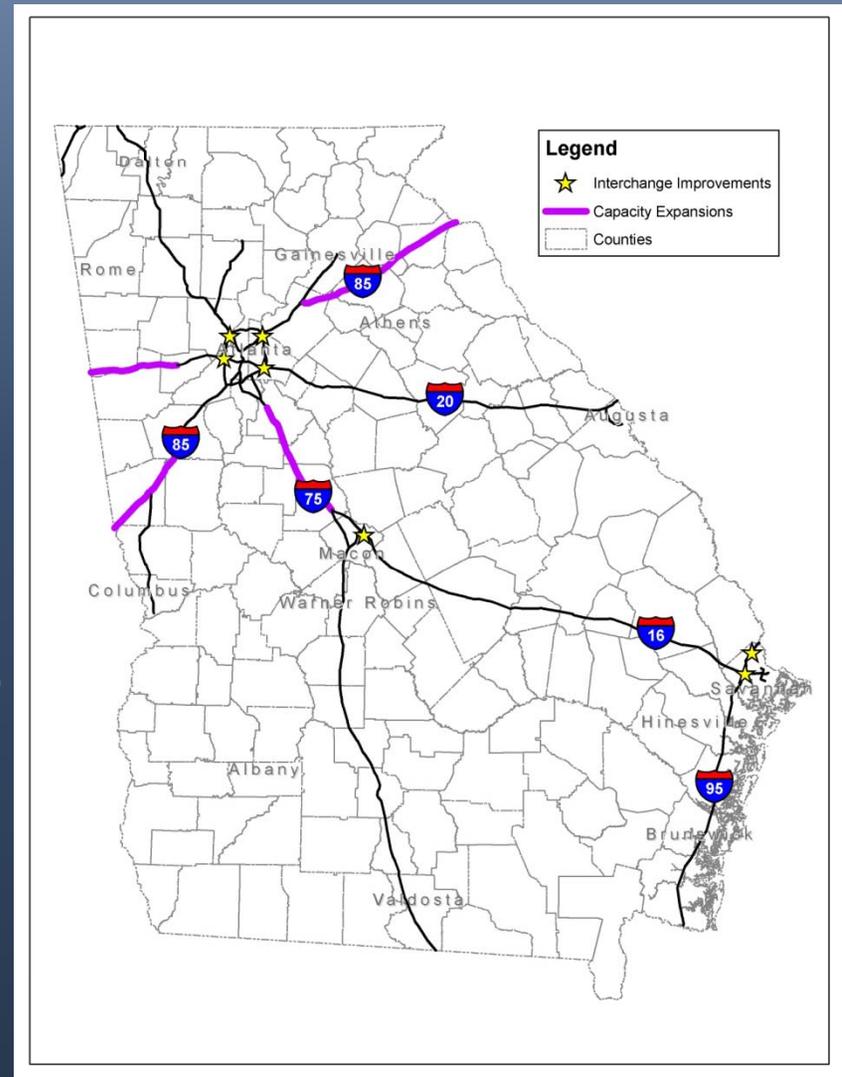




Recommended Highway Strategy



- Long-Haul Interstate Capacity Expansions
 - » I-85: Atlanta metro to South Carolina
 - » I-75: Atlanta metro to north of Macon
 - » I-20: Atlanta metro to AL
 - » I-85: Atlanta metro to AL
- Improve Interstate Interchanges
 - » I-285 at I-75 & I-85 (N. of Atlanta)
 - » I-285 at I-20 (E. and W. of Atlanta)
 - » I-75 at I-16 in Macon
 - » I-95 at I-16 in metro Savannah
 - » I-95 at SR 21 “ “

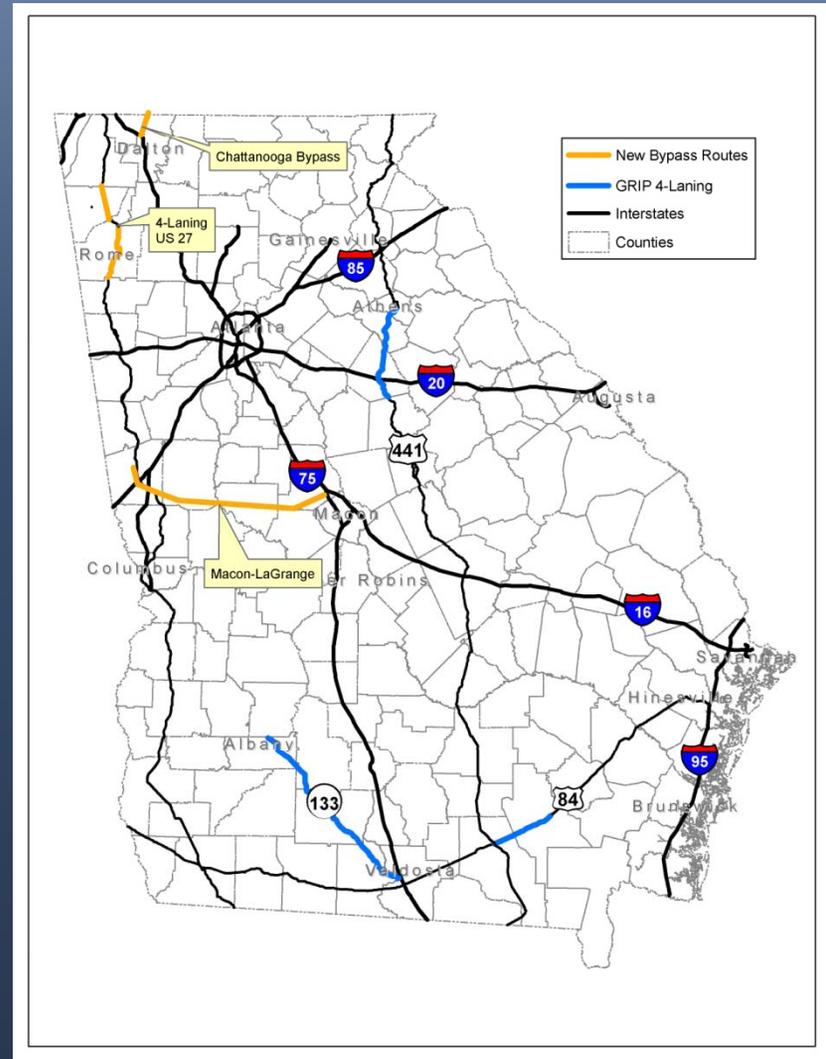




Recommended Highway Strategy (cont'd.)



- Develop bypasses
 - » Macon to LaGrange/U.S. 27
 - » I-75 bypass around Chattanooga region
- Improve select rural/small urban corridors
 - » U.S. 84, State Route 133, and U.S. 441 between I-16 and I-85
 - » Safety improvements
- Improve last-mile connectors
 - » State Route 6 truck-friendly lane in metro Atlanta
 - » Key roadways to Savannah port and rail facilities





Recommended Marine Strategy



- Deepening the Port of Savannah is the top freight priority
- Developing the Jasper Port is an important long-term priority

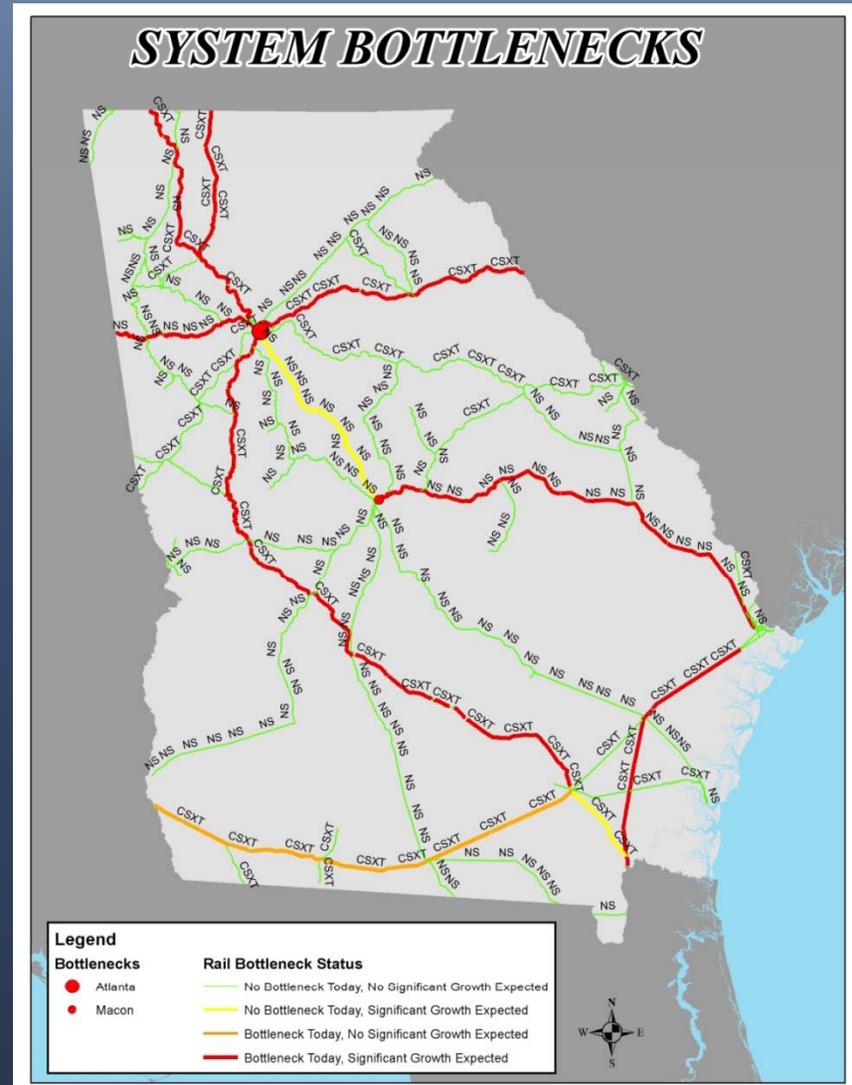




Recommended Rail Strategy



- Expand line haul capacity
 - » Increase double tracking
 - » Increase sidings
- Increase weight limits to support 286K rail traffic
- Increase vertical clearances to expand double stack container capabilities

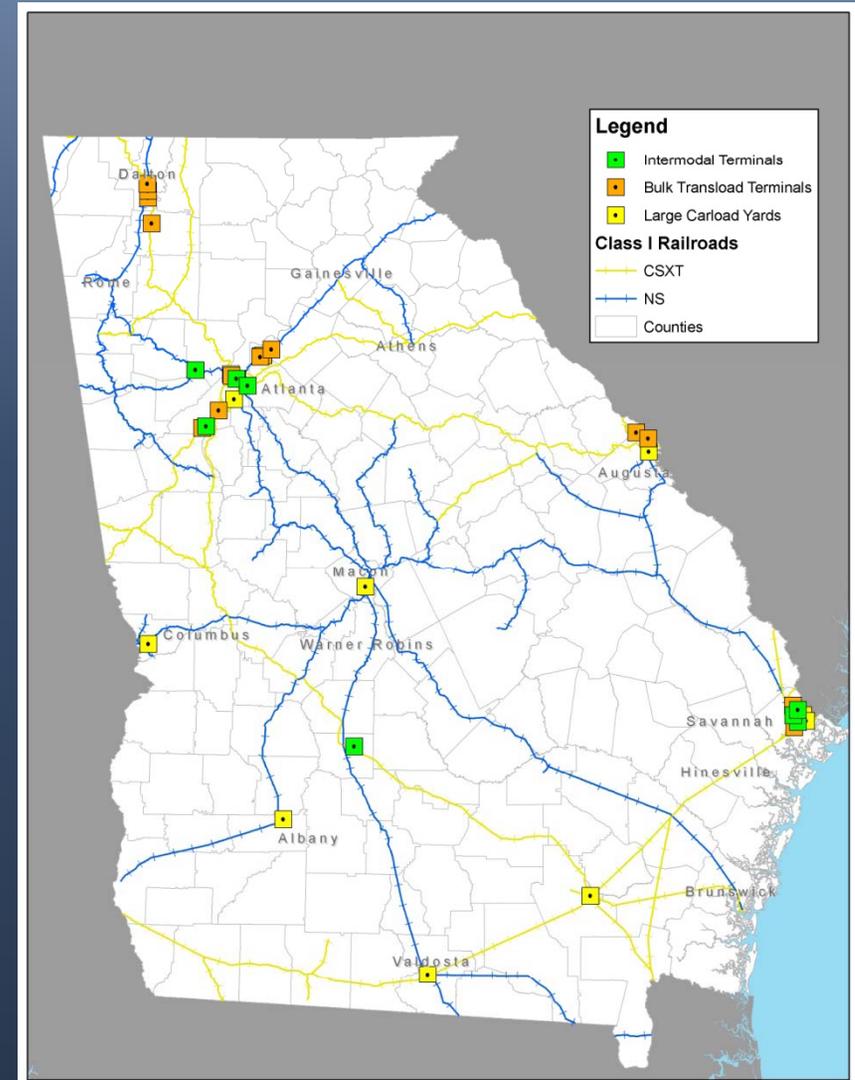




Recommended Rail Strategy (cont'd.)



- Expand intermodal terminals in Savannah and Atlanta
 - » Terminals in urban areas are geographically constrained
- Support continued development of Cordele intermodal facility
- Expand bulk and carload terminals in Savannah and Atlanta





Recommended Air Cargo Strategy



- Additional air cargo space at Hartsfield Jackson airport
 - » 95% of statewide air cargo volume uses this airport
- Extend runway at Southwest Georgia Airport in Albany
 - » UPS and DHL have package sorting facilities



Total Economic Return on Investment (through the year 2050)



Mode	Summary of Improvements	Cost (\$ millions)	Increase in Gross State Product (\$ millions) or Other Benefits
Port	Deepen Savannah Harbor	550	2,800 in transportation cost savings
	Develop Jasper Port	4,000	9,000 in additional tax receipts for Georgia and South Carolina
Rail	Line Haul Expansion	4,000 to 6,000	13,200 to 19,800
	Expansion of Terminals		
	Increase Weight Limits and Vertical Clearances		
Highway	Add Capacity to Select Long-Haul Corridors	9,542	52,480
	Improve Congested Interstate Interchanges		
	Develop Key Bypass Routes		
	Improve Key Rural Freight Corridors		
	Improve Last-Mile Connectors in Savannah and Atlanta		
	Safety Improvements		
Air Cargo	Add Warehouse Capacity in Atlanta	15 to 20	Additional air cargo capabilities
	Lengthen Airport Runway in Albany		
TOTALS		18,017 to 20,112	65,680 to 72,280 ^a

- **Implementation of these freight-focused recommendations would significantly boost Georgia's economy**



Next Steps



- Finalize documents
 - » Freight & Logistics Action Plan
 - » Detailed technical memorandum on analysis methodology



Website: www.dot.state.ga.us/freight