

1. Introduction

Georgia is the cornerstone of the national freight system in the Southeast, geographically and functionally. No other state combines a manufacturing and distribution powerhouse like Atlanta with a premier container port like Savannah. The pairing of these hubs is symbiotic: their logistical properties and productive capacity form an integrated ecosystem, connected by daily road and rail services and high-speed communications. The overseas capabilities of Georgia's ports are complemented with air cargo capacity at Hartsfield-Jackson Atlanta International Airport, creating global reach for the supply chains of the Southeast. Georgia is the gateway to Florida, the third most populous state in the country but also a peninsula whose access to markets and supplies from the rest of the continent depends on this gateway. And unlike other regional locations, Georgia's geography is relatively protected from worsening storms, reducing risk for businesses who choose it and for the multimodal freight system it provides. That system is extensive, blanketing rural territory with its towns and farms through short and Class I rail lines as well as thousands of miles of roadways. The Georgia workforce is skilled in manufacturing and logistics and kept that way through educational institutions, training programs, and services that link them to employers.

Georgia's infrastructure has boosted freight operations and movements making the state a freight and logistics leader across the US and globe. In 2019, nearly half a billion tons of freight moved on Georgia's multimodal freight transportation network. Based upon population and Gross Domestic Product (GDP), Georgia handles more freight tons per capita and more freight value relative to state GDP than any other Southeastern state. Georgia has a long history of commitment to business and was recently named the best state for business for the ninth consecutive year. Over 379 companies have expanded or located within Georgia, bringing over \$11 billion in investment.

1.1. Role of the State Freight Plan

The role of the Georgia Freight Plan is to document freight planning activities and investments in the state, identify and assess current and future freight needs and challenges incorporating both technical analysis and stakeholder engagement, and guide freight-related transportation decisions and investments. The Georgia Freight Plan integrates policy positions and strategies from existing documents to help identify and prioritize freight investments critical to the state's economic growth and global competitiveness. The Georgia Freight Plan is a stand-alone document, but it builds upon previous planning documents. Georgia's Freight Plan establishes specific goals for freight transportation and addresses freight issues that are not covered in other statewide planning documents.

[The Bipartisan Infrastructure Law \(BIL\)](#), signed into law on November 15, 2021, advances the [ten \(10\) requirements for Statewide Freight Plans set forth under the FAST Act](#) and enhances State Freight Plans by requiring the elements shown in **Table 1**. **Table 1** also identifies the section of the document that meets each of the requirements.

Table 1. Federal Requirements and Document Location

FAST Act and BIL Requirements	
(A) IN GENERAL. — Each State that receives funding under section 167 of title 23 shall develop a freight plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight.	
(B) PLAN CONTENTS.—A freight plan described in subsection (a) shall include, at a minimum –	Section 2.2; Page 2-2 Section 3.1.6; Page 3-10 Section 4.1; Page 4-1 Section 4.2; Page 4-47
1) an identification of significant freight system trends, needs, and issues with respect to the State	Section 1.3; Page 1-7 Section 3.1.4; Page 3-8 Section 4.3; Page 4-98 Section 5.1; Page 5-1 Section 5.4.2; Page 5-30 Section 5.4.5; Page 5-38
2) A description of the freight policies, strategies, and performance measures that will guide the freight-related transportation investment decisions of the State	
3) When applicable, a) a listing of multimodal critical rural freight facilities and corridors designated within the State under section 70103 of this title	Section 3.1.4; Page 3-8
b) When applicable, a listing of critical rural and urban freight corridors designated within the State under section 167 of title 23	Not Applicable
4) A description of how the plan will improve the ability of the State to meet the national multimodal freight policy goals described in section 70101(b) of this title and the national highway freight program goals described in section 167 of title 23	Section 1.3; Page 1-8 Section 5.4.5; Page 5-38
5) A description of how innovative technologies and operational strategies, including intelligent transportation systems, that improve the safety and efficiency of freight movement, were considered	Section 4.2.5; Page 4-64 Section 4.2.8; Page 4-87 Section 4.3.2; Page 4-112 Section 4.3.6; Page 4-122 Section 5.3.6; Page 5-25
6) In the case of routes on which travel by heavy vehicles (including mining, agricultural, energy cargo or equipment, and timber vehicles) is projected to substantially deteriorate the condition of roadways, a description of improvements that may be required to reduce or impede the deterioration	Section 2.6; Page 2-102 Section 5.3.1; Page 5-8
7) An inventory of facilities with freight mobility issues, such as truck bottlenecks, within the State, and for those facilities that are State owned or operated, a description of the strategies the State is employing to address those freight mobility issues	Section 4.1.1; Pages 4-2 Section 4.2.8; Page 4-87 Section 4.3.1; Page 4-98 Section 5.2.3; Page 5-5 Section 5.3.1; Page 5-8 Section 5.3.4; Page 5-17 Section 5.3.5; Page 5-21 Section 5.4.2; Page 5-30

<p>8) Consideration of any significant congestion or delay caused by freight movements and any strategies to mitigate that congestion and delay</p>	<p>Section 4.1.1; Page 4-2 Section 4.1.3; Page 4-46 Section 4.2; Page 4-47 Section 4.3.1; Page 4-98 Section 4.3.4; Page 4-118 Section 5.1; Page 5-1 Section 5.2; Page 5-4 Section 5.3; Page 5-8</p>
<p>9) A freight investment plan that, subject to subsection (c)(2), includes a list of priority projects and describes how funds made available to carry out section 167 of title 23 would be invested and matched</p>	<p>Section 5.3; Page 5-8</p>
<p>10) The most recent commercial motor vehicle parking facilities assessment conducted by the State under subsection (f); (f) COMMERCIAL MOTOR VEHICLE PARKING FACILITIES ASSESSMENTS.— As part of the development or updating, as applicable, of a State freight plan under this section, each State that receives funding under section 167 of title 23, in consultation with relevant State motor carrier safety personnel, shall conduct an assessment of:</p> <p>1) the capability of the State, together with the private sector in the State, to provide adequate parking facilities and rest facilities for commercial motor vehicles engaged in interstate transportation;</p> <p>2) the volume of commercial motor vehicle traffic in the State</p> <p>3) whether there exist any areas within the State with a shortage of adequate commercial motor vehicle parking facilities, including an analysis (economic or otherwise, as the State determines to be appropriate) of the underlying causes of such a shortage.</p>	<p>Section 3.1.6; Page 3-10 Section 4.1.2; Page 4-33 Section 4.3.2; Page 4-112</p> <p>Section 5.3.3; Page 5-14 Section 5.4.5; Page 5-38</p>
<p>11) The most recent supply chain cargo flows in the State, expressed by mode of transportation</p>	<p>Section 2.5; Page 2-53</p>
<p>12) An inventory of commercial ports in the State</p>	<p>Section 3.2; 3-21 Section 3.3; Page 3-25</p>
<p>13) If applicable, consideration of the findings or recommendations made by any multi-State freight compact to which the State is a party under section 70204</p>	<p>Section 1.5; Page 1-14 Section 5.4.4; Page 5-38</p>
<p>14) The impacts of e-commerce on freight infrastructure in the State</p>	<p>Section 4.2.7; Page 4-77 Section 2.5.3; Page 2-71</p>
<p>15) Considerations of military freight</p>	<p>Section 5.4.1; Page 5-27</p>
<p>16) Strategies and goals to decrease: A) The severity of impacts of extreme weather and natural disasters on freight mobility</p>	<p>Section 1.3; Page 1-8 Section 5.4.2; Page 5-30</p>

B) Strategies and goals to decrease the impacts of freight movement on local air pollution;	Section 1.3; Page 1-8 Section 5.4.2; Page 5-32
C) Strategies and goals to decrease the impacts of freight movement on flooding and stormwater runoff	Section 1.3; Page 1-8 Section 5.4.2; Page 5-32
D) Strategies and goals to decrease the impacts of freight movement on wildlife habitat loss	Section 1.3; Page 1-8 Section 5.4.2; Page 5-34
17) Consultation with the State freight advisory committee, if applicable.	Section 1.4.2; Page 1-11 Section 4.2.1; Page 4-47
(C) RELATIONSHIP TO LONG-RANGE PLAN.— (1) INCORPORATION. ---A freight plan described in subsection (a) may be developed separate from or incorporated into the statewide strategic long-range transportation plan required by section 135 of title 23.	Section 1.2; Page 1-5 Section 5.3; Page 5-8 Section 5.4.3; Page 5-37
(2) FISCAL CONSTRAINT. ----The freight investment plan component of a freight plan shall include a project, or an identified phase of a project, only if funding for completion of the project can reasonably be anticipated to be available for the project within the time period identified in the freight investment plan.	Section 5.3.3; Page 5-14

The components of the Georgia Freight Plan include:

- Chapter 1 – Plan purpose, Plan goals and objectives and overview of performance measures
- Chapter 2 – Freight economy inclusive of the importance of freight in the state and critical supply chains
- Chapter 3 – Freight transportation infrastructure in the state
- Chapter 4 – Critical freight issues, opportunities and trends
- Chapter 5 – Freight improvement and investment program and additional federal requirements

1.2. Georgia's Commitment to Freight

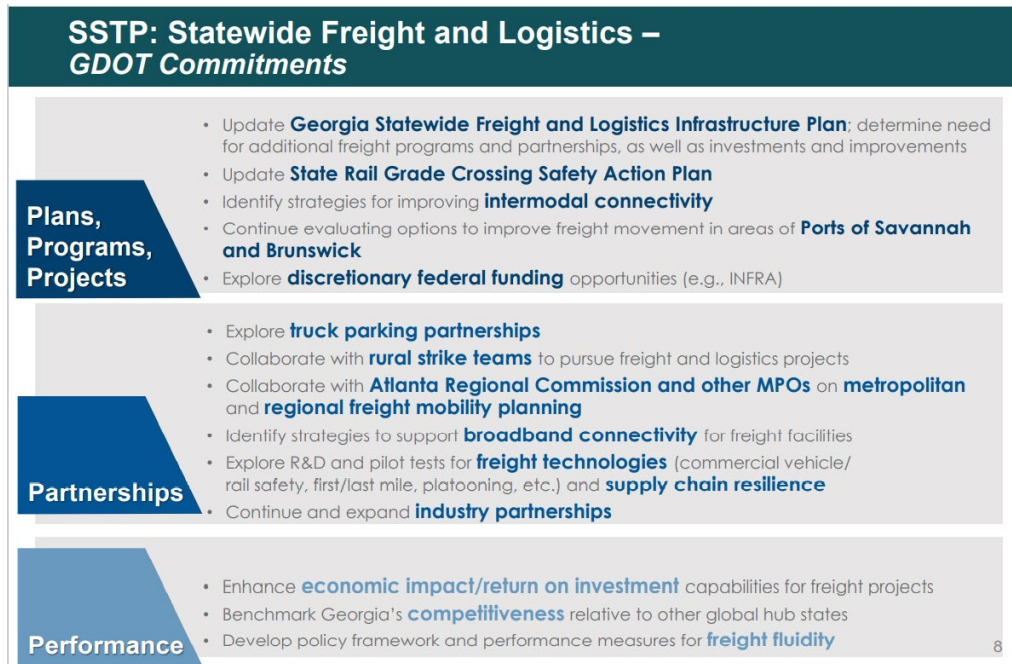
The abundant and effective freight infrastructure in Georgia creates a favorable, attractive, and competitive environment for supply chains across numerous industries to conduct business. Georgia has a robust inventory of multimodal freight assets, including 128,300 miles of highways, 17,923 miles of state routes, 4,222 miles of state freight network, 15 Interstates, 4,607 miles of rail, two deep water seaports, three inland ports, and three major cargo airports.

Georgia's strong economy and population growth continue to put demands on transportation infrastructure that carries freight. The state attracted more than one million new residents over the past decade growing at a rate of one percent annually. Georgia has the second largest workforce in the Southeast and is among the best educated. More than one out of seven jobs in Georgia (and 17 percent of the Southeastern US region's employment) are in freight-intensive industries (agriculture, production and transportation) with a high location quotient, indicating a strong local business base and excellent future career opportunities.

Georgia Governor Brian Kemp, the State Transportation Board, and Department leaders have indicated their prioritization of improving freight movements in the following key GDOT documents:

- Statewide Strategic Transportation Plan (SSTP) – the plan makes a business case for transportation investment based on economic outcomes and includes statewide freight and logistics as one of three major investment categories of Foundational, Catalytic, and Innovation and aligns with the three strategy components of 1) plans, programs, projects; 2) partnerships; and 3) performance.
- 2050 Statewide Transportation Plan (SWTP) – the plan provides the long-range, comprehensive transportation planning requirements required under federal law integrated with the investment categories and strategy components of the SSTP.

Figure 1. The GDOT Statewide Strategic Transportation Plan Outlines the State's Commitment to Freight and Logistics.¹



Georgia also shows its freight and logistics commitments through deliberative and data-driven maintenance, operations, and mobility improvement programs. A prime example of this commitment is GDOT’s intent to invest approximately \$2.4 billion annually, through year 2050. These investments include the multi-billion Major Mobility Investment Program (MMIP), which is advancing major freight highway and network improvements with accelerated construction over 10 years. Other critical programs for improvement of freight mobility include the completion of the Governor’s Road Improvement Program (GRIP), which began in 1989, and a new Freight Operations Lump Sum Program, to improve freight movement, enhance safety, decrease travel times, and provide transportation improvements and efficiencies within cities, counties, and regions across the state.

In addition to these programs, the state has designated a state freight network (SFN) to complement USDOT’s national freight network (NFN) within Georgia. GDOT also initiated an internal statewide truck parking assessment in 2020-21, which is further refined in this plan. Other freight-related strategies and projects within Georgia include strategies to expand the fiber optic network to support future smart mobility technologies and development of a first-of-its-kind 40-mile Commercial Vehicle Lane (CVL) along I-75 within central Georgia.

GDOT has also undertaken a number of studies and coordination efforts related to freight and logistics. In addition to this update of the Georgia Freight Plan, GDOT has completed a State Rail Plan, Broadband Policy Plan, GDOT National Electric Vehicle Infrastructure (NEVI) Plan, GRAD Site Analysis, Savannah River Crossing Feasibility Study, Coastal Empire Study,

¹ <https://www.dot.ga.gov/GDOT/Pages/SSTP.aspx>



Georgia Rail Crossing State Action Plan, and is participating in the development of Metropolitan Planning Organization (MPO) freight plans across the state. Details on the relationship to other statewide planning efforts are discussed in Section 5.4.3.

1.3. Georgia’s Freight Goals and Objectives

Governor Kemp’s Strategic Goals guide the actions and investments of state government agencies. GDOT uses these goals as the framework for the SSTP, Freight Plan, and other planning efforts. **Figure 2** displays the Governor’s Strategic Goals. The SSTP identifies ways in which GDOT will support these four goals through its transportation programs, and further identifies implications for freight and logistics associated with each of the four goals. Building from the work done in the SSTP, **Figure 3** shows the goals for Georgia’s Freight Plan and their alignment with the National Freight Highway Program goals.

The Freight Vision and Mission Statements, also displayed in **Figure 2**, echo the Governor’s Strategic Goals by promoting economic development and responsible investment and expand upon these goals by securing Georgia’s competitive advantage as a freight hub. The Freight Advisory Committee participated in the development of the Vision and Mission Statement early in the Freight Plan process.

Figure 2. Governor’s State Strategic Goals and GDOT’s Freight Vision and Mission Statements



Figure 3. Georgia Freight Plan Goals with National Freight Highway Program Goals

STATE GOALS

NATIONAL GOALS		Modernize freight infrastructure and operations	Support efforts to reduce the cost and time of good delivery and to increase the resilience of supply chains	Maintain and improve freight infrastructure for safety and performance	Expand use of existing and new data and technologies to support freight and logistics	Evaluate options for improved connectivity and increased capacity within current revenue streams based on return-on-investment analysis	Support site development and Georgia Port Authority identified rail intermodal "inland ports"	Support growth in manufacturing, agriculture, and distribution	Improve safety and security of commercial vehicle and freight movements	Advance freight through environmental stewardship, equitable policies, and responsible development
	Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;									
	Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;									
	Improving the state of good repair of the NHFN;									
	Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;									
	Improving the efficiency and productivity of the NHFN;									
	Improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and									
	Reducing the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167(a) and (b)]									

Georgia has been named the number one state for business by Area Development magazine for nine years running because of advantages like these and the business-friendly policies that support them. The Georgia Freight Plan aims to preserve and enlarge these advantages through focus on performance. Freight volumes in Georgia will double in the next thirty years, posing challenges to performance and opportunities to capitalize on the benefits of growth. Supply chain designs themselves are in flux because of post-pandemic market forces, opening a window for new thinking and approaches. The performance measures utilized in this plan are five Key Performance Indicators (KPIs) widely employed in business for freight transportation management and developed in coordination with the Freight Advisory Committee: Safety, Reliability, Speed, Cost and Risk. The five measures are applied comprehensively throughout the plan: to characterize the conditions currently prevailing, to identify the mounting challenges to industry associated with growth, and to formulate and test the program and policies that will keep Georgia’s performance competitive. The definitions of the five KPIs and the measures used to capture them are described in **Table 2**.

Table 2. KPI Performance Measures

KPI	Definition	Performance Measure
Safety	Social cost of crashes	Cost of crashes per vehicle mile traveled
Reliability	Vehicle hours of unreliability	Difference between 95 th percentile travel times and average travel times
Speed	Vehicle Speed	Average vehicle speed (mph)
Cost	Cost to shippers and carriers	Total delay cost per vehicle mile traveled
Risk	Potential for interference in operations, cost structure, market, or resource access	Natural hazard exposure, modal and multimodal redundancy, relevant market share

In addition to the Freight Plan KPI/Performance Measures, GDOT also reports federally required performance measures in the System Performance Report² published with the FY 2021-2024 STIP. The PM3 measures in this report include Truck Travel Time Reliability Index (TTTR), which directly align with the Freight Plan’s reliability performance measure (KPI) in **Table 2**.

The Vision, Mission, Goals, and Performance Measures presented here are used to develop the Freight Plan recommendations and investments, which are presented in Section 5. Section 5 of this Plan displays the current and projected future performance of Georgia’s freight network using the measures from **Table 2**.

The Georgia Freight Plan is being conducted in accordance with the goals defined by the National Multimodal Freight Policy as set forth in the Fixing America’s Surface Transportation (FAST) Act and the Bipartisan Infrastructure Law (BIL). The national policy goals defined in the federal legislation are summarized in **Table 3**.

² GDOT System Performance Report https://www.dot.ga.gov/InvestSmart/STIP/FY21-24/SystemPerformanceReport-2050SWTP_21-24STIP.pdf



The National Freight Strategic Plan (September 2020) groups freight policy goals into Safety, Infrastructure and Innovation, and establishes objectives for each. The Georgia Freight Plan adopts the national goals and objectives to ensure consistency between state efforts and the national policies. The national goals and objectives are the goals and objectives for Georgia’s plan, and the performance improvements developed in this plan fulfill those objectives through improvement in KPIs. The correspondence of Georgia’s KPI performance measures to the national goals and objectives is presented in **Table 3**.

Table 3. Correspondence of KPIs to National Goals and Objectives

National Freight Strategic Plan Objective	KPI				
	Safety	Reliability	Speed	Cost	Risk
Safety					
Support the development and adoption of automation, connectivity, and other freight safety technologies	✓	✓	✓		✓
Modernize safety oversight and security procedures	✓				✓
Minimize the effects of fatigue and human error on freight safety	✓			✓	✓
Reduce conflicts between passenger and freight traffic	✓	✓	✓	✓	✓
Protect the freight system from natural and human-caused disasters and improve recovery speed	✓	✓	✓	✓	✓
Infrastructure					
Fund targeted investments in freight capacity		✓	✓	✓	
Improve considerations of freight in transportation planning	✓	✓	✓	✓	✓
Prioritize projects that improve freight intermodal connectivity, and enhance freight flows on first- and last-mile connectors and at major trade gateways	✓	✓	✓	✓	✓
Advance freight system management and operation practices		✓	✓	✓	
Improve job growth and economic competitiveness in rural and urban communities				✓	✓
Mitigate the impacts of freight movement on communities	✓	✓			✓
Innovation					
Support the development and adoption of automation and vehicle-to-everything technology	✓	✓	✓	✓	
Support the safe deployment of unmanned aircraft system technology	✓	✓	✓	✓	
Streamline regulations to improve governance, efficiency, and economic competitiveness		✓		✓	✓
Improve freight data, modeling, and analysis tools and resources	✓	✓	✓	✓	✓
Strengthen workforce professional capacity				✓	✓
Invest in freight research	✓	✓	✓	✓	✓
Support regulatory frameworks that foster freight innovation		✓		✓	



1.4. Stakeholder Engagement and FAC Consultation

This summary details how GDOT coordinated with stakeholders to develop the Georgia Freight Plan. Recognizing the importance of early and ongoing stakeholder involvement, GDOT initiated outreach at the onset of the planning process and continued efforts throughout. A broad range of stakeholders were identified and invited to participate, including the freight operators and shippers; manufacturers and industrial businesses; economic development and business interests; special interest and advocacy groups; and regional governments. Involvement from these groups included participating in a robust Freight Advisory Committee and individual, comprehensive stakeholder interviews. Their input was instrumental in developing the proposed goals and objectives; identifying freight issues, needs and potential infrastructure investments; and helping to define freight policies and projects.

1.4.1. Approach to Stakeholder Participation

The core goals for the plan's stakeholder outreach were:

- Raise awareness of the state's freight system and Freight Plan process
- Build relationships between government and private business sector leaders and staff
- Identify and engage with key freight stakeholders to identify current conditions and opportunities, trends, and priorities for investment
- Collaborate with stakeholders to create an actionable plan of policies and programs for the state's freight system.

To meet these goals, a comprehensive outreach program was developed consisting of multiple avenues for stakeholders to be informed and updated on the Georgia Freight Plan and provide input. These avenues included a Freight Advisory Committee, virtual stakeholder interviews and a survey.

1.4.2. Freight Advisory Committee

A Freight Advisory Committee (FAC) comprised of major stakeholders was convened for the plan to provide a continuing forum of data collection, exchange, understanding, need identification and clarification. **Table 4** lists the FAC's member organizations, and the interest represented.

Table 4. Freight Advisory Committee Membership

Organization	Interest Represented
AT&T	Private Industry - Technology
Atlanta Regional Commission	Metropolitan Planning Organization
Birdsong Peanuts	Private Industry - Agriculture
Caterpillar	Private Industry - Manufacturer
Chatham County - Savannah MPC/CORE MPO	Metropolitan Planning Organization
Chick-Fil-A Supply	Private Industry - Operator
City Express Fulfillment	Private Industry – Shipper
Coca-Cola	Private Industry - Manufacturer
CRG Development	Private Industry – Real Estate
CSX	Private Industry – Class 1 Railroad
Delta Cargo	Private Industry – Shipper
Georgia Center of Innovation for Logistics	State Government – Logistics
Georgia Motor Trucking Association	Advocacy Group/Association
Georgia Ports Authority	State Government – Ports
Georgia Power	Private Industry – Utilities
Hartsfield Jackson International Airport	Municipal Government - Aviation
Home Depot	Private Industry – Retail
JB Hunt	Private Industry - Operator
JBS Foods	Private Industry – Agriculture/Operator
KBX Logistics	Private Industry - Shipper
KIA	Private Industry - Manufacturer
Kroger	Private Industry - Retail
Maersk	Private Industry - Operator
National Federation of Independent Business	Advocacy Group/Association
Norfolk Southern Corporation	Private Industry – Class I Railroad
Prologis	Private Industry – Real Estate
Saia	Private Industry - Operator
Sandersville Railroad	Private Industry – Short Line Railroad
Shaw Industries	Private Industry – Manufacturer/Shipper
Syfan Logistics	Private Industry – Shipper
UPS	Private Industry – Shipper
Walmart	Private Industry – Retail

The FAC met four (4) times during the development of the plan. The following summary provides a brief synopsis of the each of the meetings including the topics discussed and how input was collected from the members.

FAC #1 – March 8, 2022

At the first committee meeting, attendees were introduced to the planning team and the other committee members. The presentation included details on the role of the FAC; the overall scope



and schedule of the plan; Georgia's strategic posture and position as related to freight; initial findings of the freight analysis and complications to consider; and the next steps forward including a freight fluidity analysis. The presentation included multiple opportunities for the attendees to provide input. Interactive exercises conducted via Mentimeter collected information from an ice-breaker activity and a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis. Questions and comments were welcomed throughout the meeting. Discussion also followed the presentation for those with questions and oral comments.

FAC #2 - May 17, 2022

At the second meeting, the project team highlighted the approach of categorizing projects as Foundational, Catalytic and Innovative (FCI) to be consistent with the SSTP/SWTP, and how this framework would be used to guide the meeting's discussion. The presentation highlighted feedback heard from industry stakeholders, both locally and nationally, around the five key factors of reliability, speed, cost, risk and safety; how well businesses are performing today in Georgia; projected future trends; and how Freight Plan outputs will tie into overall performance planning efforts by GDOT. The meeting provided multiple opportunities for the attendees to provide input, including Mentimeter and discussion time during and after the presentation.

FAC #3 – July 14, 2022

The third meeting of the committee focused on the plan's vision and objectives; recap of the FCI framework; presentation of the Key Performance Indicators (KPIs) – safety, reliability, cost, speed and risk - and how they are expected to be affected over time. Breakout sessions then followed with small group discussions on the KPIs and the metrics that matter most to the participants' business operations. The presentation continued with the topic of industry trends, followed by a second set of breakout sessions to discuss the trends and their potential impact on participants' business operations. Input obtained from the group was used to inform the plan's strategies.

FAC #4 – December 12, 2022

The fourth and final meeting of the committee focused on the investment plans and their effect on KPIs. Breakout sessions were conducted by industry to further discuss the investment plans and key considerations. Members from the breakout sessions reported back on the discussions held, and input was favorable to the investment plans. Member concurred with the emphasis on Interstate and state route improvements that benefit the KPIs and in turn provide value to business in the state.

1.4.3. Stakeholder Interviews

From April to early June 2022, interviews were conducted with freight stakeholders including freight operators and shippers, manufacturers, economic development groups, major retailers, railroads operating in Georgia, and other stakeholders with an interest in freight. The purpose of the interviews was to collect information on operations, projects, trends, and needs, and collect their feedback as to what freight investments would help improve the efficiency and success of

their businesses. Care was taken to ensure a wide range of stakeholders were engaged to collect a broad base of input. Select stakeholders were also asked through the interviews to participate in the freight fluidity analysis.

Table 5. Stakeholder Interviews

Organization	Sector Represented
SAIA	Operator
Norfolk Southern	Class I Railroad
CSX	Class I Railroad
Delta Cargo	Shipper
UPS	Shipper
Home Depot	Retail
Shaw Industries	Manufacturer
Kia	Automobile
KBX Logistics (a Koch Company)	Shipper
Coca-Cola	Manufacturer
Caterpillar	Manufacturer
Pilgrim's Pride	Agriculture
Georgia Power	Utilities
Prologis	Real Estate
Chick-fil-A Supply	Operator
OmniTrax	Rail & Real Estate
Amazon	Retail/E-Commerce
JB Hunt	Operator
Walmart	Retail
Sandersville Railroad Company	Short Line Railroad/Agriculture
Georgia Center of Innovation for Logistics	State Government
SK Battery	Automobile
Georgia Ports Authority	Port Operator
Representative Beth Camp	Elected Official
Kimberly Clark	Manufacturer
Crider Foods/Coastal Transportation	Agriculture
Georgia Forestry Association	Agriculture

1.5. Participation in Multi-State Compacts

Georgia does not participate in any formal multi-state transportation compacts. Nevertheless, it is an active member in three multi-state arrangements beneficial to regional coordination of freight planning: a rail corridor commission, an Atlantic Coast transportation partnership, and a pool-funded institute concerned with trade and transportation in the Southeast and Gulf.

1.5.1. Southeast Corridor Commission

The Southeast Corridor Commission (SCC) is made up of transportation executive leadership from Washington, DC, Virginia, North Carolina, South Carolina, Tennessee, Georgia, and Florida. Georgia is represented by the Department's Chief Engineer and supported by Division of Intermodal staff. The purpose of the SCC is to develop regional rail planning efforts and coordinate implementation of the Southeast Corridor among member states and the FRA. The Commission recommends priorities and strategies to advancing passenger rail on the corridor



and opportunities to pursue federal grants. Recently, the Commission completed an analysis of the economic benefits of rail, concluding that \$153 million are expected to be saved due to reduced freight delays associated with rail upgrades in the southeast. The Commission is also exploring potential options for a future multi-state compact, such as the Virginia-North Carolina Interstate High-Speed Rail Compact, which is made up of state elected officials and take an active role in advancing passenger rail projects and seeking funding opportunities.

1.5.2. Eastern Transportation Coalition

The Eastern Transportation Coalition, formerly the I-95 Corridor Coalition, is a partnership of more than 200 public agencies across 17 states from Maine to Florida, who work together to address transportation challenges, with an emphasis on Transportation Systems Management and Operations (TSMO), freight movement, and data sharing. The Department participates in shared data purchases, working groups, and the ETC's Freight Academy. The coalition has made advances to coordinate real time travel information, tolling, and commercial vehicle information sharing among its member states. The ETC is also bringing the states together to set standards for autonomous vehicle lane striping and to explore the feasibility of transitioning to a mileage-based user fees, for which Georgia is participating in a pilot program. Through its participation in ETC, Georgia is especially mindful of the critical roles of its north-south corridors – particularly I-95 and I-75 – in accommodating movement to, from, and between all ETC states, and consideration of these connections has been an important part of the process of developing plan recommendations.

1.5.3. Institute for Trade and Transportation Studies

The Institute for Trade and Transportation Studies (ITTS) is a pooled fund consisting of State DOTs from Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, Missouri, South Carolina, Texas, and Virginia. ITTS began as the Southern Transportation Alliance and its initial charge was the Latin America Trade Transportation Study, which identified trade opportunities with Latin America and transportation needs. Today, ITTS supports collaboration among member states and conducts research into freight trends. Examples of recent work include a truck parking inventory, an assessment of multimodal bottlenecks affecting goods movement, a regional waterways plan, and an update to the original Latin American Trade and Transportation Study. Ongoing ITTS work related to multistate issues impacting Georgia – particularly in the areas of trends and highway bottlenecks – has been incorporated into the Georgia State Freight Plan development process.