DARTS Regional Freight Profile











JULY 2022



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Executive Summary

Study Context

The Dougherty Area Regional Transportation Study (DARTS) has developed a Regional Freight Profile to ensure consistency with federal freight planning guidelines and better position DARTS to improve goods movement in the Albany region. The locally-driven planning process focused on gaining consensus on freight priorities to promote regional economic competitiveness. The plan addresses roadway, rail, and air cargo movement in the DARTS study area, which includes the City of Albany, Dougherty County, and the southern part of Lee County. Figure 1 depicts the project study area and the associated regional freight network.





A Freight Advisory Committee (FAC) guided the study team throughout the development of the Regional Freight Profile. The FAC consists of local and state transportation planning, economic development agencies, and public and private freight operators. Both quantitative data related to current and projected freight movement and qualitative input from local government and private system users were





gathered and analyzed. The FAC has participated in surveys, interviews, and workshops to review the draft freight profile. The workshop was open for the community to attend and offer input into improvement recommendations to the DARTS roadway, rail, and air cargo network.

Major Findings

Major findings from study data collection efforts include demographic data, major employers, key transportation facilities, truck traffic estimates, truck and auto crashes, truck origins and destinations, and freight commodities.

- Freight Network Overview Key freight highways in the DARTS region are US 19, US 82, SR 300, and SR 133. The regional rail network consists of Norfolk Southern, three short lines (Georgia & Florida Railway, Hilton & Albany Railroad, and the US Government Marine Corps), and rail yards for NS and Georgia & Florida. Air cargo is handled through the Southwest Georgia Regional Airport.
- Demographic Characteristics employment in the MSA grew steadily to roughly 80,000 in 2000, but the area has experienced a flat population growth rate through 2020. The lack of employment opportunities between 2000 and 2020 has led to a decline in population of 7,000 persons, or roughly 5 percent. Concerning future conditions, the Albany region is projected to grow in employment through 2050 by nearly 30,000 jobs, or 36 percent, while the population is projected to remain relatively the same. This trend could indicate that the overall share of truck traffic compared to overall traffic along the roadways would likely increase over the next 30 years. Nearly a quarter of the MSA's employees work in the Education, Health, and Social Services industries, followed by Retail Trade and Manufacturing, both at about 12 percent each.
- Freight Network Performance According to the Georgia Department of Transportation (GDOT), today's heaviest truck volumes are found on the Liberty Expressway between SR 133 and US 19 north. Other corridors with heavy truck traffic include US 82, SR 300, and US 19 south of Albany. Moderate truck traffic is found on SR 133, US 19 north of Albany, SR 91, SR 62, and SR 32. Every segment of US 19, US 82, SR 133, and SR 300 experienced auto accidents from 2016 to 2020. GDOT data indicates that accidents with fatalities and serious injuries tend to be most common on two-lane highways. Truck accidents are most common on state and federal highways where truck travel is highest, and the greatest frequency of truck accidents are on SR 133, US 82 NW, and road segments surrounding the Liberty/Slappey interchange.
- Origins and Destinations County-level truck trip origins and destinations were obtained from the Regional Integrated Transportation Information System's (RITIS) Trip Analytics webtool. The greatest number of truck trips were internal to the DARTS study area truck trips within Dougherty County and between Lee and Dougherty Counties. According to RITIS, the next most dominant county flows are between Dougherty County and nearby Tift (Tifton), Worth (Sylvester), and Mitchell Counties (Camilla).
- Commodity Flows on Highways The commodities with the greatest value by truck destined for Albany by truck were goods associated with warehouse and distribution centers. Also, a significant amount of freight by truck is associated with intermodal transfer, with the second largest commodity flow being goods from the airport and the fifth most being goods transferred from rail. Key commodities destined for Albany include broke stone and riprap, concrete and asphalt-related products, and agricultural products. It is assumed that these commodities support





local industrial uses. Key commodities originating from Albany include concrete, sanitary paper products, malt liquors, grain, and lumber.

- **Commodity Flows via Air** Key commodities destined for Albany via air include more delicate manufacturing items such as electrical, transportation, and industrial equipment. Drugs and jewelry are also highly valued commodities transported via air to the Albany region. Key commodities originating from Albany via air include machinery, textile mill products, and rubber and miscellaneous products.
- **Commodity Flows via Rail** -The two top commodities destined for the Albany region via rail are pulp and pulp mill products and motor vehicles. Sanitary paper products are the primary commodity originating from the Albany region via rail. Many top commodities transported via rail are also top commodities for trucks. These include sanitary paper products, motor vehicles, and petroleum refinement products. This would indicate many of these goods are transferred at the Norfolk Southern and Georgia & Florida intermodal yards.

Input from Outreach Activities

Freight Needs in the Region - In addition to highway projects in the DARTS Metropolitan Transportation Plan (MTP) and the DARTS Transportation Improvement Program (TIP), the following freight needs were identified through stakeholder outreach:

- Oakridge Drive and Newton Road Intersection Study *tractor-trailer congestion/safety*
- SR 300 Extension Study drayage from the Port of Savannah to Albany is a concern
- US 82 from Liberty Expressway to Oakland Parkway Operations Study to explore lane continuity
- US 82 from US 19 to Cordele Road (SR 300) Operations Study to address truck congestion
- Leesburg School Connectivity Study (SR 32/US 19) implement key recommendations
- Truck intrusion into neighborhoods consider truck restrictions based on truck counts
- Truck parking coordinate follow-up study with GDOT to identify detailed solutions
- Slappey, Broad, and Dawson rail crossings coordinate follow-up studies with GDOT to improve
- SR 91, Albany to Newton *coordinate with GDOT on implementing passing lanes*
- Cason Street at Oglethorpe Blvd *consider turn lanes on Cason at Oglethorpe*
- Jefferson Street south of 7th Avenue study needs for 4-laning or new turn lanes
- Air freight to rail connectivity *include under Oakridge/Newton Intersection Study*

Policy Recommendations - A series of other policy recommendations have also been identified, as follows:

- Identify Potential Truck Parking/Redevelopment Opportunities *specifically in East Albany and* North Albany, as well as investigating current truck parking ordinances
- Identify Alternative Fuel Corridors *Liberty Expressway, Dawson Road, Slappey Boulevard, and Oakridge Drive*
- Designate Resilience/Secondary Freight Corridors Radium Springs Road and Mock Road
- Identify Truck Restrictions especially on neighborhood streets with significant truck traffic



Implications for MTP Update

The DARTS MPO will update its MTP for the 2050 planning horizon in Fall 2022. Based on the analysis within this report, the following issues should be considered during the update.

Focus on Operations – As noted in this section, several capacity improvements in the current MTP would help freight flow. However, the projected amount of funding typically available through a planning horizon for capacity is very limited. As a result, most of the capacity improvements in the MTP will need to be re-evaluated, given their associated costs. In addition to the capital costs associated with the improvements, there are also associated maintenance costs incurred indefinitely through the life of the facility. As noted in Subsection 4.9, the Albany region is projected to grow in employment through 2050 by nearly 30,000 jobs, or 36 percent, while the population is projected to remain relatively the same. This trend could indicate that the share of truck traffic compared to overall traffic along the roadways would likely increase over the next 30 years. This would signify an increased need for freight-related operational improvements (turn radii, ITS, etc.) rather than more costly capital improvements along key freight corridors.

Conversion to EV Technology – A major emphasis of the BIL is to promote the manufacturing and accommodation of alternative fuel vehicles, especially electric vehicles, to mitigate the effects of climate change. Given the proliferation of trucking and logistics companies in the Albany region and the anticipation of more locating to the area, it is important that the region position itself for the electrification of roadway freight. While the timeline for major infrastructure needs is somewhat uncertain, having the policy framework in place is critical for the Albany region to accommodate this transition. Therefore, the following actions are recommended:

- To better position for electric vehicles, coordinate with GDOT to designate regional alternative fuel corridors to access new BIL EV funds.
- Coordinate with local governments to discuss the provision of necessary infrastructure to support clean energy fuels, including EV charging stations, as demand increases.

Truck Parking Needs - An attractive opportunity for the Albany region is to develop underutilized land ready for redevelopment to accommodate additional truck parking. There is an undersupply of these resources in the region. Public-private strategies can be employed to encourage investment in such spaces. Siting guidelines to the broader community are identified below (Draft Truck Parking Development Handbook, FHWA):

- Avoid sites near residential land uses, schools, and other community amenities
- Prioritize locations directly adjacent to major highways
- Co-locate with existing industrial developments
- Choose sites with sufficient space and utilities for restrooms and trash service

As GDOT completes its current Statewide Freight and Logistics Plan update, it will be important to coordinate on identified sites and strategies resulting from the effort.

East Albany – Given the presence of local industry and the targeted industries for the region, there is great potential to further develop East Albany into a freight and logistics hub. This is particularly true given the special economic development zones for the area. The development of this hub will require





additional investment in this area for operational improvements and access management strategies to facilitate efficient truck movement and greater maintenance needs.

Intermodal Connectivity – As noted throughout, connections to the Southwest Georgia Regional Airport and the rail system are critical to both existing and targeted industries for economic development. Maintaining freight mobility intermodal connectors such as Slappey Boulevard, Oakridge Drive, Newton Road, and East Oglethorpe Boulevard should be priorities for the region.

Coordination with GDOT - There are several reasons why coordination and cooperation with GDOT is critical to the success of the MTP update, including:

- All major freight routes are state-maintained roads and, therefore, any improvement along these corridors is at their discretion to implement.
- GDOT is leading the implementation of freight-related ITS strategies throughout the state.
- Funding for alternative fuel corridors to assist with EV accommodations must be supported by a State Plan to access BIL funds.
- Once completed, the Statewide Freight and Logistics Plan update can help identify more detailed policies appropriate for the Albany region beyond that presented in this report.



Chapter 1: Introduction

1.1. Freight Profile Purpose

As stated on the GDOT website (<u>http://www.dot.ga.gov/IS/GeorgiaFreight</u>), one "goal of the Department is to use a strategic approach to provide well-planned transportation investments to accommodate freight growth and logistics needs statewide. Freight and logistics demand is a critical component of Georgia's economy. As described in the Governor's Task Force on Freight and Logistics Final Report, the logistics industry in Georgia makes up 18 percent of the State's gross state product. There are 5,000 companies providing logistics services. These companies employ 110,000 Georgians and generate over \$50 billion in sales annually." Additionally, over 30,000 companies in Georgia rely on the logistics industry to move goods through supply chains. These companies employ over 700,000 people and generate over a half-trillion dollars of annual revenue.

The Dougherty Area Regional Transportation Study (DARTS) is updating its Regional Freight Profile to ensure consistency with federal freight planning guidelines and better position DARTS to implement freight improvements and capitalize on Georgia's economic momentum. The previous Freight Profile Final Report was completed in February 2008 and is available online: <u>https://dartsmpo.org/wp-content/uploads/2021/04/Freight-Profile.pdf</u>. The updated Freight Profile will address roadway, rail, and air cargo movement in the DARTS study area, including the City of Albany, Dougherty County, and the southern part of Lee County.

The DARTS Regional Freight Profile has two main objectives:

- Identify a regional freight network to focus efforts on freight planning to better position DARTS to implement freight improvements within their region.
- Provide a locally-driven freight planning process that focuses on a consensus of freight priorities and the overall framework for the MPO to promote regional economic competitiveness.

One of the key elements of this approach that is advantageous to the MPO is the timing of this effort, as it coincides with three significant influencing factors:

- The recent passage of the Bipartisan Infrastructure Law (BIL) The new federal transportation bill emphasizes resilience and promotes alternative fuel corridors that will be factored into the development of the profile.
- The ongoing update of the Georgia Department of Transportation (GDOT) State Freight and Logistics Plan Update The update of this Statewide Plan can provide additional data sources for identifying commodity flows.
- This Regional Freight Profile lays the groundwork for the freight element of the upcoming Metropolitan Transportation Plan (MTP) update, scheduled in Fall 2022.

1.2. Report Purpose

The purpose of this report is to document the efforts completed during the DARTS Regional Freight Profile Update. This report describes how the Albany freight network was identified, how it functions, and the freight network's overall needs moving forward. The process was supported by a community engagement process discussed later in this report.





1.3. Relevant Policy

The most relevant documents that provide the policy framework behind developing a regional freight profile for the Albany region are the following:

- DARTS 2045 MTP Update Provides an overview of relevant community issues, general mobility needs, and recommended transportation improvements throughout the DARTS study area. The freight profile updates much of the information within the 2045 MTP related to network characteristics to current conditions.
- GDOT State Freight and Logistics Plan The GDOT Statewide Freight Plan establishes freight networks and identifies commodity flows that influence the DARTS region. The networks noted in this report and commodity flow information were derived from GDOT information.

In addition, regional economic development strategies can inform needed enhancements to the overall network to support targeted industries and employment growth.

1.4. Study Area

This chapter describes the Albany region in the state and national freight system context. The Dougherty Area Regional Transportation Study (DARTS) Metropolitan Planning Organization (MPO) includes all of Dougherty County and portions of Lee County in Georgia. Albany is a key center of commerce for a large portion of southwest Georgia. The Albany Metropolitan Statistical Area (MSA) is a larger region comprised of Dougherty, Lee, Terrell, and Worth Counties. The primary cities in each MSA county, respectively, are Albany, Leesburg, Dawson, and Sylvester.

Figure 1 illustrates the primary freight transportation routes and facilities within the greater Albany region.

1.5. Report Organization

The remainder of the Regional Freight Profile report is organized as follows:

- Chapter 2 summarizes relevant data sources used throughout this report.
- Chapter 3 presents the role of public and private stakeholders in the Albany region.
- Chapter 4 describes the Albany region in the context of the state and national freight system.
- Chapter 5 describes emerging technologies related to freight mobility.
- Chapter 6 focuses on a discussion of projects, their evaluation, and implementation strategies.



Figure 2: Regional Freight Network



SOURCE: FHWA, US DOT, GDOT, GOOGLE MAPS



Chapter 2: Summary of Relevant Data Sources

This chapter summarizes relevant data sources used throughout this report. The discussion is divided into local and regional sources, state and federal sources, and other third-party data. Table 1 is a list of all data sources obtained for this study.

Table 1: DARTS Regional Freight Data

Data Layer	Source	Date Collected
Roadways	GDOT	2/11/2022
Railroads	USDOT	2/11/2022
Waterways & Ports	GA GIS Clearinghouse	2/11/2022
Boundaries	ESRI	2/11/2022
Water Features	GA GIS Clearinghouse	2/11/2022
Airports	USDOT	2/11/2022
City Boundaries	ESRI	2/11/2022
Intermodal Freight Facilities	USDOT	2/11/2022
Major Ports	GA GIS Clearinghouse	2/11/2022
Navigable Waterway Lines	GA GIS Clearinghouse	2/11/2022
North American Rail Lines	USDOT	2/11/2022
North American Rail Nodes	USDOT	2/11/2022
Railroad Crossings	USDOT	2/11/2022
Road Inventory	GDOT	2/11/2022
Traffic	GDOT	2/11/2022
Rail Crossings	USDOT	2/11/2022
Bridge Inventory	Albany	2/25/2022
Pavement Conditions	Albany	2/25/2022
Existing Land Use	Albany	2/25/2022
Future Land Use	Albany	2/25/2022
Planned and Programmed Projects	DART	3/30/2022
Planned and Programmed Projects	GDOT	3/1/2022
Crash Data	GDOT GEARS	3/1/2022
Census Data	Woods and Poole	2/17/2022
Worker Flows	СТРР	2/16/2022
National Performance Measures Research Data Set (NPMRDS)	FHWA	2/18/2022
Albany MPO Travel Demand Model	Albany MPO	2/18/2022
Statewide Travel Model	GDOT	2/18/2022
RITIS Trip Analytics	ETC/GDOT	3/21/2022



2.1. Local and Regional Data Sources

A large percentage of freight trips typically have at least one trip end outside a given region. Thus, local and regional data are largely focused on where freight arrives, departs, or transfers to other freight modes, in conjunction with local land use information. It is important to understand the primary locations with employment in warehousing, distribution, and manufacturing. The Albany MPO Travel Demand Model is a reliable source for the aggregate distribution of employment across the region. A list of top employers and their locations is also important to further pinpoint locations where freight traffic is generated. These employers are found in Section 4.5. Existing and future land use data are cross-referenced to ensure that all industrial areas are properly identified.

Several relevant regional documents were downloaded from the DARTS MPO website. The previous Freight Profile and the latest MPO Transportation Improvement Program (TIP) were among the most important regional data items.

2.2. State and Federal Data Sources

Multiple state and federal data sources were used to prepare the DARTS Freight Profile. State and Federal sources account for the majority of data layers listed earlier in Table 1. Most statistical summaries and visual representations of these data elements are found in Chapter 4. The USDOT is the source of information on transportation systems that generally cross state boundaries, such as railroads, airports, and their ancillary facilities. The USDOT also provides the National Performance Measures Research Data Set (NPMRDS). GDOT provided data on roadways, crashes, traffic, and travel demand forecasting models. The Georgia GIS Clearinghouse is a reliable source of information on water-related features.

GDOT is a member of the Eastern Transportation Coalition (ETC). The ETC provides access to numerous freight resources, tools, and training opportunities. Agencies and consultants working with ETC members are granted access to the Regional Integrated Transportation Information System (RITIS), a data-driven platform for transportation analysis, monitoring, and data visualization.

2.3. Other Sources

Several other third-party data sources were also vital to data collection efforts. ESRI (Environmental Systems Research Institute) provides various data as part of licensing for its ArcGIS software, including boundary locations. Woods & Poole (W&P) is a reliable national aggregate data source on population, households, employment, and workforce.





Chapter 3: Stakeholder Engagement and Input

This chapter presents the role of public and private stakeholders in the greater Albany region. The success of any community improvement plan is dependent upon a meaningful community involvement effort. DARTS committed to conducting a proactive stakeholder involvement program while developing the DARTS Regional Freight Profile update focused on soliciting local government and community interaction throughout the study process.

The stakeholder participation process began with developing a study webpage and a study fact sheet to outline the study purpose, scope, and schedule. A key element of the outreach process was the initiation of a Freight Advisory Committee (FAC) comprised of representatives from government agencies responsible for developing and implementing transportation improvement plans, businesses, and organizations with interest in freight operations, and public and private users of the roadway, rail, and air freight network.

3.1. Role of Regional Freight Stakeholders

The DARTS FAC comprises local and state transportation planning, economic development agencies, and public and private freight operators in the Albany region. Input from users of the freight network and those responsible for maintaining infrastructure and making policy decisions is vital to developing an effective regional freight profile. The notion of regional freight stakeholders is a relatively new concept for many small-sized MPOs DARTS; however, the Albany regional economy largely depends on industrial employers, and several transportation deficiencies that limit freight flow have been identified. The FAC was formed to guide study goals and objectives, offer input into methodologies used to evaluate options, and review study deliverables, including data findings and draft recommendations. The FAC used an online survey tool and participated in an advisory committee workshop in May 2022. The FAC is intended to meet regularly to oversee policy and project recommendations affecting the future of the roadway, rail, and air freight movement needs in the region. A roster of FAC members is included in Appendix A.

3.2. Summary of Online Surveys

Early in the planning process, an online survey was planned and available for response from April 19 through May 5, 2022. The FAC and DARTS advisory committees were issued a request to complete the survey. A total of eighteen (18) respondents participated. This initial input was used as the basis to validate technical data used by the study team and to formulate the discussion items for the Freight Advisory Committee Workshop held on May 25, 2022. A detailed summary of the responses is included in Appendix B. Representatives from the following organizations and businesses responded to the survey:

- Albany Area Chamber of Commerce
- Albany Dougherty Economic Development Commission
- City of Albany
- City of Albany Planning and Development
- Adams Exterminators
- Angelini Pharma Inc.
- Artesian Alliance
- City of Leesburg
- DARTS
- OmniTRAX
- GDOT





- Southwest Georgia Regional Commission
- United Parcel Service
- Webstaurantstore.com

The survey consisted of questions related to the importance of the roadway, rail, and air cargo freight network in the Albany area and requested input on particular areas of concern.

Regarding tractor-trailer traffic along specific roadways and intersections in the region

- 50 percent of the respondents indicated awareness of problem areas
- 39 percent indicated no awareness of problem areas
- 11 percent were not sure

Regarding truck parking concerns

- 39 percent indicated concerns with truck parking
- 33 percent indicated no problems
- 28 percent were not sure

Regarding railroad crossings presenting issues for truck freight movement

- 17 percent indicated possible issues
- 44 percent were unsure

The first four questions in the survey summary, outlined in Appendix B, served to identify locations of indicated roadway, intersection, truck parking, and railroad crossing concerns related to tractor-trailer freight movement.

The majority of respondents, 66 percent, noted rail freight movement as very important to the region, with the remaining 33 percent neutral. Respondents commented on rail connectivity to Florida, Atlanta, Alabama, and the coast and the possibility of better use of largely dormant rail spurs. Respondents noted the importance of rail connectivity for receiving raw materials for manufacturing in the region. Respondents indicated that increased rail utilization could improve tractor-trailer congestion on the roadways.

Finally, the air cargo freight network was strongly noted by 88 percent of the respondents as very important to the region. Respondents underscored that the Southwest Georgia Regional Airport is the second-largest cargo airport in the state by volume and has been consistently growing in recent decades. As the air cargo network already contributes significantly to the economic strength of the region, expansion of opportunities is indicated as a strong component in the economic growth of the city and region.

3.3. Freight Advisory Committee Workshop

During the development of the Draft Regional Freight Profile, a FAC Workshop was held to review and provide input into the draft document. The workshop was designed to bring together a range of public and private sector freight stakeholders to discuss perspectives on data findings, potential investments, and opportunities for additional freight planning and improvement implementation. The information gained through the workshop was used to refine this Regional Freight Profile. The workshop was held in person, with materials available for electronic review.





Workshop Overview

The workshop was held on May 25, 2022, at the City of Albany Government Center, 240 Pine Avenue, 3rd Floor Conference Room.

The following is a list of workshop attendees:

- Jana Dyke, Albany-Dougherty Economic Development Commission
- Barbara Holmes, Dougherty-Albany Chamber of Commerce
- Caleb Clugston, Webstaurantstore
- Justin Strickland, OmniTRAX
- Diana Chadwick, Molson Coors
- Peter Bednar, City of Albany
- Bruce Capps, DARTS Citizen's Transportation Committee
- Sonya Johnson, DARTS Citizen's Transportation Committee
- Tanner Anderson, City of Albany/DARTS MPO
- Todd Kennedy, City of Albany
- Rob Schiffer, Metro Analytics
- Mary Huffstetler, MPH and Associates

The FAC workshop agenda was as follows:

- I. Introductions
- II. Meeting Purpose
- III. Intro to the Freight Profile What, why, and applicability moving forward
- IV. Study Process What we have done, why you're here, and where we are headed
- V. Input Received
 - a. Surveys
 - b. E-mail Correspondence
- VI. Overview of Key Findings (from Data)
- VII. Overview of New Transportation Bill (BIL)
- VIII. Potential Projects and Recommendations
- IX. Input Session
 - a. Does this information seem correct? Is there anything we may have missed?
 - b. Do you agree with the recommendations?
- X. Recap of Board Exercise
- XI. Role of FAC Moving Forward
- XII. Next Steps

Meeting Comments and Discussion

The following reflects the comments and responses from the workshop.

<u>Comment</u>: Does the truck commodity data include imported commodities? Does the truck data include both public and private commodities? The freight volumes seem lower than expected, and the commodity allocation seems incomplete.

<u>Response</u>: Yes, the data includes both public and private commodities. The study team was still awaiting commodity flow data from GDOT at the time of the workshop. This information will be





incorporated and local input to supplement the data presented for a more accurate representation of volumes and commodity allocations.

<u>Comment</u>: Need additional data on truck freight flows between Albany, Atlanta, Savannah, and Jacksonville.

<u>Response</u>: It was explained that truck flow data were obtained from a national data source that seems insufficient to link trips before and after intermediate stops and deliveries. It was noted that these findings were similar to a recent Atlanta study conducted by Metro Analytics using a different national data vendor for truck flows.

<u>Comment</u>: Examine US 19/Bypass interchange areas to ensure safe and efficient truck freight movements are accommodated.

<u>*Response*</u>: These locations have been duly noted as areas of significant traffic and accident occurrences.

<u>Comment:</u> Need additional data on air freight, including commodities data.

<u>Response</u>: Data obtained from GDOT immediately following the workshop has been incorporated into our report.

<u>Comment</u>: The Southwest Georgia Regional Airport is preparing a strategic plan. This plan should be reviewed and incorporated into the freight profile.

<u>Response:</u> We have received this information from GDOT and have incorporated key recommendations into our report.

<u>Comment</u>: Need additional data on rail freight, including commodities data.

<u>Response:</u> Rail commodity data were received from GDOT after the workshop and are presently being reviewed for study inclusion.

Comment: Examine GDOT studies and policy recommendations regarding truck parking.

<u>Response</u>: The study team will also discuss this topic with GDOT now that we have received other requested data.

<u>Comment:</u> Can GDOT coordinate with private truck stop centers to expand parking at established locations? Sometimes rideshare lots are also used for truck parking. Can funding for a truck parking initiative flow through DARTS?

<u>Response:</u> This will likely require additional dialogue between DARTS and GDOT staff.

<u>Comment:</u> Examine alternative fuel corridor plans specifically related to joint public/private partnership opportunities for truck parking and alternative fuel for freight. Discussion included the need for an inventory of regional electric vehicle charging locations. Albany-Dougherty Economic Development has a regional electric vehicle charging station database. Are grant opportunities available for expanding alternative fuel and electric vehicle infrastructure? Consider a focused exploration of this element in the upcoming 2050 Metropolitan Transportation Plan.

<u>Response:</u> It was noted that the Bipartisan Infrastructure Law includes funding for electric vehicle charging stations. This should be coordinated with GDOT for implementation.







<u>Comment:</u> Truck freight movement is hindered by pedestrians in the roadway due to a lack of pedestrian facilities. Is there funding to accommodate pedestrians to move them safely out of the roadway? TSPLOST funding enacted in 2016 addresses the need for safe pedestrian infrastructure. Also, the City of Albany requires developers to include sidewalks in new development projects.

<u>Response:</u> DARTS has a separate Bicycle/Pedestrian Plan underway that could include a look at pedestrian/truck conflict areas.

<u>Comment:</u> Examine the intermodal facility in Cordele and its impact on freight movement in the Albany area.

<u>Response:</u> The study team will review updated data recently received from GDOT to understand facility operations further.

<u>Comment</u>: The freight profile should focus on the intermodal connections between truck, rail, and air cargo.

<u>Response:</u> Truck freight movement data is the most readily available. Supplemental data for rail and air were recently obtained and will be incorporated into the study. Key roadway and rail connections to the airport were discussed and will be noted.

<u>Comment</u>: The Marine Corps Logistics Base rail infrastructure is underutilized. The base primarily relies on shipping in and out of Jacksonville by truck despite having ample rail infrastructure. There was a discussion about maximizing rail continuity and connectivity.

<u>Response:</u> The study team will look to obtain data available through the Strategic Rail Corridor Network (STRACNET) and the Department of Defense regarding rail use and connectivity.

<u>Comment</u>: Broadband needs and logistics data should be examined and incorporated into the freight profile. The Department of Community Affairs has detailed data regarding broadband availability in the region.

<u>*Response:*</u> While only tangentially related to this study, this issue will be included in the study's final report.





Chapter 4: Albany Region's Context within the State and National Freight System

Chapter 4 presents the inventory of regional freight characteristics, which details the commodity flows, highway network, railroad network, intermodal facilities, and other modes of transport within the Montgomery region. Key freight generators and attractors, as well as planned and programmed projects already under consideration for the region, are also identified. The analysis of inventory data, stakeholder input, and other system and operational factors provides the rationale for recommending a baseline multimodal Regional Freight Network, from which additional programming recommendations can follow in the future.

4.1. Roadway Characteristics

The cornerstone of the DARTS regional freight system is its highway system. Key highways for transporting freight in the region include the following:

- US 19 4-lane highway that connects Albany with Leesburg and the region with Americus to the north and Thomasville to the south. US 19 continues north to Atlanta and south to St. Petersburg.
- US 82/SR 520 4-lane highway that connects Albany with Dawson and Sylvester, and the region with Tifton to the east and Columbus (GA) to the west.
- SR 300 4-lane highway that connects Albany with Cordele to the north and Atlanta via I-75
- SR 133 2-lane highway that connects Albany with Moultrie and Valdosta to the southeast

The area's only limited access highway is a portion of US 19/US 82/SR 520 in Central Albany, also known as the Liberty Expressway. US 19 is limited access from SR 133 to North Slappy Boulevard, at which point US 19 diverges to the north. US 82/SR 520 is limited access from its merger with US 19 on the east side of Albany to Dawson Road on the northwest side of Albany. Primary access to the Interstate Highway system is generally via SR 300 to I-75 north, US 82/SR 520 east to I-75 south, and SR 520 north to I-185. As noted in this report, GDOT plans on four-laning SR 133 between Albany and Moultrie, providing another connection to I-75 in Valdosta. Figure 3 depicts the highway number of lanes on the regional roadway network.





Figure 3: Study Area Regional Map with Roadway Number of Lanes

National Highway Freight Network

The National Highway Freight Network (NHFN) is a product of the Fixing America's Surface Transportation (FAST) Act. Highways on the NFHN are prioritized for "Federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system. The FAST Act also directed the FHWA Administrator to prepare and submit to Congress a report that describes the conditions and performance of the NHFN biennially." There are no NHFN corridors in the study area.

Georgia Statewide Primary Highway Freight System

The Primary Highway Freight System (PHFS) is a subset of the NHFN, representing "the most critical highway portions of the US freight transportation system. Nationally, the system contains 41,518 centerline miles, including 37,436 centerline miles of Interstate and 4,082 centerline miles of non-Interstate roads." In Georgia, the only Interstate highway segments not on the PHFS are I-59, I-520, I-575, I-985, a short segment of I-75 in Macon, and a segment of I-85 in Atlanta. Figure 4 depicts all NHFN facilities in Georgia and highlights those highways that are part of the PHFS.







Figure 4: Georgia Statewide Primary Freight System Network

SOURCE: FHWA





Existing Roadway Volumes

Existing traffic conditions are critical to determining the location of traffic bottlenecks that could impact the ability of trucks to deliver goods on time. Year 2020 traffic counts were obtained from the GDOT Traffic Analysis and Data Application (TADA) for both Average Annual Daily Traffic (AADT) and trucks by vehicle classification.

Total Traffic Volumes

Year 2020 AADT is depicted in Figure 5. Not surprisingly, the highest traffic volume in the DARTS region is found on the Liberty Expressway (US 19/US 82/SR 520) between Clark Avenue and Slappy Boulevard. Year 2020 AADT ranges from 40,700 to 43,300 for this limited access highway segment. Incidentally, due to restrictions during the COVID-19 pandemic, year 2020 AADTs are generally lower than in 2019. Year 2019 AADT for this same segment ranges from 45,000 to 47,800. Once available, it is anticipated that 2021 AADT values will be closer to 2019 volumes than those collected during 2020.





SOURCE: GDOT



Existing Truck Volumes

The GDOT TADA dashboard application also includes 2018-2020 truck volumes and the percentage of truck trips by highway segment. Figure 6 depicts 2020 truck AADTs by highway segment. Truck AADT is available separately for single unit and combo unit trucks. The highest truck volumes on the aforementioned segment of the Liberty Expressway include 2,100 single-unit trucks and 2,300 combo unit trucks. The percentage of trucks along this segment ranges between 9 and 11 percent.

Figure 6: 2020 Truck Traffic Volumes



SOURCE: GDOT

Truck Origins and Destinations

As a partner agency with GDOT, DARTS staff and consultant team were granted access to Georgia RITIS data, including their Trip Analytics tool. The Trip Analytics tool was used to estimate truck flows between Dougherty and Lee Counties and other Counties in Georgia, as depicted in Table 2. The Albany Metropolitan Statistical Area (MSA) Counties are depicted in bold text.







Ranking	Destination	Origins	Percent	Destination	Origins	Percent
1	Dougherty	Dougherty County	68%	Lee County	Lee County	37%
2	County	Lee County	6%	-	Dougherty County	36%
3	-	Tift County	3%	-	Sumter County	5%
4		Worth County	2%		Terrell County	4%
5	-	Mitchell County	2%	-	Worth County	2%
6	-	Lowndes County	2%	-	Crisp County	2%
7	-	Terrell County	1%	-	Mitchell County	2%
8	-	Crisp County	1%	-	Tift County	1%
9		Colquitt County	1%		Colquitt County	1%
10		Early County	1%		Macon County	1%
**		ALL OTHER	12%		ALL OTHER	10%
		Top 10 Total	88%		Top 10 Total	90%

Table 2: Predominant County-to-County Truck Flows Within DARTS Study Area

SOURCE: REGIONAL INTEGRATED TRANSPORTATION INFORMATION SYSTEM (RITIS) TRIP ANALYTICS

Per the information in Table 2, highlights of origins and destinations include:

- Approximately 88 percent of truck trips destined for Dougherty County are from the top 10 counties listed above. Approximately 68 percent of these truck trips have both origins and destinations within Dougherty County.
- Approximately 90 percent of trucks destined to Lee County originate in 10 counties, with only 41 percent of these internal to Lee County.
- One percent of trucks headed to Dougherty County originate in the greater Atlanta region. While this number may seem low, nearly all truck trips that originate will have intermediate stops between the Albany and Atlanta regions.





Projected Traffic and Truck Volumes

Projected year 2045 AADT volumes are depicted in Figure 7, as derived from the DARTS 2045 existingplus-committed (E+C) network model and provided by GDOT. Figure 8 is provided as an inset to better visualize the highest traffic forecasts in the Albany urban core. The existing highest volume segment on the Liberty Expressway is likewise the highest volume segment in 2045, with volumes increasing from 2020 AADT of 43,300 to 57,700 in 2045. Other high-volume segments in 2045 are Slappey Boulevard south of Gillionville Road (36,100), Dawson Road north of the Liberty Expressway (33,500), Oglethorpe Boulevard Bridge over the Flint River (33,200), and Slappey Boulevard north of the Liberty Expressway (30,400).





SOURCE: DARTS 2045 E+C MODEL (GDOT)









Figure 8: Projected Future Total Traffic Volumes – Inset

SOURCE: DARTS 2045 E+C MODEL (GDOT)

Forecasted year 2050 truck volumes are depicted in Figure 9, derived from the Georgia Statewide Travel Model, also supplied by GDOT. The statewide model is a more reliable source for future truck traffic as it reflects the entirety of truck trips, which can be hundreds of miles long and extend way beyond the boundaries of the DARTS model. MPO models do not reflect changes in statewide truck patterns that might change due to the location of new intermodal facilities or roadway capacity projects outside the urban area. On the Liberty Expressway, east of Slappy Boulevard, 2045 daily truck volumes are projected to reach 3,700. Other high truck volume segments in 2045 are expected to include Dawson Road north of the Liberty Expressway (2,900); Oglethorpe Boulevard east of US 19 (2,900); GA 300 north of GA 32 (2,600); US 82 east of Clark Avenue (2,800); and US 19 south of Oglethorpe Boulevard (2,200).





Figure 9: Projected Future Truck Volumes



Source: 2050 Georgia Statewide Model (GDOT)

4.2. Intermodal Freight

While the roadway network is the primary means of freight mobility, the Albany region is served by many railroads and an active airport. Furthermore, the Ports of Savannah and Brunswick also carry many goods to and from the Albany region via the roadway and railway network.

Rail

The DARTS region includes four different rail providers. Figure 10 depicts all rail lines and at-grade rail crossings in the DARTS study area. Table 3 lists track miles for each railroad company and the number of rail crossings in the area. There are approximately 310 miles of track in Dougherty and Lee Counties and more than 50 at-grade railroad crossings in the Albany region.





Figure 10: DARTS Rail Lines and Rail Crossings



SOURCE: USDOT, GOOGLE MAPS, GDOT

Table 3: Railroad Characteristics

Railroad Characteristics	
Miles of Track	310 miles
- Georgia & Florida Railway	222 miles
- Hilton & Albany Railroad (HAL)	60 miles
- Norfolk Southern	22 miles
- US Government (Marine Corps)	6 miles
Railroad Crossings	105

SOURCE: USDOT, GOOGLE MAPS, GDOT

Norfolk Southern, the only national railroad in the area, owns one rail line that begins in Albany and continues north through Leesburg, ending in Macon. Georgia & Florida Railway (GFRR) is a network of approximately 222 miles of track between Albany, Georgia, and northwestern Florida, including lines heading eastward, southward, and southeast radiating from Albany. The Hilton & Albany Railroad (HAL)







operates a single rail line heading westward from Albany to Hilton, Alabama, where it connects with the Bay Line Railroad. The US Government (Marine Corps) also operates 6 miles of track.

Air Cargo

The Albany region is served by the Southwest Georgia Regional Airport (ABY). The airport is the secondlargest cargo airport in Georgia, serving as a primary sorting facility for the United Parcel Service (UPS). The airport is located along Newton Road (GA 91), south of Oakridge Drive (GA 234), and provides both freight and passenger services. The roadway network serves the facility well as Newton Road, and Oakridge Drive are 5-lane urban sections (4 through lanes plus a continuous turn lane).

According to the Georgia Statewide Air Cargo Study, "UPS is the sole tenant in Southwest Georgia Regional Airport's dedicated cargo building. The building is roughly 5,000 square feet and is supported by approximately 50,000 square feet of dedicated air cargo apron space. The UPS facility has seven landside doors and seven airside doors for trucks to load and unload cargo. It is supported by forty-nine parking spaces for cars and seven for trucks. There is one security gate for the facility, located on Newton Road. Albany provides an interesting example of an air cargo airport not near an interstate highway. Albany is in an area of the state where highway congestion is typically not an issue; this enables air cargo to be efficiently trucked to and from the airport, despite the lack of nearby interstate access."

According to the same study, ABY has experienced significant growth in freight tonnage handled between 2009 and 2020, increasing from 17,260 metric tons in 2009 to 18,280 in 2014, 24,950 in 2019, and 24,040 metric tons in 2020. FAA forecasts from October 2021 anticipate that air cargo metric tonnage at ABY will reach 44,560 by 2040, an average annual growth rate of 28 percent. Future needs for the airport include expanding the apron in the vicinity of the UPS facility to accommodate additional aircraft and lengthening the existing runway by 1,500 feet to allow larger cargo aircraft to operate at ABY effectively.

Port Interaction

Given that the Flint River is not a freight waterway, there are no riverports or waterborne terminals in the region. However, the Ports of Jacksonville and Savannah are key origin points of truck shipments to the Albany region.

Intermodal Connections

In addition to freight rail terminals for Norfolk Southern and Georgia & Florida Railway, Albany area freight intermodal facilities include the following:

- UPS Air Cargo Facility
- FedEx Freight
- Southeastern Freight Lines
- XPO Logistics
- Estes Express Lines





4.3. Freight Generators and Attractors

Several data sources were used to identify potential freight generators and attractors within the DARTS study area. Manufacturing and warehousing/distribution employers are listed in Table 4, along with NAICS codes (when readily available). Table 5 is a list of other major regional employers that, while not industrial by nature, are still large enough to warrant significant truck traffic. In fact, the top seven employers in Table 5 have more employees than any company listed in Table 4.

Table 4: Major Manufacturing and Warehousing/Distribution Employers in the Albany Region

Company	NAICS	Total Employees
Procter & Gamble	322291	750
Molson Coors (Miller Brewing Company)	312120	600
Mars Chocolate, NA	311352	500
ESS Electronics	334290	500
Coats and Clark Inc.	313310	490
MetroPower	237130	390-425
Southern AG Carriers	484121	300
Gerdau Ameristeel US	331110	225
Schneider National	484121	205
Thrush Aircraft	336411	185
Southern Concrete Construction Co	327310	180
United Parcel Service	492110	158
Georgia Pacific Corp	322211	150
Pratt Industries		30+

SOURCE: ALBANY-DOUGHERTY ECONOMIC DEVELOPMENT COMMISSION, ECG, ZIPPIA.COM, NAICS

Table 5: Other Major Employers in the Albany Region

Employer	NAICS	Total Employees
Phoebe Putney Memorial Hospital	622110	3,000 - 3,500
Dougherty County School System	622110	2,500
Albany State University	611310	999 – 1,264
City of Albany	999300	1,000
U.S. Marine Corps (Logistics Base)	928110	848
Springleaf Financial Holdings	541990	783
Darton College	611310	775
Dougherty County	999300	680
State of Georgia	999200	677
Walmart	452990	651
JRN, Inc. (KFC)	722513	651
Heritage Financial Group	NA	500
Albany Technical College	NA	420
Albany Area Community Service Board	624190	300



DARTS Regional Freight Profile

Employer	NAICS	Total Employees
Foxmar	611430	290
AT&T (Bell South Telecommunications)	517311	285
United States Postal Service	491110	275
Palmyra Medical Centers (Nursing Home)	623110	210
Dillard's	452210	200

SOURCE: ALBANY-DOUGHERTY ECONOMIC DEVELOPMENT COMMISSION, ECG, ZIPPIA.COM, NAICS

Figure 11 depicts the location of major industrial employers and intermodal centers within Dougherty County. Employers depicted on this map are prominent locations for freight activity in Albany.

Figure 11: Location of Regional Industrial Employers and Intermodal Facilities



SOURCE: DARTS, NAICS



4.4. Network Performance and Freight Travel

This section analyzes the existing and future 2045 freight network performance, identifies potential deficiencies and bottlenecks, and provides a general assessment of freight travel in the DARTS region. Figure 12 presents existing levels of service in the Albany area, as reported by GDOT and local agencies.





SOURCE: DARTS MPO MODEL

The DARTS 2045 Metropolitan Transportation Plan includes maps and tables depicting locations where volume/capacity (V/C) ratios are forecasted to exceed 0.55. Network performance analyses for the Freight Profile are focused on key freight corridors and only the highest 2045 V/C ratios identified in the MPO model on roadways with potential for truck traffic. The study team also reviewed 2050 truck forecasts from the Georgia Statewide Model as part of this analysis.

Figure 13 depicts the projected year 2045 V/C ratios. Several corridor segments described earlier among the top truck volume locations are also forecast to have high projected V/C ratios. These include segments of Dawson Road, Oglethorpe Boulevard, and Slappy Boulevard. Other streets and highways carrying significant truck traffic or serving commercial properties and projected to experience V/C ratios exceeding 1.0 include segments of Archwood Drive, Clarke Avenue (US 82), Gillionville Road (GA 234), W.





Gordon Avenue, N. Jefferson Street (GA 91), Moultrie Road (GA 234 section), Nottingham Way, Old Dawson Road, Pointe North Boulevard, and Wyandotte Drive.

Figure 13: Year 2045 Projected Volume/Capacity Ratios



SOURCE: DARTS MPO MODEL



4.5. Inventory of Planned and Programmed Freight Projects

Several planned and programmed projects identified in previous studies are relevant to this planning effort. The FY 2021-2024 Transportation Improvement Program (TIP) includes several funded roadway projects that will improve the flow of trucks in the Albany region. These projects are summarized in Table 6 below.

Table 6: Committed Freight-Related Roadway Projects in DARTS Region

Roadway	Project Description	Funded Phases
SR 520 Bridge over the Flint River	Bridge Replacement	Right-of-Way
SR 133 from County Line Road (CR 459) to Holly Drive (CR 540)	Widen from 2 Lanes to 4 Lanes	Construction
SR 133 from north of SR 112 to north of County Line Road (CR 459)	Widen from 2 Lanes to 4 Lanes	Construction
Westover Boulevard from Albany Mall to north of Ledo Road	New 4 Lane Flyover	Construction

Source: FY 2021-2024 TIP

The above table excludes projects unlikely to impact freight flow, such as enhancements for signal system modifications, lighting, and roadway resurfacing. The most important funded projects for improving freight flow are continued capacity expansions of SR 133, a key linkage between Albany and Moultrie that was prioritized during the original Georgia Statewide Freight and Logistics Study. GDOT has largely completed the widening of SR 133 to four lanes from Moultrie to I-75 in Valdosta, leaving the Albany to Moultrie segment as the missing link to I-75 south.

DARTS 2045 Metropolitan Transportation Plan (MTP)

The 2045 adopted MTP includes the following capacity enhancements on corridors likely to help the flow of freight:

- Widen Liberty Expressway to 6 lanes, from Dawson Road to Slappey Blvd
- Widen Liberty Expressway to 6 lanes, from Slappey Blvd to Clark Avenue
- Liberty Expressway / Nottingham Rd Interchange EB Ramp
- Southbound ramp from Liberty Expressway to N Jefferson Street
- Widen Slappey Blvd (SR 234/520 BUS) from Colquitt Ave N to Tift Ave; with Access Management
- Widen Nottingham Rd from 2 to 4 Lanes between Stewart Ave. and Westover Blvd
- Widen Jefferson St. from 2 to 4 Lanes from Roosevelt to 7th Ave
- Widen Archwood Dr from 2 to 4 Lanes from Stuart to Westover
- Widen Pointe North from 2 to 4 Lanes between Dawson Rd and Old Dawson Rd

Georgia Statewide Freight and Logistics Plan

The only project explicitly mentioned in the Georgia Statewide Freight and Logistics Plan is the completion of four-laning SR 133 between Albany and Moultrie. The same plan also depicts the recently completed 4-lane section of SR 133 between Moultrie and Valdosta. The SR 133 corridor between Albany and Valdosta is part of the Governor's Road Improvement Program (GRIP). According to GDOT, "GRIP is a system of economic development highways that, when complete, will connect 95 percent of Georgia cities."





DARTS 2008 Freight Profile

The previous Freight Profile focused on documenting regional truck and rail flows. The final study report does not include any specific project recommendations. Still, it includes recommendations on streamlining the area's freight network and adding truck count stations at several regional locations.

4.6. Truck Traffic Safety

Safety data for the DARTS region were obtained from the Georgia Electronic Accident Reporting System (GEARS) and mapped to understand better where trucks are involved in accidents and those highways where accidents might be likely to disrupt the flow of traffic, both for passenger and freight flows. The mapping of GEARS data for this section of the report reflects a 5-year window of crash information from 2016-2020. Figure 14 depicts auto crashes in the DARTS region, Figure 15 displays the severity of crashes in the region, while Figure 16 shows truck crashes.

As expected, major truck corridors in the region are also the location of a significant number of auto accidents. Over the 5-year period depicted in Figure 14, every segment of US 19, US 82, SR 133, and SR 300 experienced auto accidents. As displayed in Figure 15, accidents with fatalities and serious injuries tend to be most common on two-lane highways, including SR 133, which is committed to four-laning in the current MPO TIP. Many severe accidents occur in the urban core on high-volume roadways such as the Liberty Expressway. As shown in Figure 16, truck accidents are most common on state and federal highways, where truck travel is most common. Highways with the highest frequency of truck accidents include SR 133, US 82 northwest of Albany, and roadway segments north, south, east, and west of the Liberty Expressway/Slappey Boulevard interchange. Even relatively low-volume rural two-lane highways in the region have experienced a series of truck-related accidents, highlighting trucks impact many area roadways.



Figure 14: Auto Crashes in DARTS Region





Figure 15: Severity of Crashes in DARTS Region





Figure 16: Truck Crashes in DARTS Region





4.7. Population and Employment Characteristics

Woods and Poole data are available at the County and MSA level for the years 1969 to the present, as well as forecasted metrics out to the year 2050, and served as a primary source for aggregate demographics for this study. Table 7 depicts population and employment estimates for the Albany MSA in 10-year increments (1970-2050). As shown, employment in the MSA grew steadily to roughly 80,000 in 2000, but the area has experienced a flat population growth rate through 2020. The lack of employment opportunities between 2000 and 2020 has led to a decline in population of 7,000 persons, or roughly 5 percent. With respect to future conditions, the Albany region is projected to grow in employment through 2050 by nearly 30,000 jobs, or 36 percent, while the population is projected to remain relatively the same. This trend could indicate that the overall share of truck traffic compared to overall traffic along the roadways would likely increase over the next 30 years.

Table 7: Population and Employ	ment Trends and Projections	for Albany MSA (in 1000s)
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Metric	1970	1980	1990	2000	2010	2020	2030	2040	2050
Employment	54,372	64,932	71,183	79,566	77,795	80,085	92,357	100,536	108,926
Population	123,725	142,885	143,025	153,585	154,145	146,570	147,546	146,961	145,595

Source: Woods & Poole, 2021

The American Association of State Highway and Transportation Officials (AASHTO) maintains the Census Transportation Planning Products (CTPP), an online dashboard application that uses data from the American Community Survey (ACS). CTPP was used to estimate worker commute patterns among counties surrounding the greater Albany region. These worker flows provide useful information on the workforce of major employers in the DARTS study area and where workers originate their commute trips. Table 8 summarizes the top 15 counties providing workers to Dougherty County employers. The top 15 account for 97.4 percent of all workers, according to the CTPP.

Table 8: CTPP Worker Flows to Dougherty County (Top 15 Origin Counties)

Rank	Residence	Workplace	Workers ages 16+	Percent
1	Dougherty County	Dougherty County	29,035	62.0%
2	Lee County	Dougherty County	8,640	18.4%
3	Worth Country	Dougherty County	3,030	6.5%
4	Mitchell County	Dougherty County	1,210	2.6%
5	Terrell County	Dougherty County	965	2.1%
6	Sumter County	Dougherty County	600	1.3%
7	Colquitt County	Dougherty County	460	1.0%
8	Crisp County	Dougherty County	385	0.8%
9	Tift County	Dougherty County	330	0.7%
10	Calhoun County	Dougherty County	240	0.5%
11	Baker County	Dougherty County	210	0.4%
12	Turner County	Dougherty County	195	0.4%
13	Thomas County	Dougherty County	145	0.3%
14	Decatur County	Dougherty County	130	0.3%
15	Early County	Dougherty County	115	0.2%





SOURCE: U.S. CENSUS BUREAU, AMERICAN COMMUNITY SURVEY 2012-2016 FIVE-YEAR ESTIMATES. SPECIAL TABULATION: CENSUS TRANSPORTATION PLANNING

CTPP also provides a breakdown of workers by employment category for all Counties of the Albany Metropolitan Statistical Area (MSA). According to the CTPP, educational, health, and social services account for nearly 25 percent of the workforce within the MSA, followed by retail trade and manufacturing, both just under 12 percent. Table 9 provides a breakdown of workers by industry for the Albany MSA.

Table 9: Albany MSA No. of Workers by Industry

Industry	Total No. of Workers 16+ by Industry	Percent by Category
Education, Health, and Social Services	16,325	24.2%
Retail Trade	7,995	11.9%
Manufacturing	7,975	11.8%
Public Administration	5,875	8.8%
Professional, Scientific, Management, Administrative	5,135	7.6%
Arts, Entertainment, Recreation, Accommodation, and Food	5,015	7.4%
Other Services (Except Public Administration)	3,975	5.9%
Construction	3,440	5.1%
Finance, Insurance, Real Estate, and Rental and Leasing	3,215	4.8%
Transportation and Warehousing, and Utilities	2,995	4.4%
Agriculture, Forestry, Fishing and Hunting, and Mining	1,985	2.9%
Wholesale Trade	1,975	2.9%
Information	1,054	1.6%
Armed Forces	349	0.5%

Source: U.S. Census Bureau, American Community Survey 2012-2016 Five-year estimates. Special Tabulation: Census Transportation Planning

4.8. Commodity Flow

The primary sources for assessing commodity flows were provided by GDOT and included the following data sources:

- Freight Analysis Framework (FAF) The FHWA-sponsored tool that estimates tonnage and value by regions of origin and destination, commodity type, and mode for base year 2017 and a 30-year forecast to 2050. FAF5 forecasts provide a range of future freight demands at five-year increments representing three different economic growth scenarios, through 2050, by various modes of transportation. Because there is no specific zone for the Albany region, this data was disaggregated by GDOT to reflect flows in and out of the Albany region.
- Transearch A proprietary data set purchased by GDOT that estimates and predicts US freight flows over 30 years by origin, destination, commodity, and transportation mode. Data is organized by National Motor Freight Classification (NMFC) codes.

Of these two datasets, Transearch provides more granular estimates for commodity flows and is, therefore, more appropriate for identifying commodity flows for smaller regions such as Albany.





Overall, trucks carry the largest share of freight in and out of the Albany region; however, air and rail are also very important to the regional freight profile. The following section describes commodity movement by mode.

Commodities by Truck

Tables 10 and 11 present the top commodities by tons and value originating and destined for DARTS in 2019 from the Transearch data. Key characteristics include:

- The commodities with the greatest value by truck destined for Albany by truck were goods associated with warehouse and distribution centers. Also, a significant amount of freight by truck is associated with intermodal transfer, with the second-largest commodity flow being goods from the airport and the fifth most being goods transferred from rail. Once a transfer of goods to truck from another truck, rail, or air, the specific type of commodity (i.e., motor vehicles, drugs, etc.) is no longer represented in the data because they are often combined with other commodity types.
- There is little correlation between the overall value of commodities and tonnage. Of the top ten commodities by tonnage destined for Albany, only petroleum refining products (gas and diesel) are in the top commodities for value. In contrast, broken stone or riprap if by far the leading commodity by tons and is not in the top ten for value.
- Some commodity classes, such as warehouse and distribution and petroleum refinement, have a high number of deliveries in Albany and then continue to other regions. Therefore, they will show as commodities both destined for and originating from the Albany region.
- Key commodities destined for Albany include broke stone and riprap, concrete and asphaltrelated products, and agricultural products. It is assumed that these commodities support local industrial uses.
- Key commodities originating from Albany include concrete, sanitary paper products, malt liquors, grain and lumber.

Ranked by Tons				Ranked by Value			
	Commodity	Tons		Commodity	Value		
1.	Broken Stone or Riprap	499,072	1.	Warehouse & Distribution Center	\$227,871,391		
2.	Petroleum Refining Products	200,746	2.	Air Freight Drayage from Airport	\$159,675,712		
3.	Warehouse & Distribution Center	184,834	3.	Motor Vehicles	\$151,388,173		
4.	Ready-mix Concrete, Wet	128,209	4.	Petroleum Refining Products	\$134,326,441		
5.	Misc Waste or Scrap	77,900	5.	Rail Intermodal Drayage from Ramp	\$75,962,985		
6.	Gravel or Sand	63,406	6.	Misc Plastic Products	\$65,583,996		
7.	Misc. Field Crops	59,672	7.	Drugs	\$51,096,734		
8.	Asphalt Paving Blocks or Mix	47,362	8.	Motor Vehicle Parts or Accessories	\$46,365,657		
9.	Concrete Products	39,751	9.	Oil Kernels, Nuts or Seeds	\$44,247,572		
10.	Misc Sawmill or Planing Mill	39,526	10.	Paper	\$36,495,841		

Table 10 :Top 10 Commodities Destined for DARTS by Truck (Tons and Value)







	Ranked by Tons			Ranked by Value	
	Commodity	Tons		Commodity	Value
1.	Petroleum Refining Products	711,835	1.	Petroleum Refining Products	\$478,080,847
2.	Warehouse & Distribution Center	351,973	2.	Warehouse & Distribution Center	\$433,926,975
3.	Ready-mix Concrete, Wet	241,288	3.	Sanitary Paper Products	\$315,307,386
4.	Sanitary Paper Products	128,233	4.	Air Freight Drayage from Airport	\$159,675,712
5.	Misc Food Preparations, Nec	119,284	5.	Misc Food Preparations, Nec	\$156,831,286
6.	Malt Liquors	103,864	6.	Air Freight Drayage to Airport	\$124,464,920
7.	Misc Waste or Scrap	93,886	7.	Malt Liquors	\$113,072,528
8.	Lumber or Dimension Stock	93,372	8.	Containers or Boxes, paper	\$112,018,052
9.	Gravel or Sand	76,587	9.	Rail Intermodal Drayage to Ramp	\$77,255,594
10.	Grain	72,988	10.	Millwork or Cabinetwork	\$67,340,169

Table 11 :Top 10 Commodities Originating from DARTS by Truck (Tons and Value)

Commodities by Air

As noted in Section 4, the Southwest Georgia Regional Airport is the second-largest cargo airport in Georgia, serving as a primary sorting facility for UPS. Tables 12 and 13 present the top commodities by tons and value originating and destined for DARTS in 2019 from the Transearch data. Compared to commodities by truck, commodities shipped via air are generally far more valuable than that shipped via truck. They are also often commodities that are delicate and/or time-sensitive. Key characteristics of air commodities for the Albany region include:

- The commodity class with the greatest value shipped via air are FAK (Freight All Kinds) shipments. FAK shipments are not a specific commodity. FAK is a term used within the freight and logistics industry when a single carrier (such as UPS) assigns a single tariff classification for freight that would typically run under several NMFC codes.
- Small package shipments (such as documents, gifts, etc.) make up the most tonnage for air freight destined for and originating from the Albany region. Most of these packages are under 150 pounds and, compared to other air-shipped commodities, are generally less valuable.
- As with truck commodities, some commodity classes have a high number of deliveries into the Albany region and then continue to other regions. This is particularly true given the UPS distribution center at the Southwest Georgia Regional Airport. Therefore, they will show as commodities both destined for and originating from the Albany region.
- Key commodities destined for Albany via air include more delicate manufacturing items such as electrical, transportation, and industrial equipment. Drugs and jewelry are also highly valued commodities transported via air to the Albany region.
- Key commodities originating from Albany via air include machinery, textile mill products, and rubber and miscellaneous products.



	Ranked by Tons			Ranked by Value	
	Commodity	Tons		Commodity	Value
1.	Small Packaged Freight	6 <i>,</i> 586	1. FAK'	* Shipments	\$303,346,230
	Shipments				
2.	FAK* Shipments	2,121	2. Tran	sportation Equipment	\$269,872,402
3.	Electrical Equipment	815	3. Misc	Manufacturing Products	\$227,193,374
4.	Instrum, Photo Equipment,	736	4. Elec	trical Equipment	\$218,882,112
	Optical Eq				
5.	Transportation Equipment	678	5. Instr	um, Photo Equipment, Optical	\$171,035,799
			Eq		
6.	Fabricated Metal Products	656	6. Drug	gs	\$116,262,826
7.	Industrial Chemicals	446	7. Jewe	elry, Precious Metal, Etc.	\$103,194,968
8.	Misc Manufacturing Products	278	8. Solic	State Semiconducts	\$32,581,428
9.	Drugs	251	9. Fabr	icated Metal Products	\$29,183,725
10.	Machinery	223	10. Mac	hinery	\$28,413,680

Table 12 :Top 10 Commodities Destined for DARTS by Air (Tons and Value)

Table 13 :Top 10 Commodities Originating from DARTS by Air (Tons and Value)

Ranked by Tons				Ranked by Value		
	Commodity	Tons		Commodity	Value	
1.	Small Packaged Freight	5,561	1.	FAK* Shipments	\$411,884,615	
	Shipments					
2.	FAK* Shipments	2,880	2.	Misc Manufacturing Products	\$317,408,895	
3.	Misc Manufacturing Products	388	3.	Transportation Equipment	\$122,390,551	
4.	Electrical Equipment	347	4.	Electrical Equipment	\$93,297,691	
5.	Machinery	346	5.	Machinery	\$44,181,963	
6.	Transportation Equipment	307	6.	Drugs	\$28,835,756	
7.	Textile Mill Products	250	7.	Instrum, Photo Equipment, Optical	\$27,088,007	
				Eq		
8.	Fabricated Metal Products	149	8.	Misc Freight Shipments	\$16,181,765	
9.	Rubber or Misc Plastics	125	9.	Chemicals or Allied Products	\$11,134,297	
10.	Instrum, Photo Equipment, Optical Eq	117	10.	Primary Metal Products	\$8,125,738	

Commodities by Rail

As noted in Section 4, railways in the Albany region include Norfolk Southern, Georgia & Florida Railway, Hilton & Albany Railroad (HAL), and the US Government (Marine Corps). Railways are a cost-effective way to transport heavy commodities or quantities in bulk. They can also economically move intermodal freight (containerized freight) at distances usually at or above 500 miles. Railyards and stations provide regions with an excellent opportunity to facilitate intermodal distribution.





Unfortunately, commodity data for rail available from GDOT is more limited than that for trucks and air. The top commodities by rail by value are presented in Tables 14 and 15. Key characteristics reported from the Transearch data include:

- The two top commodities destined for the Albany region via rail are pulp and pulp mill products and motor vehicles.
- Only two commodities were reported in the GDOT data for originating in the Albany region were sanitary paper products and oil kernels, nuts and seeds. Of the two commodity classes, sanitary paper products is by far the primary commodity class originating from the Albany region.
- Many of the top commodities transported via rail are also top commodities for truck. These include sanitary paper products, motor vehicles and petroleum refinement products. This would indicate many of these goods are transferred at the Norfolk Southern and Georgia & Florida intermodal yards.

Local stakeholders were asked to provide input regarding rail commodities. Input received included:

• Insert after meeting

Table 14: Top 10 Commodities Destined for DARTS by Rail (Value)

Commodity	Value
Pulp or Pulp Mill Products	\$8,167,450
Motor Vehicles	\$5,033,084
Nut or Veg Oils or By-products	\$847,559
FAK Shipments	\$446,996
Liquefied Gases, Coal or Petroleum	\$289,600
Fiber, Paper or Pulpboard	\$229,747
Misc Industrial Organic Chemicals	\$155,012
Petroleum Refining Products	\$124,751
Plastic Mater or Synth Fibers	\$99,899
Malt	\$50,216

Table 15: Top Commodities Originating from DARTS by Rail (Value)

Commodity	Value
Sanitary Paper Products	\$345,314
Oil Kernels, Nuts or Seeds	\$47,117





5.0 Emerging Freight Technologies

The following section provides an overview of emerging Intelligent Transportation Systems (ITS) and technology advancements to facilitate freight mobility.

5.1. Adaptive Traffic Control Systems

Traffic signal control systems are becoming "smarter" with current foci on community impacts such as congestion and emissions. GDOT, in cooperation with the MPOs and local governments, is working on traffic signal enhancements throughout the Greater Atlanta region through the Connective Vehicle Regional Program (CV1K).¹ Enhancements include emergency vehicle preemption, transit signal priority, pedestrian alerts on transit buses, queue warning, and speed harmonization.²

5.2. Truck Signal Priority

Connected Vehicles

Freight signal priority provides precedence to freight and commercial vehicles traveling in a signalized network along a defined corridor. The goal of freight signal priority is to reduce stops and delays to increase travel time reliability, specifically for freight traffic, improve on-time deliveries, enhance intersection safety, and increase overall network efficiency. Freight signal priority could be applied with other intelligent transportation systems or Integrated Corridor Management (ICM) strategies. Although some technology applications may not be immediately implementable in the Albany region since it will take time for roadside infrastructure and freight vehicles to be equipped with vehicle-to-infrastructure (V2I) communication technology, the applications may offer an incentive for freight shippers as the technology will improve overall corridor efficiency. With less delay at intersections, drivers would be better equipped to make on-time deliveries, and fuel consumption and emissions due to idling at intersections could be reduced.³

As part of the Dynamic Mobility Applications program, the USDOT is exploring the possibilities for smarter traffic signal timing using V2I communications. The Multi-Modal Intelligent Traffic Signal Systems (MMITSS) is a bundle of applications that allows traffic signals to be monitored and adjusted in real-time to maximize traffic flows or accommodate specific user groups, such as freight, transit, emergency vehicles, and pedestrians.⁴

It should be noted that there are difficulties in implementing Connected Vehicle technology. These include:

³ USDOT. Integrated Corridor Management and Freight Opportunities. December 2015.

⁴ U.S. Department of Transportation. *Dynamic Mobility Applications (DMA) Program – Multimodal Intelligent Traffic Safety System (MMITSS)*. Available online at:

https://www.its.dot.gov/research archives/dma/bundle/mmitss plan.htm



¹ "The CV1K program targets implementing connected vehicle technologies operating in the 5.9 GHz safety spectrum at 1,000 traffic signal intersections." Source: "Transportation Coordinating Committee, December 11, 2020, Meeting Notes. Available at https://cdn.atlantaregional.org/wp-content/uploads/12-11-2020-notes.pdf.

² Note that Dekalb County is not a local partner in the first round of the CV1K project. The City of Dunwoody and PCIDs in north Dekalb are the only local partners in Dekalb County, and implementation there would not impact the MSCID. Also, more information can be found at <u>http://itsarchitecture.atlantaregional.org/projdetail.htm?id=9</u>.



- Equipment costs are a consideration. Connected vehicles require On-Board Units (OBUs) to function. Given most trucks traverse multiple regions and jurisdictions and the different types of technologies available, the utility of specific OBUs may be too limited to warrant their purchase by a certain shipper.
- Connected Vehicles have difficulty performing during peak hours, and, as a result, technology is typically recommended for off-peak use. Many local fleets like UPS and FedEx travel in the study area during peak hours and would not benefit from the technology. Another consideration is how multiple trucks influence overall signal timing and impact congestion.
- Truck preemptive signalization also presents equity issues. While signal preemption for emergency vehicles is generally accepted, preemption for freight over private vehicles may not be politically acceptable.

Camera-Linked Dilemma Zone Signal Technology

Another potential ITS application could be camera-linked signal pre-emption based on real-time surveillance of vehicles. This technology seeks to improve safety and operation using a traffic responsive signal timing (extended green) to respond to high truck volumes to reduce the 'dilemma zone' (when trucks cannot either safely brake or continue through) for trucks approaching signalized intersections with characteristics that would require more safe braking distances since they cannot stop as quickly as a general passenger vehicle. An advantage of this technology is that cameras read every type of truck regardless of its onboard equipment.

5.3. Connected and Autonomous Vehicles

Connected and automated vehicles (CAVs) (a.k.a. connected and autonomous vehicles and driver-less cars) are a transformative technology that has great potential for reducing traffic accidents, enhancing quality of life, and improving efficiency of transportation systems. Various manufacturers of self-driving trucks have been testing this technology in Georgia. This includes Waymo and Volvo. Waymo began testing self-driving trucks in the Atlanta region in 2018, moving goods with a human driver in the cab. It cites, "GDOT has a long-term plan that will eventually involve new, specially-designated lanes for autonomous trucks on I-75 from Macon to McDonough. In fact, one of our first glimpses of self-driving cars may be platoons of autonomous trucks traveling in tightly packed lines down this corridor... Self-driving trucks could reduce congestion while addressing the industry's chronic driver shortage."⁵

5.4. Electric Vehicles

A major emphasis of the BIL is to promote the manufacturing and accommodation of alternative fuel vehicles, especially electric vehicles, to mitigate the effects of climate change. A March 5, 2021, report from the Environmental Defense Fund noted that while passenger cars are generating most of the sales for electric vehicles, electric trucks and buses are gaining momentum and are vital to achieving clean air goals. "Eliminating tailpipe pollution from these vehicles is also essential to help meet our nation's climate goals," the report said. A critical component of the MTP update is integrating EV conversion into the overall work program.

⁵ Source: "7 Ways Metro Atlanta Transportation is Going High-Tech," Atlanta Regional Commission, August 16, 2018. Available at <u>https://atlantaregional.org/whats-next-atl/articles/7-ways-metro-atlanta-transportation-is-going-high-tech/</u>.





Chapter 6: Project Identification, Evaluation & Implementation

This chapter provides potential improvements and policies, along with project evaluations and implementation strategies to improve freight mobility and promote economic development in the Albany region. This section also highlights the key

6.1. Potential Improvements and Policies

Major improvements are projects that add new facilities to the Albany Freight network, while minor improvements address current and future capacity issues on key links in the freight network. Operational improvements address identified safety issues, traffic delays, and intermodal conflicts on the freight system. Last-mile improvements focus on loading and unloading operations, while policy issues focus on continued stakeholder engagement and funding. The following list of improvements that have been identified through a review of policy documents and stakeholder input.

Major Improvements

Five major projects in the DARTS Metropolitan Transportation Plan (MTP) and the DARTS Transportation Improvement Program (TIP) are likely to positively impact freight flow. These include:

- Widen SR 133 to 4 lanes, from Holly Drive to SR 112 (TIP committed)
- Construct flyover from Westover Boulevard to north of Ledo Road (TIP committed)
- Widen Liberty Expressway to 6 lanes, from Dawson Road to Slappey Blvd
- Widen Liberty Expressway to 6 lanes, from Slappey Blvd to Clark Avenue
- Liberty Expressway / Nottingham Rd Interchange EB Ramp

Other Capacity Improvements

Several other capacity projects currently in the MTP or the input process would help freight flow but could be better served by implementing operational improvements along these corridors, given funding limitations.

- Southbound ramp from Liberty Expressway to N Jefferson Street
- Widen Slappey Blvd (SR 234/520 BU) from Colquitt Ave N to Tift Ave; with Access Management
- Widen Nottingham Road from 2 to 4 Lanes between Stewart Avenue and Westover Boulevard
- Widen Jefferson Street from 2 to 4 Lanes from Roosevelt Avenue to 7th Avenue
- Widen Archwood Drive from 2 to 4 Lanes from Stuart Avenue to Westover Boulevard
- Widen Pointe North from 2 to 4 Lanes between Dawson Road and Old Dawson Road
- Extend SR 300 between SR 90 and US 280, southeast of Cordele connectivity to Savannah Port (outside DARTS study area)

Operational and Safety Improvements

Most of the following projects reflect comments from the FAC in conjunction with needs assessments by the study team and projects already found in the MTP or previously studied. Rationale/follow-up for newer projects is also provided:

- SR 91, Albany to Newton coordinate with GDOT on implementing passing lanes
- Numerous intersection safety projects along freight corridors (current MTP)
- Leesburg School Connectivity Study (SR 32/US 19) implement study recommendations
- Oakridge Dr. and Newton Rd. Intersection Study tractor-trailer congestion/safety





- US 82 from Liberty Expressway to Oakland Parkway Operations Study lane continuity
- US 82 from US 19 to Cordele Road (SR 300) Operations Study truck congestion
- Slappey, Broad, and Dawson rail crossings coordinate follow-up study with GDOT
- Cason Street at Oglethorpe Blvd consider turn lanes on Cason at Oglethorpe
- Jefferson Street south of 7th Avenue study needs for 4-laning or new turn lanes

Other Improvements

- Air freight to rail connectivity include under Oakridge/Newton Intersection Study
- Consider enhancing connectivity to Cordele Intermodal Services (outside the DARTS study area)

Policy Recommendations

- Truck intrusion into neighborhoods Consider truck restrictions based on truck counts and community outreach.
- Truck parking Identify potential truck parking locations and develop a model truck parking ordinance to manage truck parking. Based on analysis and stakeholder input, preliminary areas of need include East Albany and North Albany (Liberty/Slappey interchange area).
- Identify potential alternative fuel corridors Coordinate with GDOT on a statewide electric vehicle plan. Preliminary corridors based on analysis include:
 - Liberty Parkway Primary Freight Corridor
 - Dawson Road High Truck/Delivery
 - Slappey Parkway High Truck/Delivery
 - Oakridge Drive near Airport and Freight Carriers
- Designate resilience/secondary freight corridors. Preliminary corridors based on analysis include:
 - o Radium Springs Road
 - o Mock Road

6.2 Innovative Last Mile Technologies and Best Practices

Several last mile technologies and best practices currently at the forefront of the transportation industry could benefit the Albany region.

- Innovative Zoning Codes for Freight
- Integrating Heavy Truck Design into Streets in Mixed-Use Areas In cases where industrial development is integrated with mixed-use areas
- Development of Truck Parking and Staging Facilities Adequate available short-term and longterm truck parking
- Truck Parking Technologies ITS-based truck parking systems are currently being utilized
- Freight Signal Priority
- Camera-Linked Dilemma Zone Signal Technology
- Connected/Autonomous Vehicle Implications Vehicle-to-infrastructure (V2I)
- Evolutions in Supply Chain and Logistics Models





6.3. Performance Measures

Truck travel time reliability, excess peak hour delay, and accident reduction are key performance measures for freight projects. Improved methods for accurately gauging the impact of these performance measures should be addressed in consultation with GDOT. This is especially true since most freight corridors are federal and state highways.

6.4. Project Prioritization Approach

Ultimately, the freight projects identified here will be ranked through the next MTP Update process. The evaluation methodology could include the following six factors:

- Daily truck volumes on routes/facilities to be improved (objective measure)
- Level of Service on the routes/facilities to be improved (objective measure)
- The proximity of the project to existing industrial development (subjective measure)
- Importance of the project to future industrial development (subjective measure)
- Improvement in freight network reliability (subjective measure)
- Improves Regional Freight network continuity (subjective measure)

6.5. Potential Funding Sources

Federal Revenue Sources

In November 2021, a new transportation bill was signed into law called the Bipartisan Infrastructure Law (BIL) that authorizes federal funding over the next five years(FY 22-26). Highlights of the BIL most relevant to the MSCID include:

- \$350.8 B for highway programs
 - \$303.5 B in Contract Authority from the Highway Trust Fund (HTF)
 - +\$47.3 B in advance appropriations from the General Fund (GF)
- More than a dozen new highway programs, including-
 - Formula: resilience, carbon reduction, bridges, and electric vehicle (EV) charging infrastructure
 - Discretionary: bridges, EV charging infrastructure, rural projects, resilience, wildlife crossings, and reconnecting communities
- Focus on safety, bridges, climate change, resilience, and project delivery
- More opportunities for local governments and other non-traditional entities to access new funding
- \$90 B transfer from the GF to the HTF to keep the HTF Highway Account solvent⁶

There are two categories of potential funding sources available for surface transportation from the Federal Highway Administration (FHWA):

- Program, or formula, funds; and
- Discretionary grants that are awarded on a competitive basis based on applications

⁶ <u>https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/bil_overview_20211122.pdf</u>





Program Funds - The sources administered by ARC most applicable to serve the MSCID in the future are as follows.

- <u>National Highway Freight Program</u> The National Highway Freight Program provides funds to the States, by formula, to improve the efficient movement of freight on the National Highway Freight Network. GDOT manages this program.
- <u>National Highway System (NHS) Funds</u> National Highway Performance Program (NHPP) funds are specifically tied to achieving performance targets established by GDOT for the statewide NHS network. As a result, nearly all these funds are allocated to major interstate facilities that impact statewide mobility.
- <u>Surface Transportation Block Grant (STBG) Funds Urban</u> This federal program is much more flexible. It allows for projects to preserve or improve conditions and performance on any Federal-aid highway, and bridge projects on any public road. Projects can include facilities for nonmotorized transportation, transit capital projects, and public bus terminals and facilities.
- <u>STBG Transportation Alternatives Program</u> These funds are a subset of the overall STBG funds for smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, and safe routes to school projects.
- <u>Congestion Mitigation and Air Quality Improvement (CMAQ) Funds</u> The CMAQ program provides a flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. In the Atlanta region, these funds have primarily been used for trail facilities and sidewalks but can also be used for transit.
- <u>Metropolitan Planning Program (MPP)</u> Formerly referred to as Metropolitan Planning (PL) funds, the MPP provides planning assistance from FHWA to GDOT, who then makes these funds available to the ARC for their planning programs, including the Regional Transportation Planning Study (RTPS) Program.
- <u>Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation</u> (<u>PROTECT</u>) – A new formula program administered by FHWA, the purpose of the program is to promote resilience planning and improvements, community resilience, evacuation routes, and improve at-risk coastal infrastructure. A higher federal share is awarded if the state develops a resilience improvement plan and incorporates it into its long-range transportation plan. Highway, transit, and certain port projects are eligible.
- <u>National Electric Vehicle (EV) Formula Program</u> A new FHWA formula program to deploy EV charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability. To be eligible for these funds, GDOT must submit a plan on how these funds will be allocated and designate alternative fuel corridors. All funded projects must be located along designated alternative fuel corridors.

Discretionary Grants – The BIL continued existing discretionary (competitive) grant programs and introduced several new ones. Federal discretionary funds that can potentially be utilized for transportation investments are:

• <u>The Rebuilding American Infrastructure with Sustainability and Equity (RAISE), now called Local</u> <u>and Regional Project Assistance Grants</u> – These grants are discretionary grants recently updated





by the Biden Administration. RAISE, formerly known as BUILD and TIGER, has awarded over \$8.935 billion in grants to projects in all 50 states, the District of Columbia, and Puerto Rico since 2009. Projects for RAISE funding will be evaluated based on merit criteria that include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership. Projects can range from \$5 million to a maximum of \$25 million.

- <u>Infrastructure for Rebuilding America (INFRA) Grants (now called the Nationally Significant Freight</u> <u>and Highway Projects</u>) – The Nationally Significant Freight & Highway Projects program, also known as "INFRA", awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. Projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
- <u>National Infrastructure Project Assistance or "Megaprojects."</u> This program sometimes referred to as the "Megaprojects program" or MEGA provides grants on a competitive basis to support multijurisdictional or regional projects of significance that may also cut across multiple modes of transportation. Communities are eligible to apply for funding to complete large critical projects that would otherwise be unachievable without assistance. Eligible projects can include improvements on the National Multimodal Freight Network, National Highway Freight Network, and NHS as well as rail-highway grade separations.
- <u>Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation</u> (<u>PROTECT</u>) – Much like the formula funds, this new discretionary program also funds projects promoting system resilience.
- <u>National Electric Vehicle (EV) Formula Program</u> As part of the BIL, 10% of the funding under this program is set aside for discretionary grants to State and local governments that require additional assistance to deploy EV charging infrastructure strategically. Like the formula portion, the funds are only available if GDOT adopts an EV plan that designates alternative fuel corridors.
- <u>Charging and Fueling Infrastructure Program</u> Another new discretionary program that serves to deploy EV charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities. Therefore, before this program can be utilized, corridors must be designated as an alternative fuels corridor, and a process must be in place to redesignate these corridors. Eligible projects include acquisition and installation of publicly accessible EV charging or alternative fueling infrastructure, operating assistance (for the first five years after installation), and acquisition and installation of traffic control devices.
- <u>Consolidated Rail Infrastructure and Safety Improvement (CRISI) Grants</u> Administered by the Federal Railway Administration (FRA), this program funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail. Eligible projects include a wide range of freight and passenger rail capital, safety technology deployment, planning, environmental analyses, research, workforce development, and training projects. New eligibilities include: (1) measures to prevent trespassing on railroad property; (2) preparation of emergency plans for communities through which hazardous materials are transported by rail; (3) research,





development, and testing to advance innovative rail projects; and (4) rehabilitating, remanufacturing, procuring, or overhauling locomotives to reduce emissions.

• <u>Railroad Crossing Elimination Grant</u> – Administered by the FRA, this program funds rail crossing improvements that focus on improving safety and freight mobility. Eligible projects under this program include grade-separated rail crossings – including the planning, environmental review, and design of the project type.

State Revenue Sources

Potential state revenue sources for freight-related improvements are provided below.

- <u>Transportation Funding Act (HB 170) Funds</u> This program provides funding to repair, improve and expand the state's transportation network through routine and capital improvement projects.
- <u>Quick Response Projects</u> The program is designed for lower-cost operations are operational projects such as restriping, intersection improvements, turn lane additions and extensions that can be implemented in a short period of time (within one year) and for under \$200k.
- <u>Local Maintenance & Improvement Grant (LMIG)</u> The annual LMIG allocation is based on the total centerline road miles for each local road system and the total population of each county or city as compared with the total statewide centerline road miles and total statewide population. The following types of projects could be eligible for LMIG funds:
 - Preliminary engineering (including engineering work for R/W plans and Utility plans)
 - o Construction supervision & inspection
 - o Utility adjustments or replacement
 - Patching, leveling, and resurfacing a paved roadway
 - o Grading, Drainage, Base and Paving existing or new roads
 - Replacing storm drainpipe or culverts
 - o Intersection improvements
 - o Turn lanes
 - o Bridge repair or replacement
 - Sidewalk adjacent (within right of way) to a public roadway or street
 - Roadway Signs, striping, guardrail installation
 - o Signal installation or improvement

There are also two competitive GDOT sources identified as potential sources in the FCP Work Program.

- <u>Georgia Transportation Infrastructure Back (GTIB)</u> GTIB is a grant and loan program administered by the State Road and Tollway Authority (SRTA). This program is also competitive and accepts applications for projects up to \$10 million. An important aspect of the GTIB program is that it can be used as local match for the federal programs. Key factors SRTA considers for GTIB applications include demonstrating economic development potential, project readiness, and feasibility.
- <u>GDOT Freight Operations Program</u> The GDOT Freight Operations targets freight-specific operational solutions, such as improving turning lanes or enhancing signal timing at key intersections on freight-heavy facilities. This program enables GDOT to quickly respond to specific





truck and freight rail-related issues that impact local communities and reduce supply chain efficiency and industry competitiveness. The maximum award under the program is \$2 million. Potential sponsors must submit potential projects to the GDOT District Engineer for approval. Potential Funding for Regional Freight Initiatives include several federal, state, and local funding sources.

6.6 Economic Development Implications

The implementation of freight recommendations can also promote local economic development initiatives. Two documents were reviewed and to identify the linkages between the Regional Freight Profile and economic development initiatives:

- *Economic Recovery and Resilience Strategic Plan* Completed in 2021 for the Southwest Georgia Regional Commission by Georgia Tech's Center for Economic Development Research, the Plan recommends several strategies for the Southwest Georgia Region. Among its accomplishments was identifying targeted industry sectors for the region.
- Albany and Dougherty County Comprehensive Plan 2026 Completed in 2016, the Comprehensive Plan contains an Economic Development Element that highlights economic development strengths and weaknesses as well as local initiatives to promote economic growth.

Economic Recovery and Resilience Strategic Plan

Within this Plan, Georgia Tech evaluated industries that existed in 2020 in the region. Information gathered and analyzed in the demographic and economic analysis and views and opinions elicited from a business climate survey informed the process. Georgia Tech emphasized industries that:

- have higher than average earnings,
- have a large presence in the region, as indicated by establishments or employment,
- have a concentrated presence relative to the nation,
- are growing in the region,
- have strong prospects for growth in the U.S.,
- align with current targeting initiatives in the state,
- align with the region's economic development goals,
- or some combination of these criteria.

The six industry sectors identified as target industries were:

- Logistics and Distribution
- Food Processing
- Forest Products
- Advanced Manufacturing
- Healthcare
- Business and Professional Services

Comprehensive Plan 2026

The Comprehensive Plan highlights specific initiatives that can help expand the regional economy. Concerning industrial development, the two most relevant are:





- Albany HUB Zone The Historically Underutilized Business (HUB) Zone in Albany is a program that
 was enacted into law as part of the Small Business Reauthorization Act of 1997. The program falls
 under the auspices of the U.S. Small Business Administration. The program encourages economic
 development in historically underutilized business zones by establishing preferences. Albany's
 HUBZone program was developed to promote economic development and employment growth
 in distressed areas by providing access to more federal contracting opportunities.
- Military Zone The Military Zone Job Tax Credit Program provides additional benefits to specified Census tracts or designated areas considered to be less developed or have a higher rate of poverty. This initiative provides for Census tracts that are located adjacent to a military base and have pervasive poverty of at least a 15 percent poverty rate, as reflected in the most recent decennial Census, to receive the highest benefit level allowed under the Job Tax Credit Program. It also provides credit to be available to any business of any nature. The area of the military zone is shown in the image to the right.



Source: Comprehensive Plan 2026

Implications for Regional Freight Profile

- All of the industry sectors targeted for the region depend on a reliable freight network.
- Maintenance of regional corridors, particularly US 19, US 82, SR 133, SR 300, and SR 91, is needed to provide access for the distribution of goods throughout the state and the U.S is important for all targeted sectors, but especially the logistics and distribution sector.
- To expand the logistics and distribution sector, the provision of truck parking will be critical. Given the location of existing businesses, particularly Proctor and Gamble, it would be logical to target the East Albany area for these industries especially the US 82 and SR 300 corridors. The Albany HUB Zone and Military Zones may be available incentives to help smaller logistics industries develop in this area of the region.
- Connectivity to the airport is vital to expanding the advanced manufacturing and healthcare industries, given that commodities needed for those sectors are often delicate, more costly, and/or time-sensitive. Electrical equipment, industrial chemicals, and machinery are examples of commodities most shipped via air in the region. Therefore, maintaining efficient goods





movement along airport connectors such as Slappey Boulevard, Oakridge Drive, and Newton Road will be critical to these industries.

• Connectivity to rail is essential to the forest products industrial sector, as the largest industries transported by rail are paper-related products. As such, connectivity to the Georgia & Florida Railway Terminal in East Albany should be enhanced along East Oglethorpe Boulevard.

6.7. Implications for MTP Update

The DARTS MPO will update its MTP for the 2050 planning horizon in Fall 2022. Based on the analysis within this report, the following issues should be considered during the update.

Focus on Operations – As noted in this section, several capacity improvements in the current MTP would help freight flow. However, the projected amount of funding typically available through a planning horizon for capacity is very limited. As a result, most of the capacity improvements in the MTP will need to be re-evaluated, given their associated costs. In addition to the capital costs associated with the improvements, there are also associated maintenance costs incurred indefinitely through the life of the facility. As noted in Subsection 4.9, the Albany region is projected to grow in employment through 2050 by nearly 30,000 jobs, or 36 percent, while the population is projected to remain relatively the same. This trend could indicate that the share of truck traffic compared to overall traffic along the roadways would likely increase over the next 30 years. This would signify an increased need for freight-related operational improvements (turn radii, ITS, etc.) rather than more costly capital improvements along key freight corridors.

Conversion to EV Technology – A major emphasis of the BIL is to promote the manufacturing and accommodation of alternative fuel vehicles, especially electric vehicles, to mitigate the effects of climate change. Given the proliferation of trucking and logistics companies in the Albany region and the anticipation of more locating to the area, it is important that the region position itself for the electrification of roadway freight. While the timeline for major infrastructure needs is somewhat uncertain, having the policy framework in place is critical for the Albany region to accommodate this transition. Therefore, the following actions are recommended:

- To better position for electric vehicles, coordinate with GDOT to designate regional alternative fuel corridors to access new BIL EV funds.
- Coordinate with local governments to discuss the provision of necessary infrastructure to support clean energy fuels, including EV charging stations, as demand increases.

Truck Parking Needs - An attractive opportunity for the Albany region is to develop underutilized land ready for redevelopment to accommodate additional truck parking. There is an undersupply of these resources in the region. Public-private strategies can be employed to encourage investment in such spaces. Siting guidelines to the broader community are identified below (Draft Truck Parking Development Handbook, FHWA):

- Avoid sites near residential land uses, schools, and other community amenities
- Prioritize locations directly adjacent to major highways
- Co-locate with existing industrial developments
- Choose sites with sufficient space and utilities for restrooms and trash service





As GDOT completes its current Statewide Freight and Logistics Plan update, it will be important to coordinate on identified sites and strategies resulting from the effort.

East Albany – Given the presence of local industry and the targeted industries for the region, there is great potential to further develop East Albany into a freight and logistics hub. This is particularly true given the special economic development zones for the area. The development of this hub will require additional investment in this area for operational improvements and access management strategies to facilitate efficient truck movement and greater maintenance needs.

Intermodal Connectivity – As noted throughout, connections to the Southwest Georgia Regional Airport and the rail system are critical to both existing and targeted industries for economic development. Maintaining freight mobility intermodal connectors such as Slappey Boulevard, Oakridge Drive, Newton Road, and East Oglethorpe Boulevard should be priorities for the region.

Coordination with GDOT - There are several reasons why coordination and cooperation with GDOT is critical to the success of the MTP update, including:

- All major freight routes are state-maintained roads and, therefore, any improvement along these corridors is at their discretion to implement.
- GDOT is leading the implementation of freight-related ITS strategies throughout the state.
- Funding for alternative fuel corridors to assist with EV accommodations must be supported by a State Plan to access BIL funds.
- Once completed, the Statewide Freight and Logistics Plan update can help identify more detailed policies appropriate for the Albany region beyond that presented in this report.



Appendix A: Freight Advisory Committee (FAC) Membership

Organizations	Businesses
Albany-Dougherty Planning	Norfolk Southern
DARTS MPO/Albany-Dougherty	United Parcel Service (UPS) Cargo Hub
Lee-Leesburg Planning	Phoebe Putney Memorial Hospital
City of Albany Transportation	Omni Trax
DARTS Citizens Committee Chair	Procter & Gamble
City of Albany Engineering	Miller Coors/Molson Coors Albany Brewery
Dougherty County Public Works	WebstaurantStore
Southwest Georgia Regional Airport	Georgia Pacific
City of Albany Fleet	Southern AG Carriers, Inc.
Albany-Dougherty Economic Development	AngeliniPharma
Albany Area Chamber of Commerce	Mars Wrigley Confectionary
Southwest Georgia Regional Commission	Raven Transport
Marine Corps Logistics Base Albany	Sunnyland Farms
Federal Highway Administration	ArcBest Freight
Federal Highway Administration	
Georgia Dept. of Transportation	





Appendix B: Summary of Online Surveys



DARTS Regional Freight Profile Online Survey Summary May 6, 2022

An online survey was available for response from April 19 through May 5, 2022. The study Freight Advisory Committee and DARTS advisory committees were issued a request to complete the survey. A total of eighteen (18) respondents participated. This initial input was used as the basis to validate technical data used by the study team and to formulate the discussion items for the Freight Advisory Committee Workshop to be held May 25, 2022. Representatives from the following organizations and businesses responded:

- Albany Area Chamber of Commerce
- Albany Dougherty Economic Development Commission
- City of Albany
- City of Albany Planning and Development
- Adams Exterminators
- Angelini Pharma Inc.
- Artesian Alliance
- City of Leesburg
- DARTS
- Omnitrax
- GDOT
- Southwest Georgia Regional Commission
- United Parcel Service
- Webstaurantstore.com





Questions and Responses

1. Is tractor-trailer traffic along specific roadways or at particular intersections an issue?

Yes - 50% (9 responses) No - 39% (7 responses) Not Sure - 11% (2 responses) Total Responses - 18

Comments:

- Location: Oakridge and Newton Issue: Congestion with tractor-trailers turning in and out of trucking business near the intersection and frequent traffic to include tractor-trailers running stop lights.
- Drayage from the Port of Savannah to Albany. Mileage is always a factor with the lack of 'direct' route and the fact that Albany does not have an inland port anywhere in close proximity.
- I cannot point to specific locations, but it can be a challenge, particularly during harvest season for the crops that are most abundant in the area and on roads that are two-lane only, where the opportunity to pass is limited. Georgia Hwy 133 is an example that impacts Albany and the Albany Area. There are others.
- HWY 82 from Lee County into NW Albany is becoming increasingly congested. Traffic at Fussell Road and 82, and Doublegate and 82 of a particular concern due to the unique lane management techniques that are used (merge lane that turns into a right turn only lane in particular causes issues at Fussell Road).
- Off Hwy 82 at Loves Truckstop
- Clark Ave and Cordele Road intersection has a lot of truck traffic and backs up because of it. Also, a lot of truck traffic on North Monroe, which is a small two-lane road.
- SR 32 and US 19. Small intersection with Train traffic.
- It is an issue when drivers use alternate noon designated routes as short cuts.
- Doesn't it depend on the roadway or intersection? The presence of tractor-trailer traffic through a residential neighborhood is an issue. Same with a parkway. However, most commercial streets should be able to handle tractor-trailer traffic. Having said that, the question is odd what is an "issue"? By this do you mean an issue for pedestrians, other motorists, and cyclists? Is the mere present the issue or is the issue safety or concerns about pollution, etc.? I am not sure I fully understand the question.

2. Is truck parking a concern in the region?

Yes - 39% (7 responses) No - 33% (6 responses) Not Sure - 28% (5 responses) Total Responses - 18

METROANALYTICS

Comments:

- One area of focus for the region is to have adequate parking, especially for cold storage trucks. East/West traffic through the region remains as 2 lane and vastly rural.
- Loves has been a game changer for our Albany over the road truckers.



- In the last few years, we've seen additional truck parking developed.
- East Albany
- Truck parking should be increased near the Miller plant, the airport, and NW corner of Albany are my recommendations
- On the east side, near Clark, Cordele, and Oglethorpe.
- There should be a truck fueling and parking location at the northern intersection of US 19 and the US 19 Bypass.
- Trucks do park overnight in RideShare locations or along roadways when hotel and other onsite parking is not available.
- There is no evidence throughout the MPO that parking is in short supply

3. Which roadways or intersections in the region need to be better designed to accommodate freight?

- Ledo Road, Slappey Blvd/W Broad Ave, Dawson Rd/Westover Blvd, Pointe N Blvd/Dawson Rd, Pointe N Blvd/Old Dawson Rd, Whispering Pines/Westgate Dr/Dawson Rd
- Slappey, Broad, and Dawson where the train tracks cross. Palmyra and Slappey need to be looked into as well.
- Highway 133 between Albany and Moultrie Highway 91 between Albany and the Florida Line
- I think anywhere on our 82 would be a better project to focus on.
- In Southwest Georgia, the major conversion of Highway 27, 62, and 39.
- Cason St.
- Expanding I-185 through Albany will be explored by the Georgia Department of Transportation. This expansion would allow for more freight and commerce to flow through Southwest Georgia as either final destination or pass-through to Alabama and Florida. Four-laning 133 and expanding Georgia Hwy. 300 are other important transportation initiatives. In Dougherty County, Clark Avenue is heavy industrial, with a major intersection at Ga. Hwy 300 that supports a truck spot and an entrance to Molson Coors. Oglethorpe Boulevard/U.S. Hwy 82 has seen a dramatic increase in freight since Georgia-Pacific opened its lumber production facility in Albany. Jefferson Avenue in Albany also sees its fair share of freight and is a block off NS rail yard.
- Liberty Expressway (US 19), US Highway 82, Moultrie Rd (Highway 133)
- UPS lands significant air cargo at the ABY airport (in excess of 200 million pounds). Trucks move freight as far away as Tallahassee and Savannah. Stop light traffic between the airport and the intersection of HWYs 19 and 82 is significant and slows the progress of freight haulers. Additional routes to alleviate stoplight traffic would be more advisable to meet UPS's needs.
- Bypass to 82 from Sylvester and the exit out of Industrial Park across from P&G
- Clark and Cordele
- Truck traffic should be redirected out of the downtown area.
- Ledo Road
- 82/ Clarke Ave





4. Are railroad crossings an issue for truck freight movement in the region?

Yes, 17% (3 responses) No 39% (7 responses) Not Sure 44% (8 responses) Total Responses 18

Comments:

- Slappey, Broad, and Dawson
- US 19 and SR 32.
- 7th Avenue at Washington in Albany
- I am not aware of any problematic railroad crossings.

5. How important is rail to the region and/or your business?

Not Important - 0% (0 responses) Neutral - 33% (6 responses) Very Important - 67% (12 responses) Total Responses - 18

METROANALYTICS

Comments:

- City/County is a logistical hub as well as Airport (Newton Road) is Georgia's second largest cargo airport by volume.
- We utilize intermodal transportation. However, those loads are moved to tractor-trailer (Atlanta, GA), so my business handles transports by truck (incoming and outgoing).
- With rail connectivity to Florida, Alabama, Atlanta, and the coast, I believe rail needs to be looked into more extensively and the unused spur lines along Westown and the east side, need to be looked into.
- Many of the raw materials our large manufactures use arrives via rail. Miller Brewing and Procter and Gamble are two that come to mind.
- As a regional economic developer, our rail system is a selling feature to may existing industries. Having access to rail lines is a competitive advantage many communities have or suffer from lack of.
- Potentially could be, only if regionally we had an inland port to swing boxes to in SOWEGA.
- Albany is a legacy manufacturing community and boasts a strong warehousing and distribution industry. Rail supports many of our larger manufacturers, including Molson Coors and Marine Corps Logistics Base Albany. Ensuring multiple modalities of efficient transportation is a benefit to our businesses and our economy. It also lessens truck congestion on roadways.
- Air cargo is used because of its speeds and convenience. Rail is used because of affordability. Trucks provide the happy medium but are limited in their capacity. Rail is important to those manufacturers we already have established here but should only be increased dependent upon manufacturer needs.
- Not sure that rail is as utilized as it should be but with the existing infrastructure it is a missed opportunity.
- Our deliveries are by truck. Some of our goods may come by rail then are transferred to truck.



• Rail traffic serves specific areas in downtown Albany and east Albany. In fact, it might be that they could provide additional services, especially downtown, and near the west end, around Brooks Plaza. In as much as Albany is surrounded by bulk commodity production, it is surprising that more rail service is not used.

6. How important is air cargo to the region and/or your business?

Not Important, 6% (1 responses) Neutral, 6% (1 responses) Very Important, 88% (15 responses) Total Responses 17

Comments:

- City/County is a logistical hub as well as Airport (Newton Road) is Georgia's second largest cargo airport by volume.
- We use air cargo option for international shipments on an exception basis. This is a "very important" option when the need arises.
- With the second largest air cargo airport in the state, it needs to be regularly used and marketed.
- UPS has a significant air cargo hub in Albany.
- Strong demand for express air cargo. Consistent growth over the decades we have serviced this area.
- Albany's Southwest Georgia Regional Airport is the second-largest cargo airport by landed volume in Georgia. The community's Pecan Grove Corporate Park, across the street from the airport, is extremely attractive due to its proximity to the airport. UPS maintains a distribution hub in Albany that serves Georgia and north Florida.
- Air cargo is a lifeblood of this region meeting the time needs for medical and manufacturing. Air cargo is the primary reason why the airport contributes over \$63 million in total economic impact annually to the community and provides for over 600 total jobs in the community per the 2019 GDOT study. GDOT also has an air cargo study that will be released shortly that needs to be considered as part of this freight profile.
- Expansion of air cargo opportunities would bring economic growth to the city and region.
- We receive air cargo shipments and also ship out items.
- I am not sure, but I would hope that Albany's location and an excellent airport would make it ideal for cargo.
- 7. Do you have additional information related to roadway, rail, or air freight movement challenges or opportunities in and around the region not mentioned above?
 - Albany's proximity to ports increases the existing complexity of securing International maritime shipment (China, Europe, and South America). This could be beyond the scope of this survey, but this is a major challenge for my business.
 - The second railroad trestle crossing the flint river nearest the bypass, appears to have great connectivity to the railroad access on both east and west sides of the river. The trestle appears to be underused and should be regularly used due its isolated location and limited crossings.



- The unmet demand for truck drivers is an increasing concern and an increasing challenge. This existed prior to the pandemic and exacerbated by it. In May 2020, online spending was up 77 percent over May 2019; e-commerce sales increased by 49 percent that April. This trend has continued. There remains a large demand for commercial truck drivers as e-commerce demand continues to soar. As e-commerce soars, so does the need to transport an increasing amount of goods throughout our state. This is a challenge but also an opportunity that Georgia can leverage. It is an increased opportunity in Albany and Southwest Georgia, where there are good roads, demand and commerce -- and, where traffic congestion is significantly less so than in Metro Atlanta and other highly urbanized parts of the state. Here, we welcome freight. It means jobs and investment. We have capacity for more. Re: truck drivers, the Albany Transportation Academy at Albany Technical College began addressing this issue in 2018, two years prior to the pandemic. The program, which has strong industry support, graduated 50 students in its fall class. Rail does present an opportunity as the demand for highway space and truck drivers increases.
- Our community is often asked to bid on projects that we are not able to because we do not have adequate sites with these access points.
- Albany has a facility that installs internet service. The city should explore ways of using highspeed internet to support the logistics industry. Similarly, Albany Utilities has excess electric capacity, which could be used to promote the electrification of the cargo transportation industry.





Appendix C: Comments Received by E-mail

With the Freight Study upon us, it might be important to examine the nature of the infrastructure that supports the local freight movement industry. In the past infrastructure was mostly limited to roads and bridges.

To this end, the RFP for the current study states: "This update to the Freight Profile will build on data collected in 2008 by looking at the DARTS MPO's Multimodal Freight Network, Freight Generators, Network Use and Freight Corridors, and analyzing current highways. The profile will take into consideration high crash locations, bridge overpass heights, bridge weight restrictions, and rail segments with weight or speed restrictions."

While these elements of the Freight Profile are clearly important, there may be other infrastructure considerations.

For example, electrification has moved into the trucking industry for the long-haul segment to local delivery. This could have a disruptive impact locally, but the transition needs new capacities. Considerations might include:

- Energy capacity might need to be considered an infrastructure issue.
- To the extent that Albany is a logistic center, there may be a need to expand infrastructure to include logistical support, possibly through broadband expansion.
- The earlier study spoke about a warehouse shortage. Is this an infrastructure consideration?
- Air freight is now an essential part of the local economy that was not part of the previous study. The study might need to consider infrastructure modifications needed to expand this economic sector.

I understand that the state government has embarked on a state-wide freight study, possibly as an expansion of the inland port system that has been spoken about for years. In fact, one of the respondents from the last study spoke of an improved connection to Savannah. I would hope that this could be explored further.

There may not be enough capacity in the current study to consider these suggestions, but they may deserve consideration.

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