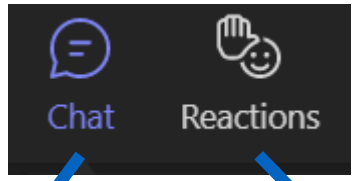
ALDOT Statewide Freight Plan Update

Freight Advisory Committee Meeting #2

November 15, 2022

Teams Webinar

- Please keep your computer audio or phones on “mute”.
- Click “Reactions” to raise your hand to speak.
- You may also ask questions or enter comments in the Chat window, and we will pause periodically during the presentation to address questions or comments.



Click “Chat” to ask a question or leave a comment

Click “Reactions” and raise your hand to indicate you’d like to speak

Plan Purpose

- Update of the 2017 Statewide Freight Plan
- Integrate freight planning efforts statewide and provide input into the Statewide Transportation Plan
- Consider new federal freight planning requirements from the Infrastructure Investment and Jobs Act (IIJA)
- Engage statewide freight stakeholders (public and private sector) to better understand freight needs, challenges, and priorities
- Identify existing and future forecast deficiencies in the freight network, and develop programs and strategies to improve freight mobility and support the freight-based economy statewide

Your Role on the FAC

- Share your experiences with the freight network, including priorities and needs
- Provide guidance on freight program activities and projects
- Facilitate conversations among the state, regions, modal providers, and related agencies and organizations to improve freight mobility and position Alabama for continued economic growth

Agenda

- Summary of Outreach Activities
- Future Commodities and Flows
- ALDOT Work Program and Freight Needs
- Maritime Considerations and Additional Discussion
- Next Steps

Summary of Outreach Activities

Stakeholder Interviews

- **MPOs:** Tuscaloosa, Huntsville, Mobile and Eastern Shore
- **Neighboring States:** Mississippi DOT, Georgia DOT, Tennessee DOT, and Emerald Coast Regional Council (Florida)
- **Chambers of Commerce:** East Alabama, Dothan Area, Mobile Area (Huntsville and Tuscaloosa via MPO interviews)

Tuscaloosa MPO

- **Increasing freight traffic** near the interchanges of I-20, I-59 and US 11 near the Mercedes-Benz (MB) manufacturing plant; corridors that connect the Tuscaloosa Airport and MB (I-359, Joe Mallisham Parkway, US 82 Loop); and towards the MB battery plant further east
- **Significant industrial development** emerging near MB plant, in Cedar Grove area, at Cottondale (battery storage), and at airport industrial park
- **Tuscaloosa airport expanding** to accommodate more air cargo
- **Joe Mallisham Parkway toll bridge** is challenging for trucks
- **Interest in intermodal facility on river,** but trouble finding suitable land
- **Black Warrior River** transports significant amounts of coal

Image Source: Mercedes-Benz

Huntsville MPO

- **Increasing freight traffic** on I-65 at Huntsville Brownsferry Road, I-565 at Greenbrier Parkway, I-565 and Rideout Road, and US 72 west of Madison
- **Significant industrial development** emerging near Mazda-Toyota plant, Greenbrier area, and recently opened HSV1 Amazon warehouse
- **Air cargo facilities expanding,** with operations returning to pre-pandemic levels
- **Truck parking is a significant need** – the closest truck parking facility is in Priceville, south of the Tennessee River

Image Source: Google Earth

Mobile and Eastern Shore MPOs

- **Increasing freight traffic** in downtown on Water Street (coming from port), I-65 and SR 59 north of Bay Minnette, I-10 and SR 59 near Loxley, and I-10 near Brookley Airport Complex
- **Significant industrial development** emerging at Port of Mobile, Brookley Aeroplex, and near Amazon and Walmart distribution centers
- **Port expansion** anticipated at Port of Chickasaw and Theodore Port, as well as Port of Mobile
- **New passenger service at Brookley Airport** may shift more air cargo to Schillinger

Image Source: Brookley Aeroplex

Mississippi DOT

- Near Alabama, there is **increasing truck traffic along I-10 and I-20 and near the Ports.**
- **Truck traffic has increased along US 72** between vehicle plants in Greenbrier, AL and Blue Springs, MS; Mississippi DOT has received a grant to improve Corridor V (US 72) between the two states.
- There is a **significant flow of agricultural goods** between Mississippi and Alabama along the **Tombigbee River and the Tennessee-Tombigbee Waterway.**
- The **Port of Gulfport is expanding.**
- **Truck parking is a major issue along I-10 and I-22 near the Alabama border.**

Georgia DOT

- The Georgia Ports Authority is interested in opening a **third inland port in LaGrange,** which **could expand barge traffic in Alabama.**
- There are no freight bottlenecks in west Georgia near Alabama, but there is a **need for alternate routes to I-75** and other major freight corridors; **disruptions have the potential to impact truck traffic to and from Alabama.**
- There are **numerous industrial sites in western Georgia that can be fast-tracked for industrial development, potentially increasing truck traffic near the border.**

GDOT
Georgia Department of Transportation

Tennessee DOT

- TDOT recently studied a tri-state, 16-county **"Freight Alley"** megaregion that **included NW Alabama.**
- There is **growing truck traffic between auto manufacturers in northern Alabama and suppliers in Tennessee**; it is anticipated **there will be more suppliers in southern Tennessee,** especially with the governor's efforts to expand business in rural and distressed counties.
- TDOT is seeking funds to build a **new rail intermodal facility in eastern Tennessee,** which could potentially impact freight traffic in Alabama.
- The Port Infrastructure Development (PIDP) grant program is an **opportunity to expand facilities on the Tennessee-Tombigbee Waterway** in the future; could help provide an **alternate waterway route to the Port of Mobile.**

TN TDOT Department of Transportation

Emerald Coast Regional Council (Florida)

- **Warehousing and distribution are growing throughout the region,** including a new Navy Federal Credit Union complex at I-10 and US Alt 90.
- **The Pensacola International Airport is expanding.**
- **Panama City Port is expanding** and **building a new intermodal distribution center** with spaces for industrial development.
- The Alabama Legislature is considering **raising the weight limit for logging trucks** from 80,000 to 100,000 pounds, which would create **greater wear & tear on asphalt and bridges,** and potentially pose **safety hazards.**
- I-10 is a priority for FDOT; **widening of I-10 from the Florida/Alabama line to US 29** is currently in design.

EMERALD COAST REGIONAL COUNCIL

East Alabama Chamber of Commerce

- **Heavy truck traffic** during rush hour **to/from Columbus, GA on US 80, and on US 80 west entering Ladonia and toward Montgomery**.
- In the future, **would like to improve flow of truck traffic into Ft. Benning.** It'll be increasingly **important to maintain roads and bridges.**
- Primary commodities include **paper products, food products, textiles, and agriculture.**
- Anticipate **future growth in military-related businesses.**

Dothan Area Chamber of Commerce

- **Heavy truck traffic** through **Downtown Dothan on Main Street.**
- It is vital to **invest in existing roads and bridges** to **support existing and future industry.**
- Primary commodities include **medical accessories, steel, tires, and food products.**
- Anticipate **expansion in food products, warehouses and distribution facilities, metal manufacturing, and medical accessories.**

DOTHAN
ALABAMA
DOTHAN AREA CHAMBER OF COMMERCE

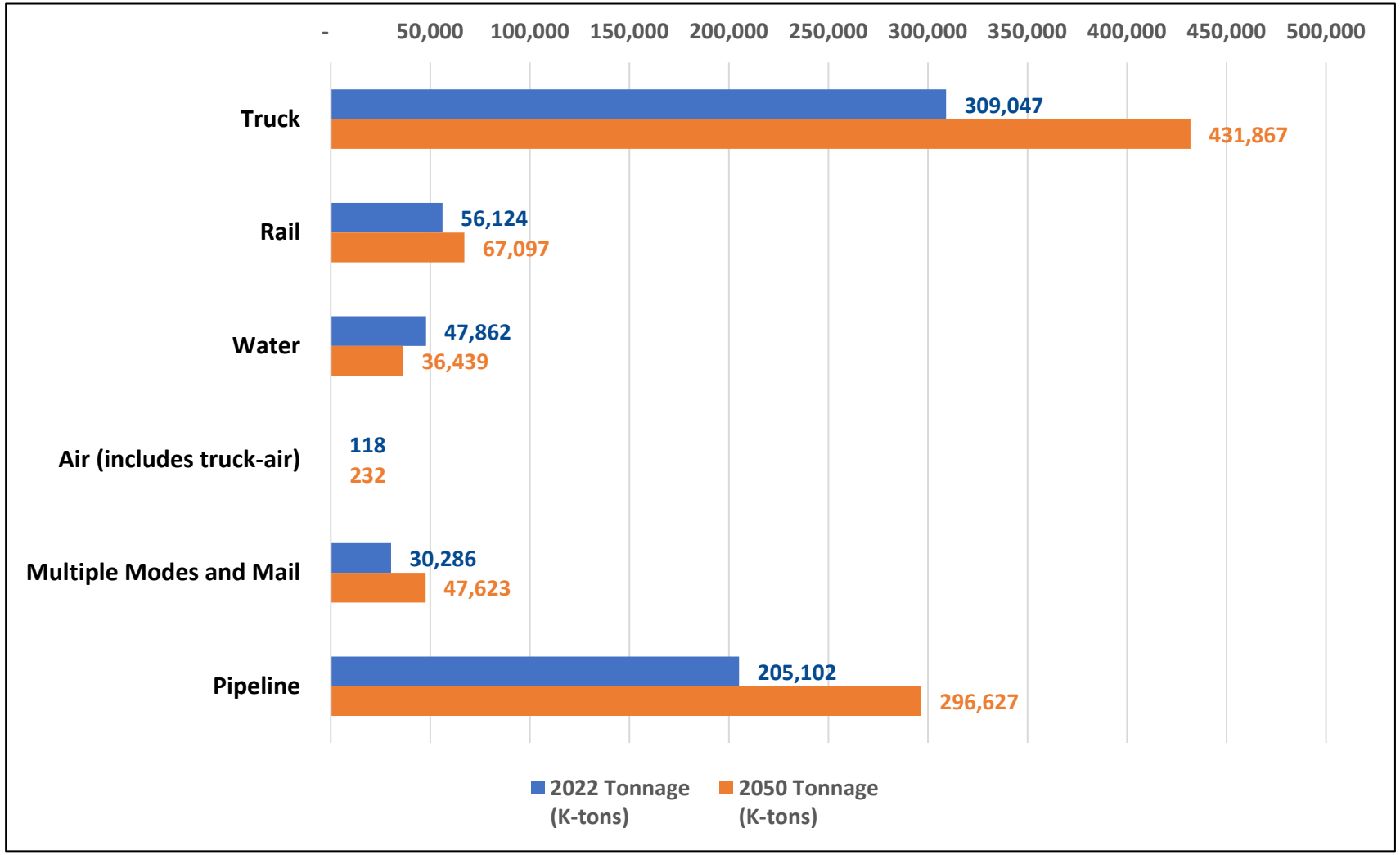
Mobile Chamber

Mobile Area Chamber of Commerce

- **Heavy truck traffic** creates **bottlenecks on I-10.**
- The region needs **more interstate lanes** with the **continued growth of warehouses and distribution facilities on I-10 and I-65.** The **I-10 bridge** is critical for growth.
- There is **increasing container traffic by road and rail.**
- **Intermodal operations are increasing** with **expansion of Brookley Airport.**
- Anticipate **expansion in chemical manufacturing, aerospace manufacturing, shipbuilding and maritime, and warehousing and distribution.**

Future (2050) Commodities and Flows

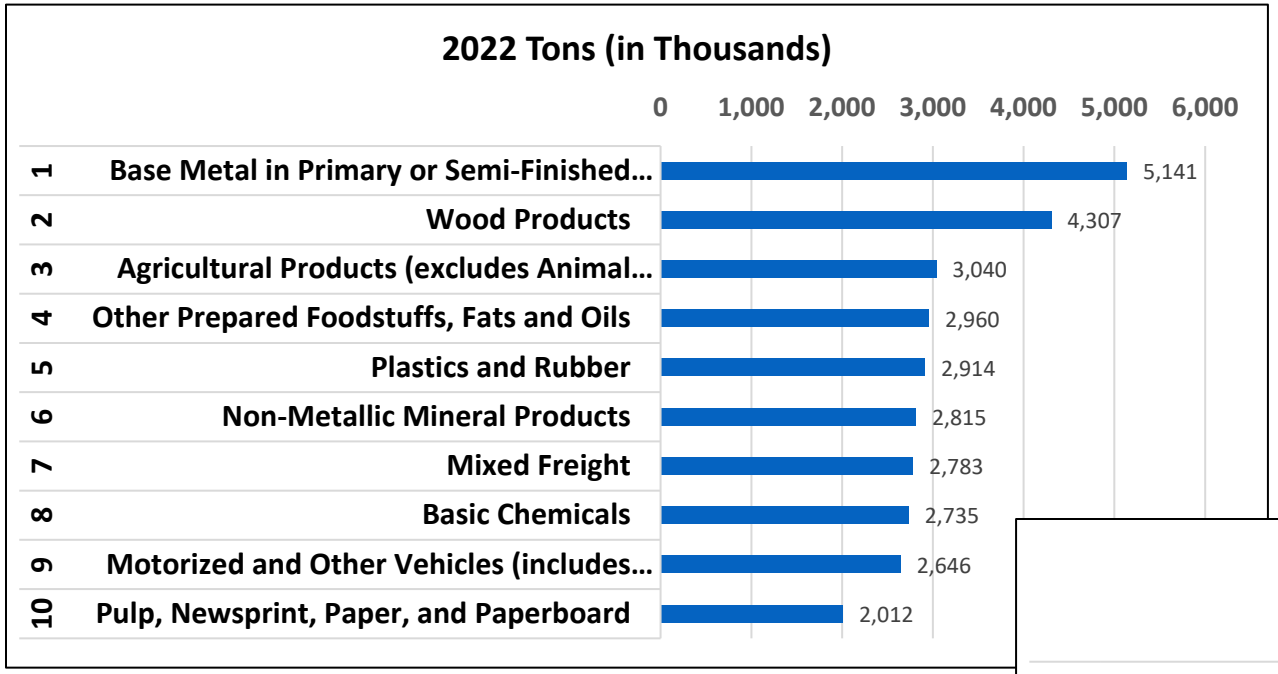
Commodity Flow by Mode (2022 & 2050)

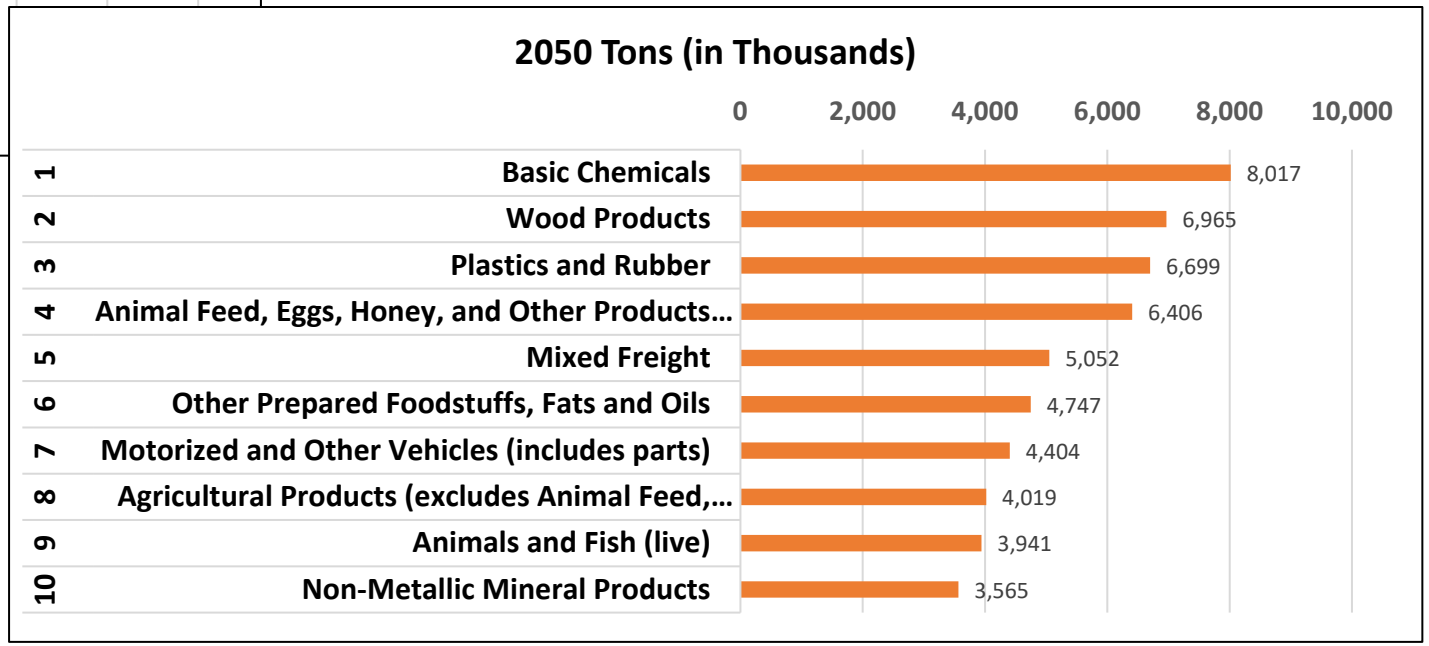


- An additional 231,406 tons of commodity are projected to move throughout Alabama by 2050 (36% increase)
- Nearly 40% increase in commodities transported by truck by 2050
- Commodities transported by air will nearly double by 2050
- Commodities transported by water projected to drop by 24%

Source: Freight Analysis Framework 5.3

Top Commodities by Truck - Inbound





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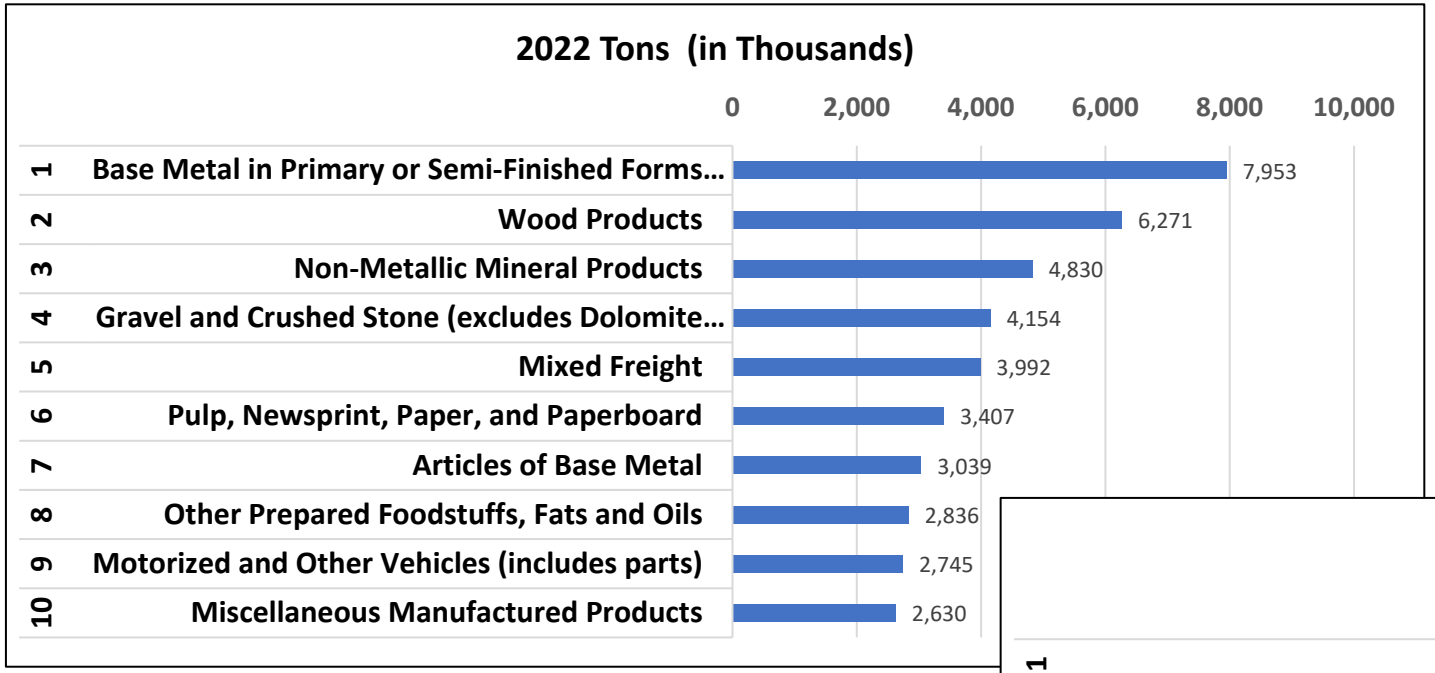
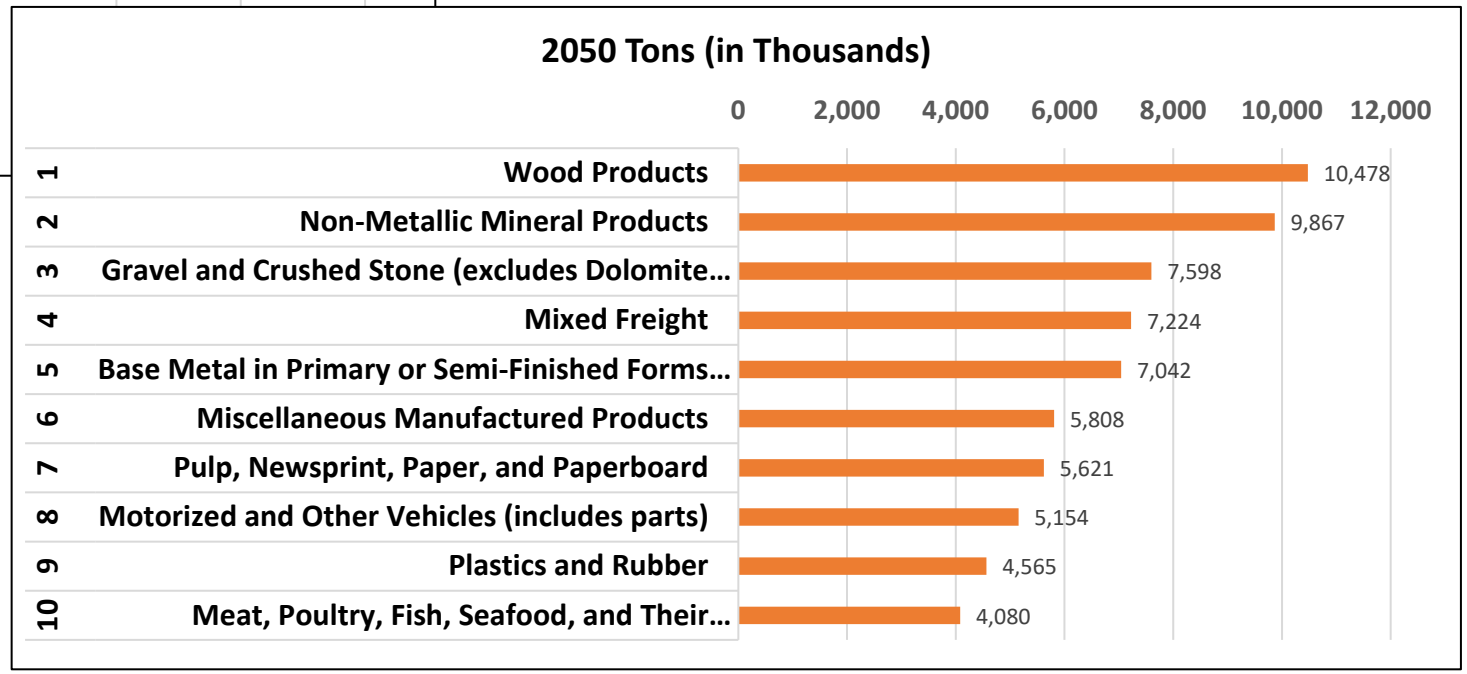
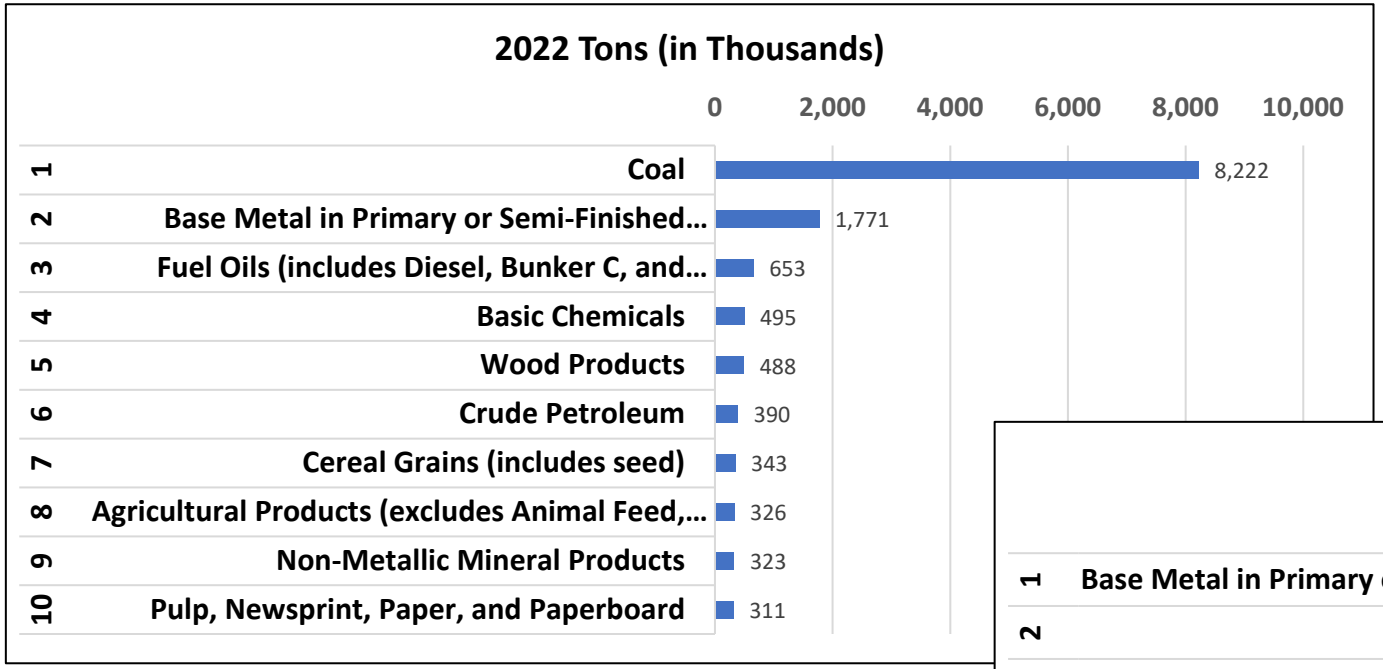
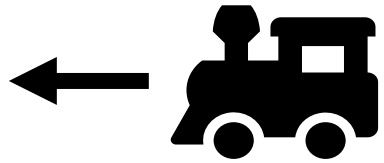


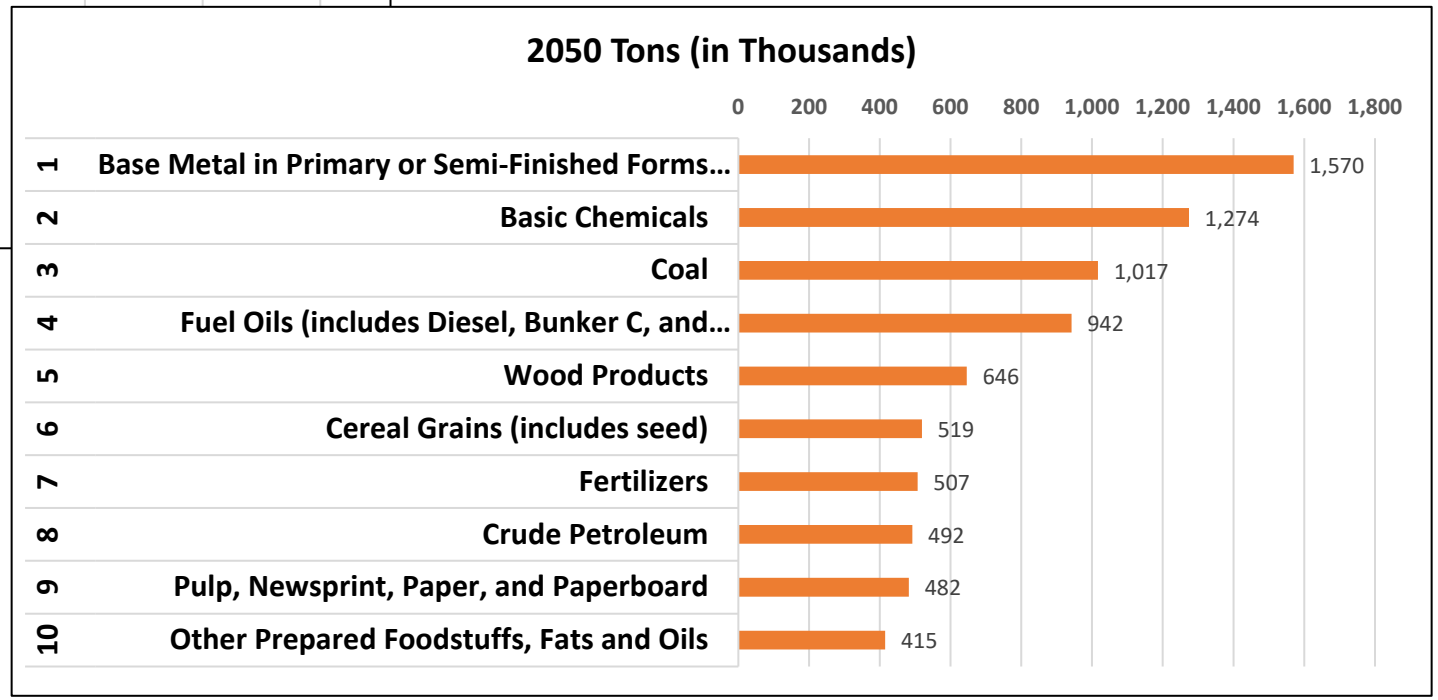


Source: Freight Analysis Framework 5.3

Top Commodities by Rail - Inbound







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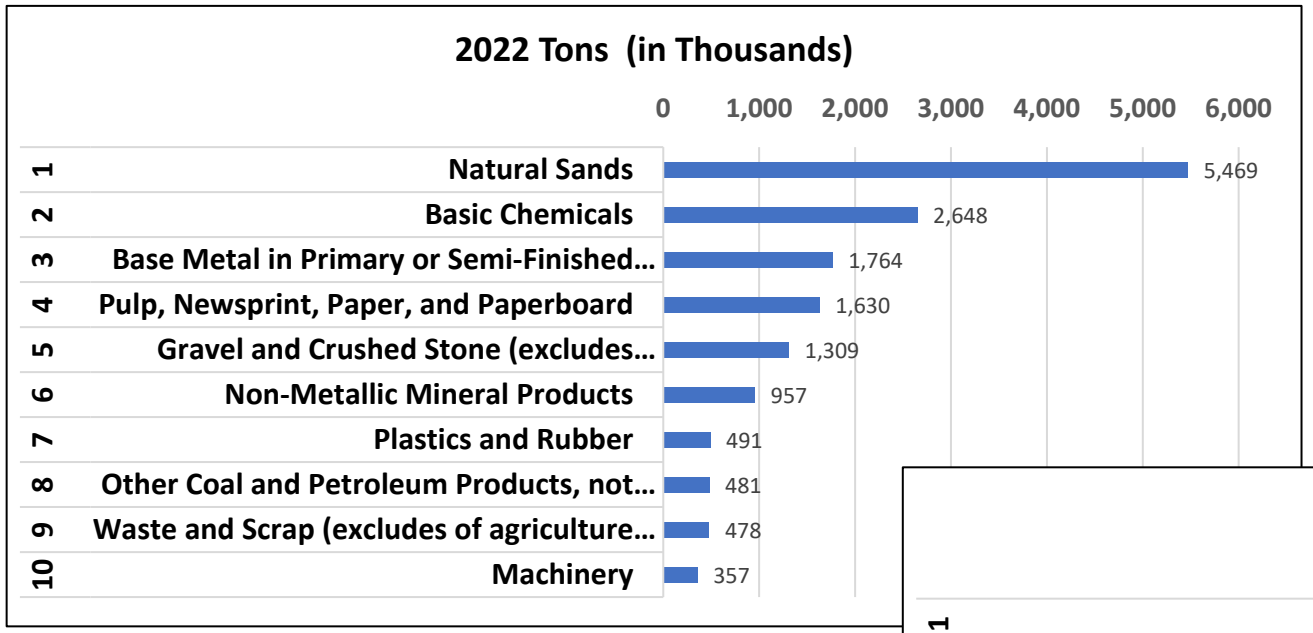
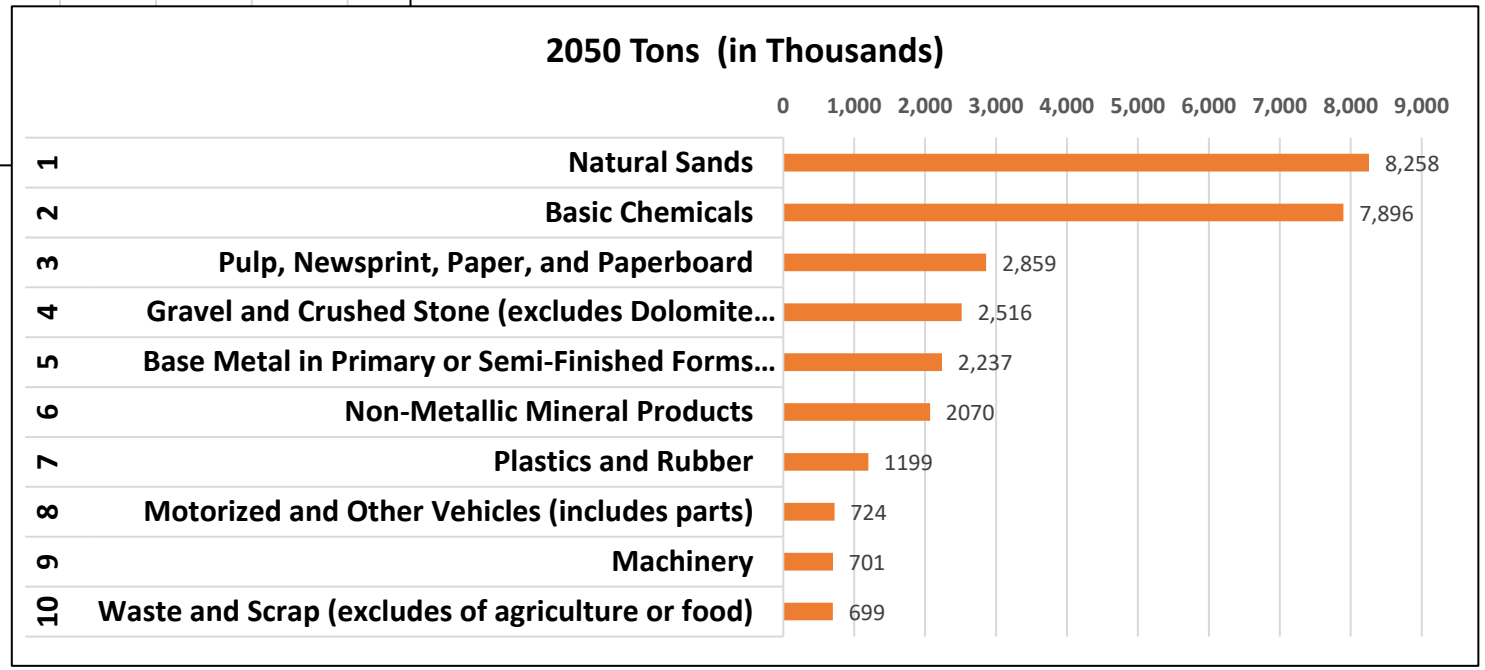
Top Commodities by Rail - Outbound





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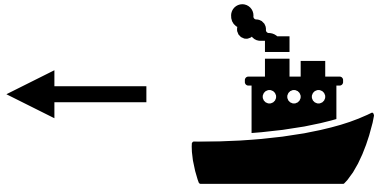
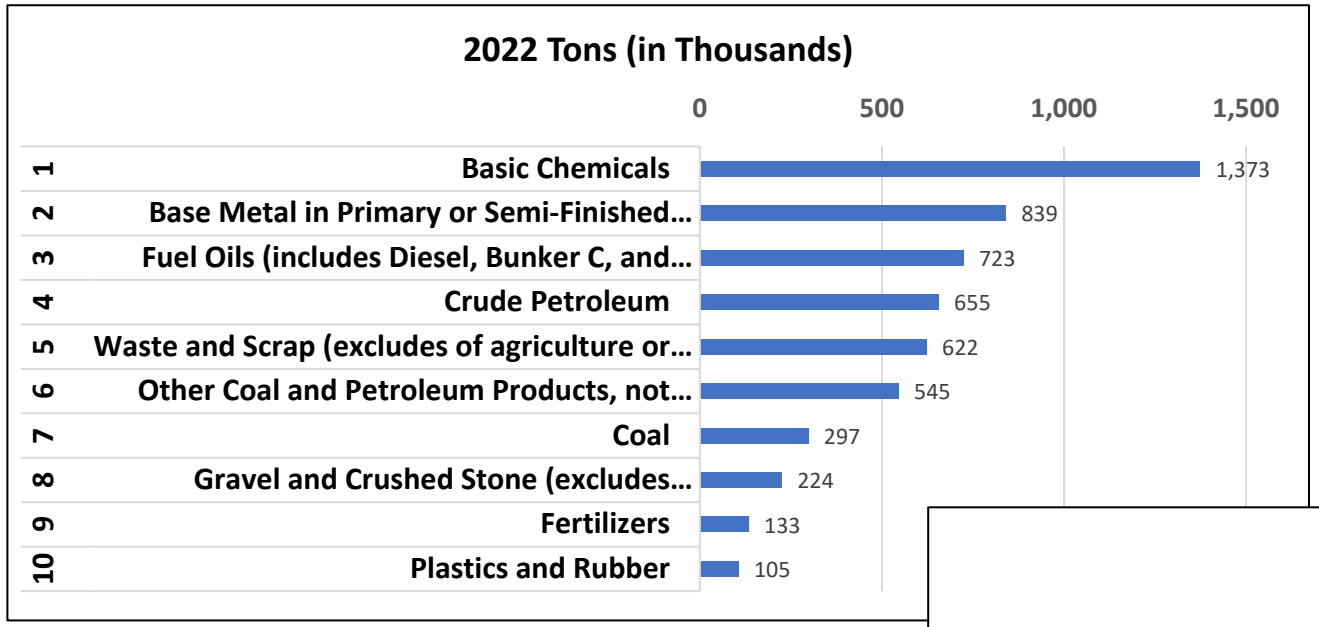
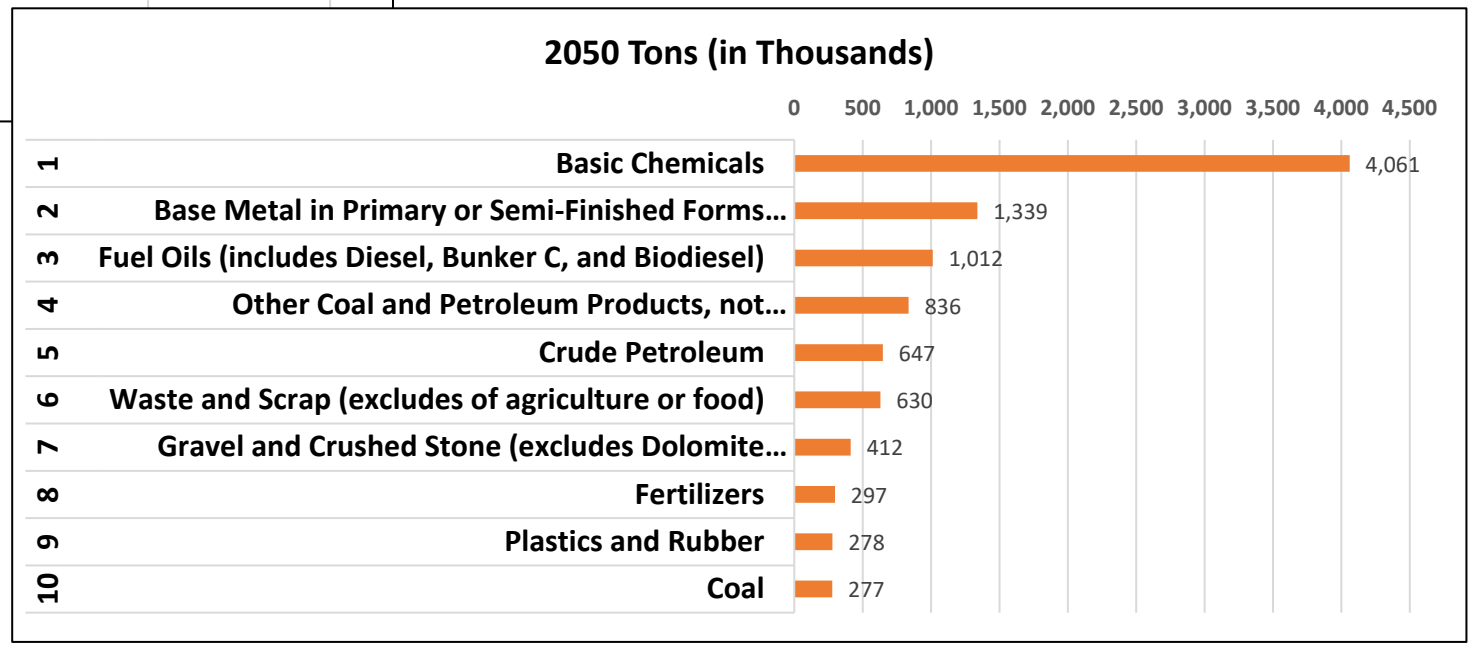
Top Commodities by Water - Inbound







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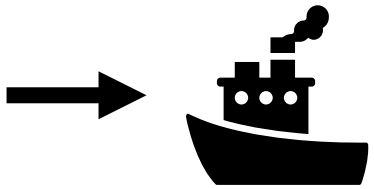

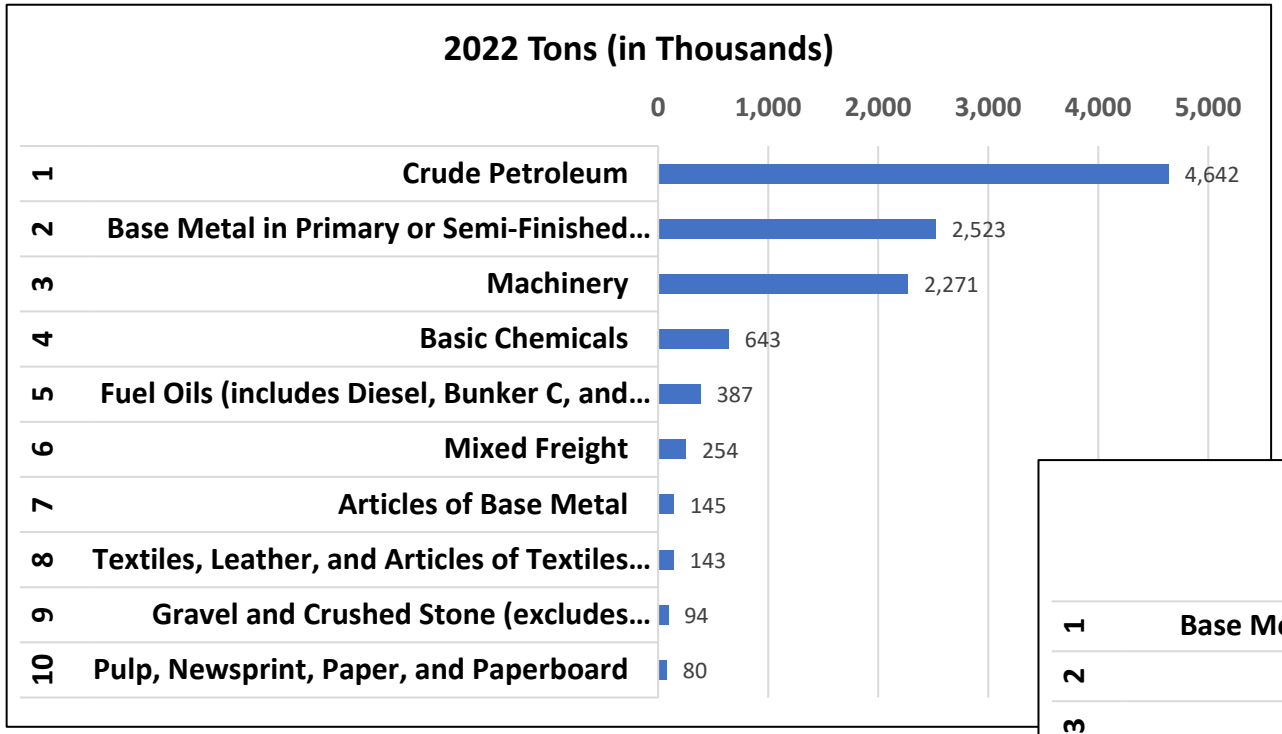

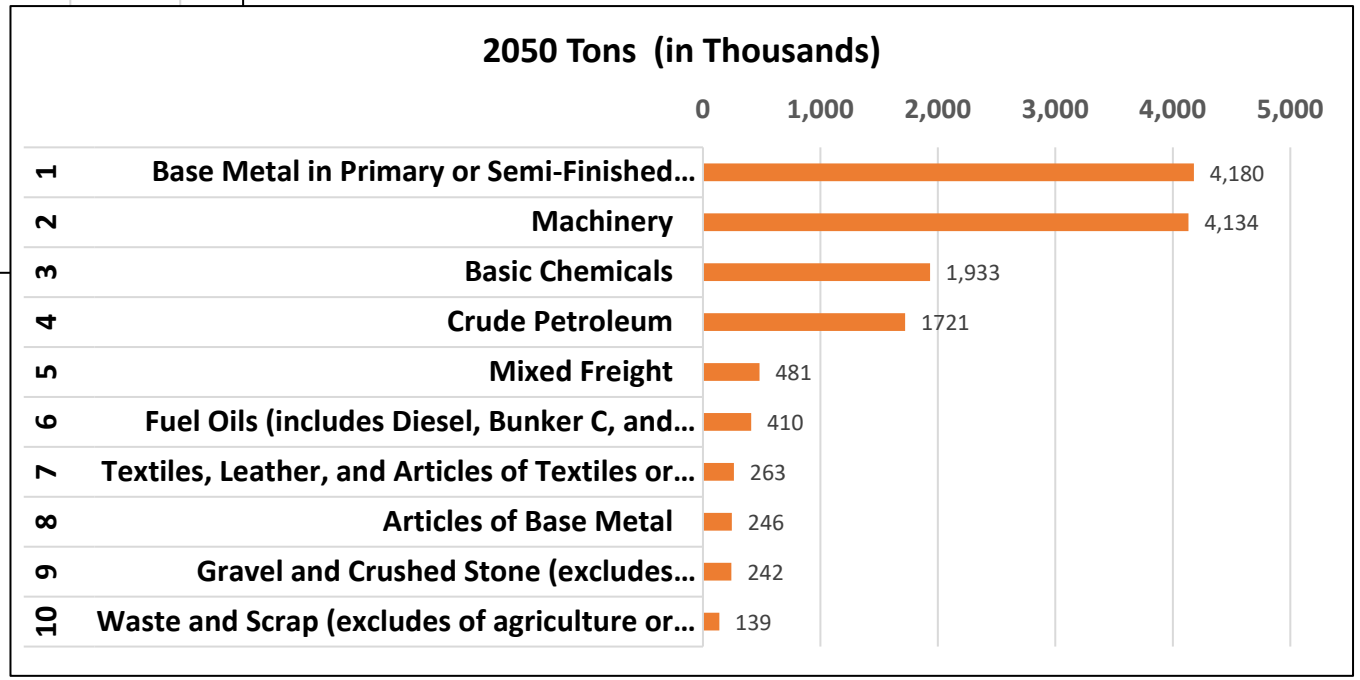

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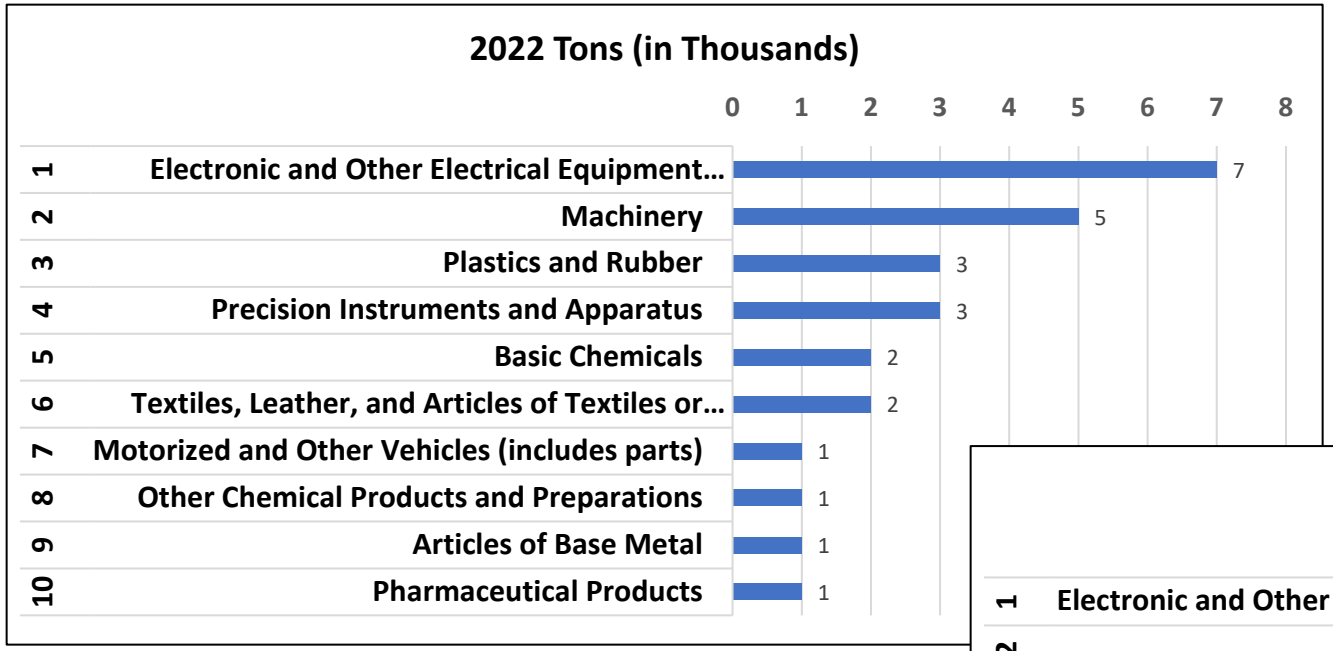
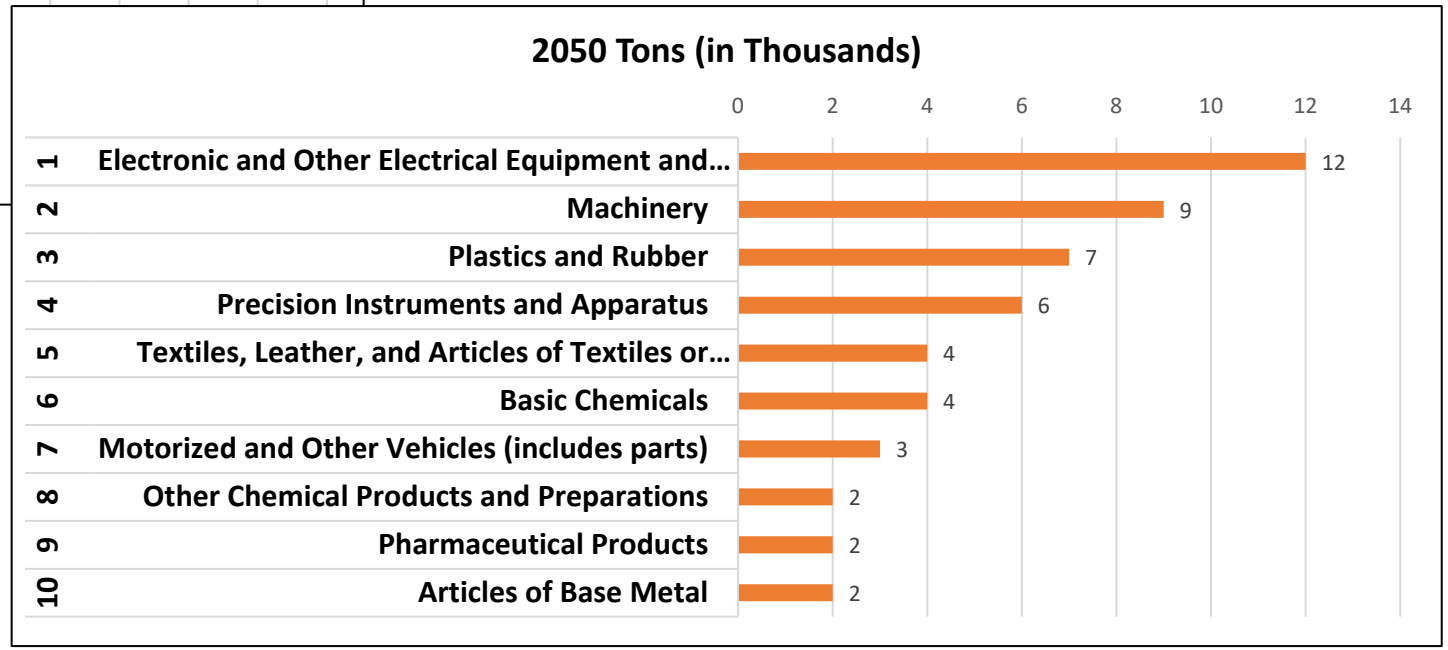
Top Commodities by Air - Inbound





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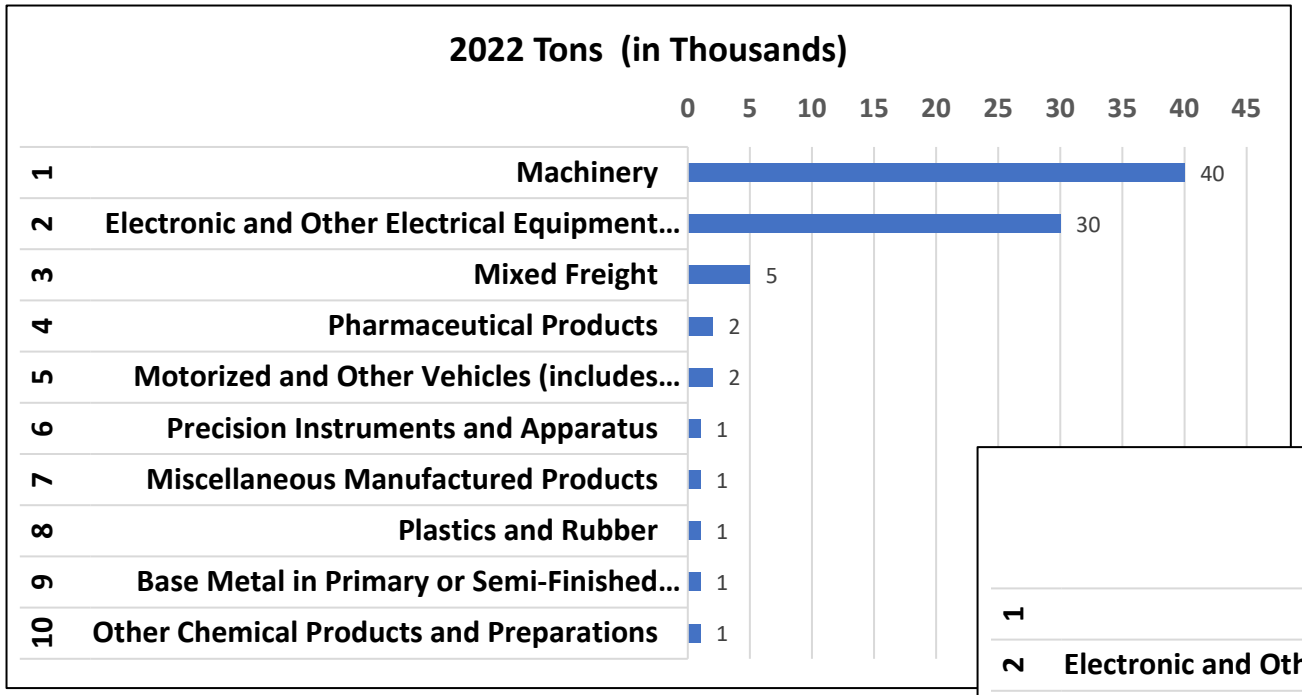
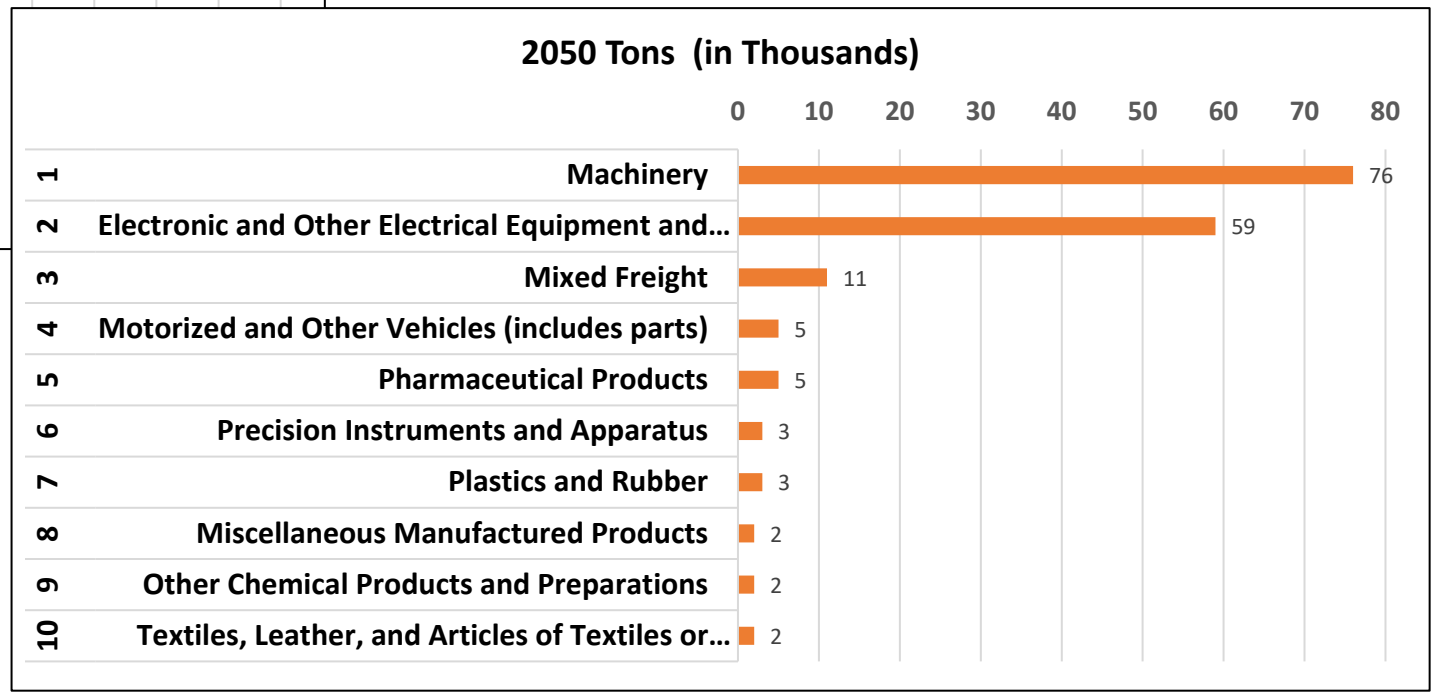


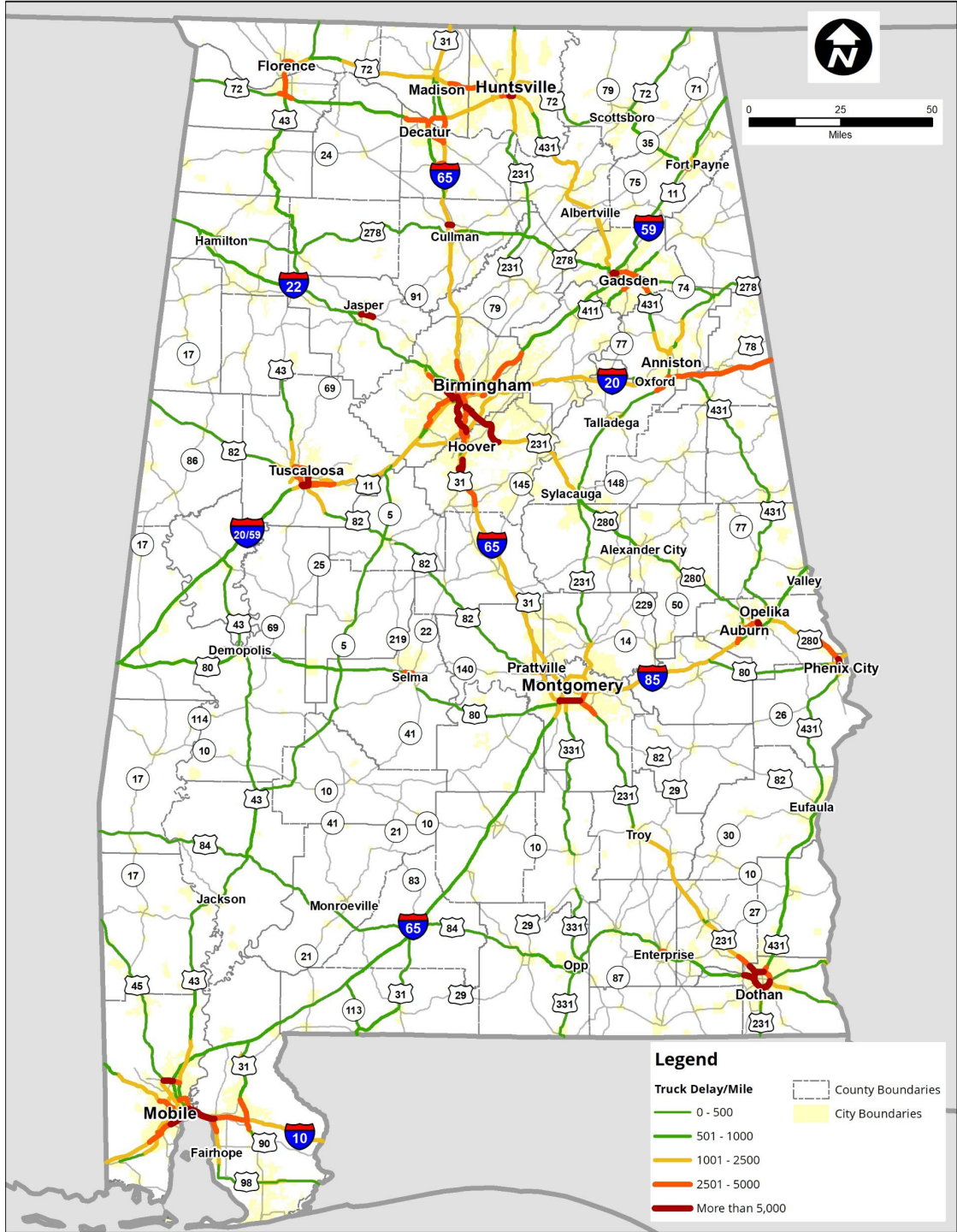


Source: Freight Analysis Framework 5.3

ALDOT Work Program and Freight Needs

Truck Bottlenecks

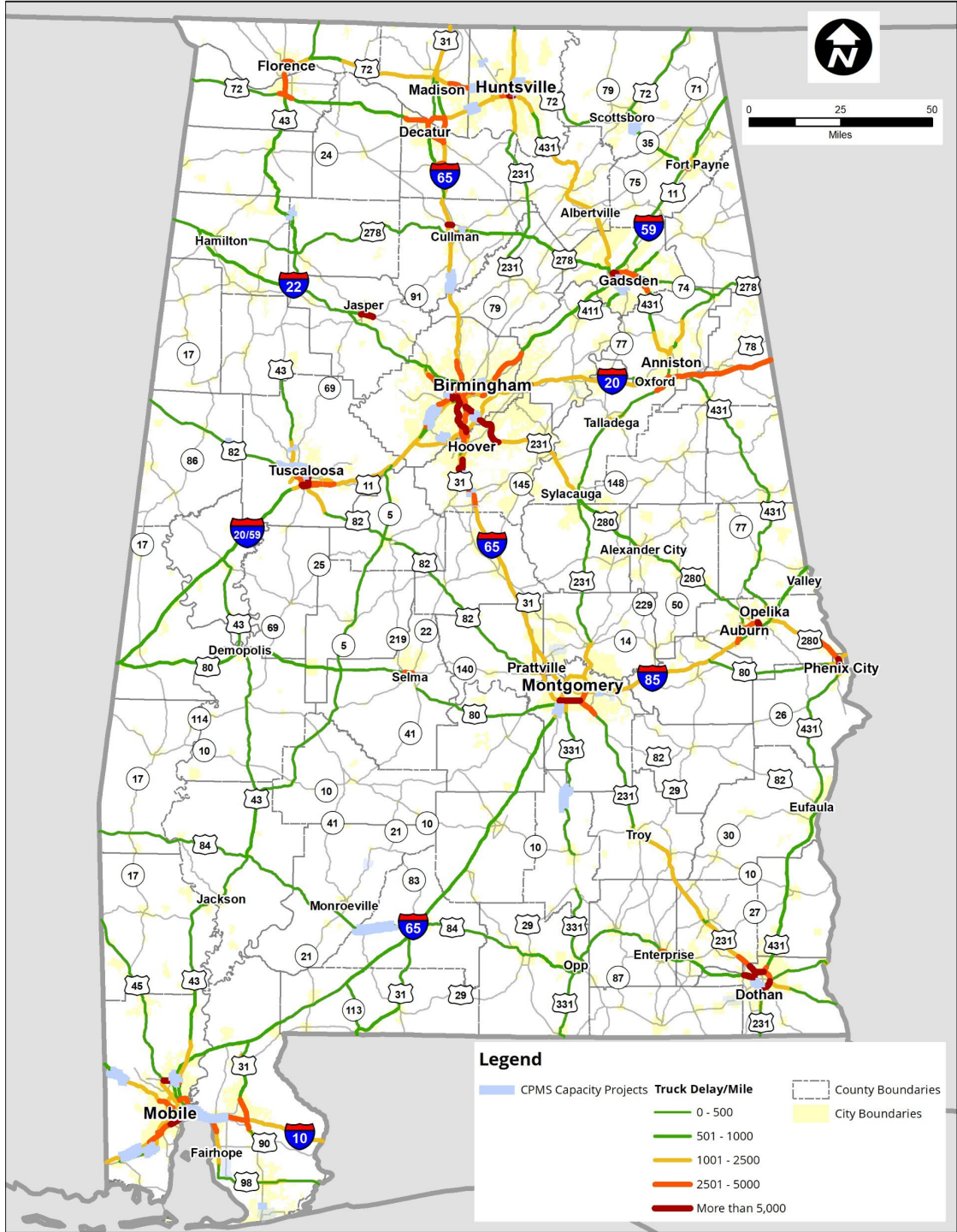
- Based on FHWA Freight Mobility Trends tool (2021 traffic data)
- Measured by Truck Delay per Mile (annual truck hours of delay per mile)
- Most significant truck bottlenecks in and around cities, including Birmingham, Mobile, Montgomery, and Dothan, and between cities along interstates and state routes
- As part of the freight plan, ALDOT is examining how planned and authorized projects (as of summer 2022) are addressing truck bottlenecks



Capacity Projects and Truck Bottlenecks

Several capacity projects on the National Highway System (NHS) coincide with truck bottlenecks (1,000+ hours of truck delay) – including additional lanes, lane reconstruction, new location roadways, realignments, and truck climbing lanes:

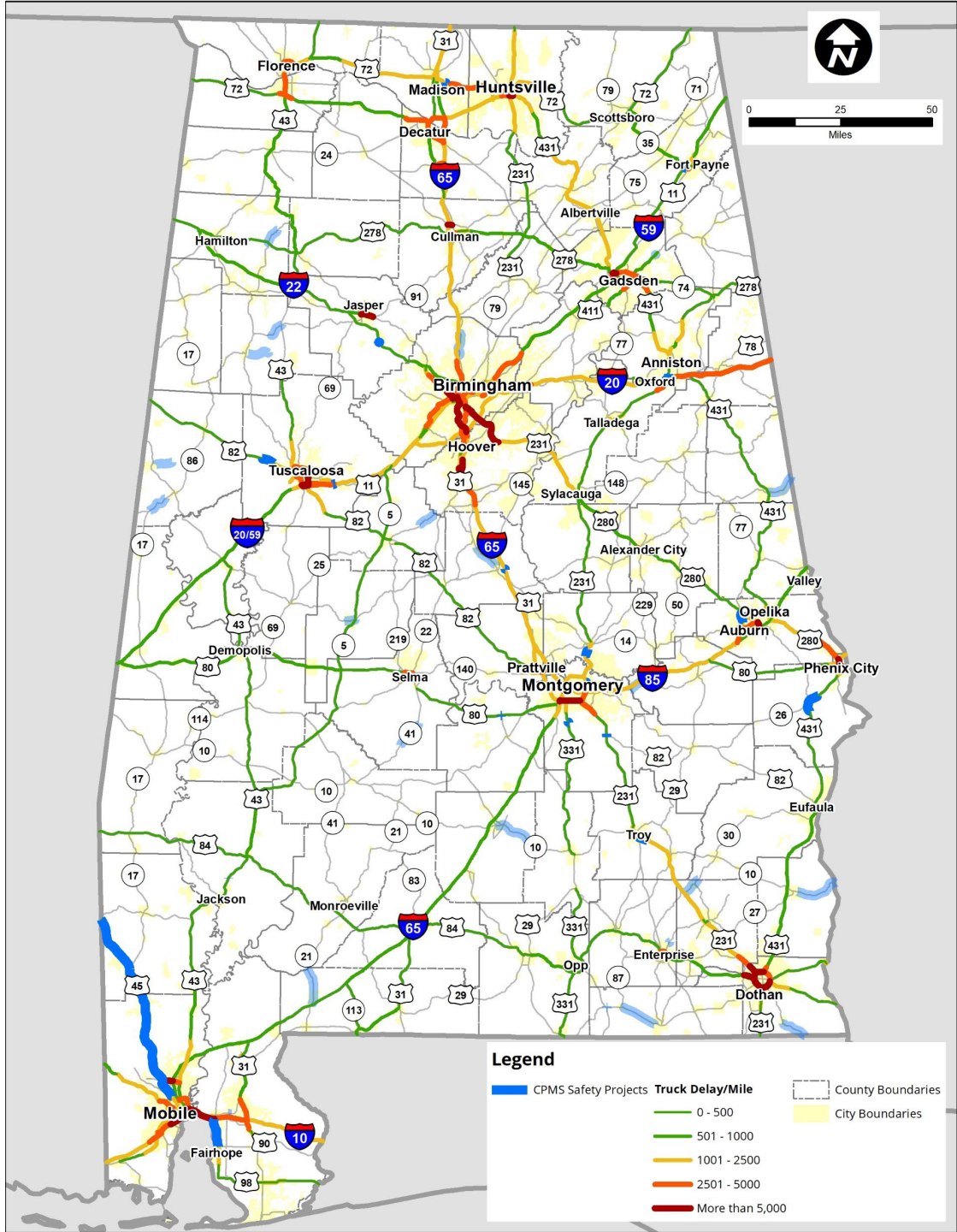
- Mobile area – I-65, I-10, SR 158 Extension, US 98/SR 42, and US 90/SR 16
- Birmingham area – I-20, I-59, I-65, US 280/SR 38, SR 150, and US 11/SR 5
- Tuscaloosa area – US 43/SR 13 and US 82/SR 6
- Huntsville area – I-565, US 431/SR 1, and US 72/SR 2
- Montgomery area – I-65 and I-85
- Additional capacity projects on SR 69 (Cullman County), SR 77 (Etowah County), Ross Clark Circle (Houston County), and I-85 (Lee County)



Safety Projects and Truck Bottlenecks

Numerous safety projects on the National Highway System (NHS) coincide with truck bottlenecks (1,000+ hours of truck delay) – including access management, roundabouts, interchange improvements, and intersection realignments:

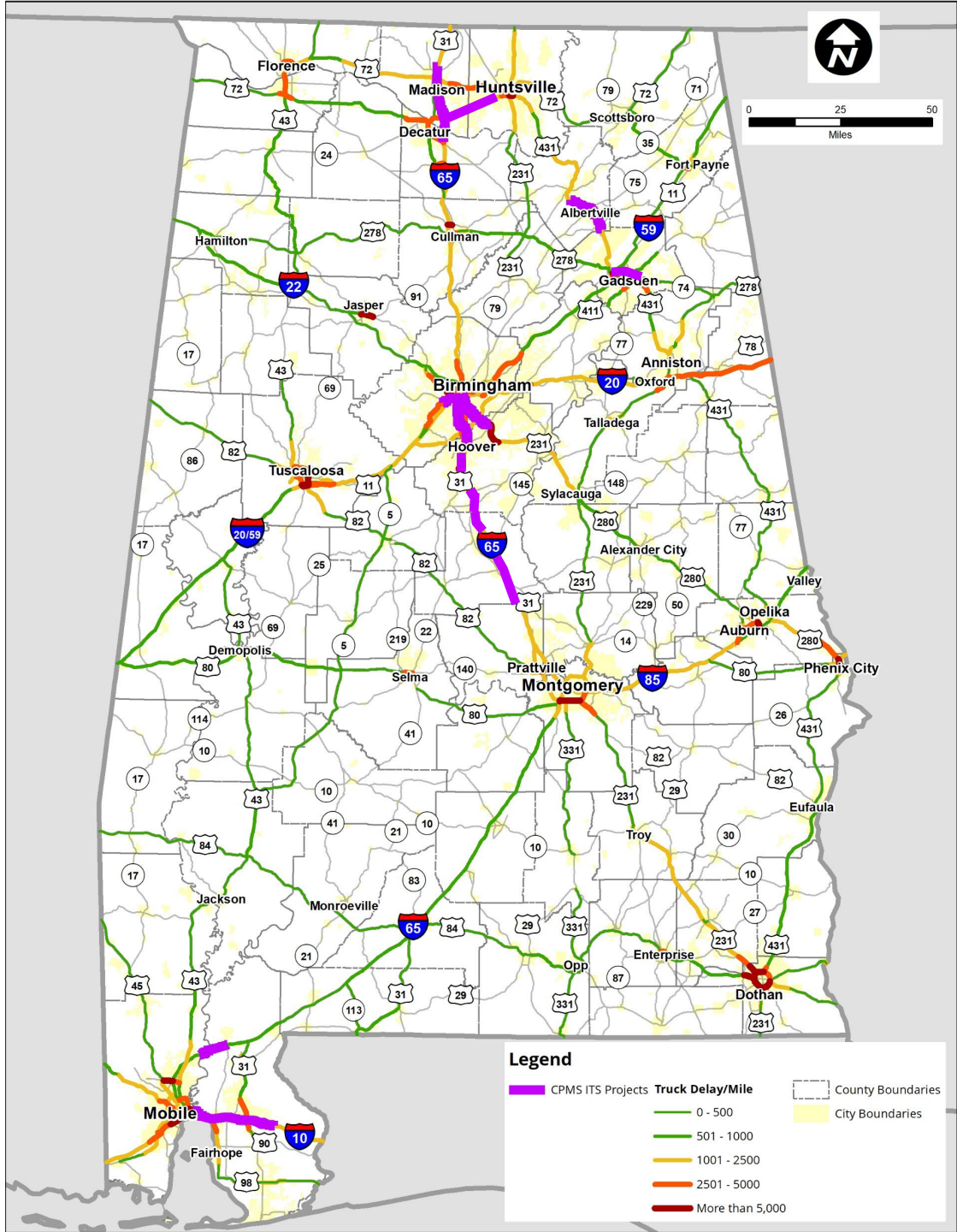
- Montgomery area – US 331/SR 9 and US 82/SR 6
- Mobile area – US 98/SR 42 and US 45/SR 57
- Tuscaloosa area – I-20/I-59 and US 82/SR 6
- Huntsville area – US 72/SR 2
- Additional safety projects on SR 21 (Calhoun County), US 31/SR 3 at US 84/SR 12 (Conecuh County), SR 35 (DeKalb County), US 72/SR 2 (Limestone County), SR 10 (Pike County)



ITS Projects and Truck Bottlenecks

Numerous ITS projects on the National Highway System (NHS) coincide with truck bottlenecks (1,000+ hours of truck delay) – including signal and device connectivity, CCTV, radar vehicle detection, and dynamic message signs:

- Birmingham area – I-65, I-59, US 31/SR 3, and US 280/SR 38
- Mobile area – I-10 and I-65
- Huntsville area – I-65 and I-565
- Gadsden area – I-59, I-759, and US 431
- Boaz/Albertville area – US 431
- Also several ITS projects on local roads, which will help improve mobility on the “last mile” to freight-generating facilities



Interchange Projects and Truck Bottlenecks

Each interchange project on the National Highway System (NHS) coincide with truck bottlenecks (1,000+ hours of truck delay) – new interchange and interchange modifications

- Mobile area – I-10 interchange modifications from Texas Street to West Tunnel entrance
- Birmingham area – New interchange on I-459 in City of Hoover

Additional Discussion

Maritime Considerations

- *How are waterways significant the freight operations and the local economy?*
- *What is driving the movement of goods on waterways?*
- *For your region, and from a statewide perspective, how important is the flow of goods by waterways?*

Source: Journal of Commerce Online

Next Steps

- Continue to refine draft report
- Develop freight investment plan
- Reconvene FAC for comment
- Final approval by ALDOT and FHWA

Thank You!

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