

**Project Information Form**

Project Title	<b>Freight Movement and Economic Competitiveness from the Megaregion Perspective</b>
University	<b>Georgia Institute of Technology</b>
Principal Investigator	<b>Catherine L. Ross</b>
PI Contact Information	<a href="mailto:catherine.ross@coa.gatech.edu">catherine.ross@coa.gatech.edu</a> , 404-385-5130
Funding Source(s) and Amounts Provided (by each agency or organization)	<b>Awarded from UTC:                   \$174,821</b> <b>Match:                                       \$174,988</b> <ul style="list-style-type: none"> <li>• \$105,000 (GDOT)</li> <li>• \$ 12,770 (ATRI)</li> <li>• \$ 47,746 (ISYE)</li> <li>• \$ 9,472 (CQGRD)</li> </ul>
Total Project Cost	<b>Project Total:                               Finalized \$ 349,811</b>
Agency ID or Contract Number	<b>Project #: 4906611</b>
Start and End Dates	<b>July/2012 ~ December/2013</b>
Brief Description of Research Project	This study will focus on the regional and national impacts of port-related freight movement to lay the groundwork for regional planning activities at the megaregion scale that accommodate increased port-related freight.
Describe Implementation of Research Outcomes (or why not implemented)  (Attach Any Photos)	The results of this project will have implications for the practice, policy, and study of transportation planning. The primary audience will be state and metropolitan transportation planners and engineers, policy makers at all levels of government, public and private entities in logistics including port authorities, economic developers and academics who focus on transportation and regional economic development. The results will be particularly useful to elected officials and policy makers as they outline national strategies for future port and freight transportation planning.
Impacts/Benefits of Implementation (actual, not anticipated)	With most of the focus on the impact of the Panama Canal expansion centered on the upgrade of specific port facilities, there is a need for further research on the impact of increased port traffic on the megaregional transportation system. Planning on a regional scale will be critical for effectively and efficiently capturing the economic benefits that the expansion will generate. This is not only important for the economic competitiveness of each port's region, but for the entire nation which depends on the goods delivered at each port. Furthermore, if not properly anticipated, increased demand for freight movement on the highway

	system will result in added congestion and shortages in truck parking locations. This not only impacts the “state of good repair” of the highway system, but also could negatively impact highway safety.
Web Links <ul style="list-style-type: none"><li>• Reports</li><li>• Project website</li></ul>	