ATLANTA REGIONAL COMMISSION

ATLANTA REGIONAL FREIGHT MOBILITY PLAN UPDATE

FATF: Discussion of FAST Act, Priority Freight Projects, and Plan Report

March 9, 2016

WSP | PARSONS BRINCKERHOFF

Agenda

- Introductions
- FAST Act & FASTLANE
- Priority Freight Projects
- Overview of Plan Report
- Next Steps

FAST Act Freight Provisions

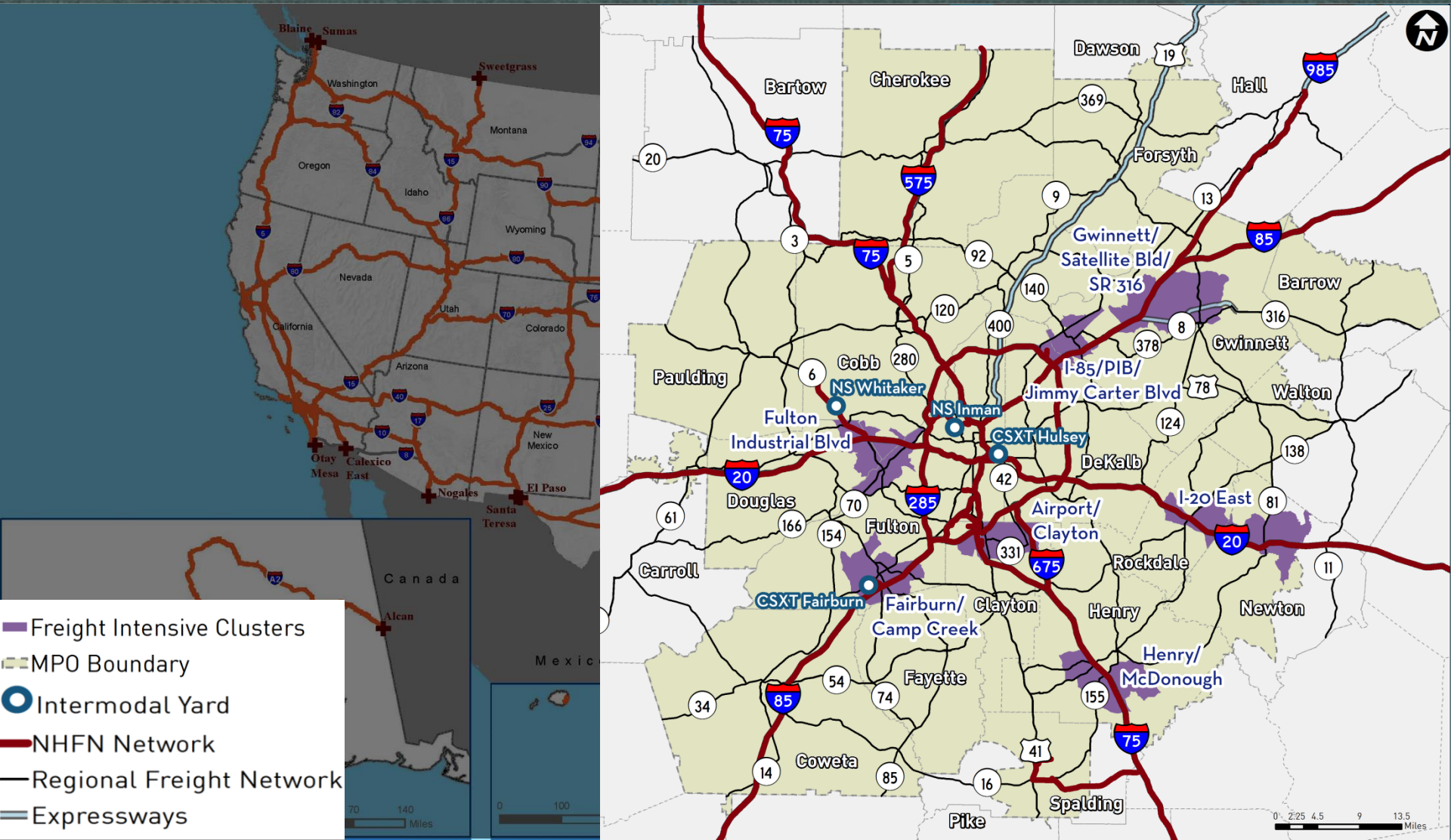
CMACGM 18,000 TEU Vessel at Los Angeles 1/16

- Federal Fixing America's Surface Transportation (FAST) Act passed 12/15
  - $300 Bil. 5-year legislation
- Direct funding for freight created for first time
  - $6.3 Bil. National Highway Freight Program "formula" funds dedicated to freight
  - $4.5 Bil. Nationally Significant Freight & Highway Projects (NSFHP) competitive grant program – aka "FASTLANE"
    - $4.0 Bil. for highway projects, freight and passenger
    - $0.5 Bil. dedicated to freight rail and ports
- Yields $206.5 Mil. GA formula freight funds, averaging $41.3 Mil. per year
  - Graduated amounts
  - Up to 10% for freight rail and ports

Use of Georgia Formula Funds

- GA formula funds useable on network with 3 components:
  - Primary Highway Freight System: 1,169 miles of GA Interstates and intermodal connectors already designated by US DOT in 41,500 mile national system adopted in FAST
  - Critical Rural Freight Corridors: 224 miles statewide, designated by GDOT
  - Critical Urban Freight Corridors: 117 miles statewide, generally designated by MPOs - but total presumably adjudicated by GDOT
- 3 components plus rest of Interstates (130 miles) constitute the National Highway Freight Network (NHFN) in GA
- State freight plans required, including 5-year investment plan with priority projects, approximating a 5-year freight TIP
  - Fiscally constrained plan identifying use of formula freight funds
  - Project list may be updated more often than 5-year state plan cycle

Primary Highway Freight System



National Highway & Multimodal Freight Goals

National Freight Goals
Policies, operational improvements & investments for: • Economic competitiveness • Congestion & bottleneck reduction • Reduced costs and improved year-round reliability • Productivity gain - especially by high value job generators
Safety, security, efficiency, resilience: urban & rural
Network state of good repair
Advanced technology for safety, efficiency, reliability
Economic efficiency & productivity of networks
Improve short & long distance freight movement: across rural, rural-urban, port/airport/gateway connection
Flexibility for multistate corridor planning & organization
Reduce environmental impacts
Avoid burdens to states & local governments

➡ Most linked to National Highway & Multimodal Freight Networks

NSFHP "FASTLANE" Program

- NSFHP is for shovel-ready projects, mostly of minimum $100 Mil. size
  - Construction can start 18 months from obligation, and not later than 9/30/19
  - Set asides: 25% for rural, 10% for small projects
  - $25 Mil. minimum grant; $5 Mil. minimum for small projects
- FAST Act creates National *Multimodal* Freight Network
  - Highway freight network plus Class I rail systems, major ports and airports, and some other. CSX, NS, Savannah, Brunswick, HJAIA all included
  - Not tied to NSFHP but apt to influence awards
  - NSFHP particularly favors multimodal projects
- NSFHP also favors multi-jurisdictional projects
  - Multi-jurisdictionality not required, but NSFHP is the one program encouraging and weighing them
  - Awards subject to congressional disapproval by joint resolution within 60-day notice period
  - ➡ Implication: political coalition probably useful in competing for awards

FASTLANE is Open Now

- Notice Of Funding Opportunity (NOFO) issued 2/26/16, application deadline 4/14/16
  - $759 Mil. available nationally
  - Inaugural release of annual grants
  - TIGER-like process but not identical programs
- Special considerations beyond multimodal, multijurisdictional features:
  - Projects prioritized that enhance personal mobility and accessibility, e.g. connection to jobs; support to workforce development – especially for disadvantaged groups; mitigation of negative freight impacts
  - Emphasis toward projects addressing critical freight issues
  - ➡ Most funds are not dedicated to freight but freight improvement is a principal program objective
- DOT will seek geographic balance in awards

FASTLANE Eligibility

Eligible Applicants:

- Individual or groups of states, MPOs >200K people, local agencies, political subdivisions, ports and special purpose entities, tribes

Eligible Projects:

- Highway freight projects carried out on the NHFN
- Highway or bridge projects carried out on the National Highway System
- Rail-highway grade crossing or grade-separation projects
- Freight intermodal, rail and port projects:
  - ~$100 Mil. dedicated limit applies just to rail and port portions, only for public benefits
  - Projects within rail and port facilities must facilitate direct intermodal interchange *and* improve freight movement on NHFN

Selection Criteria:

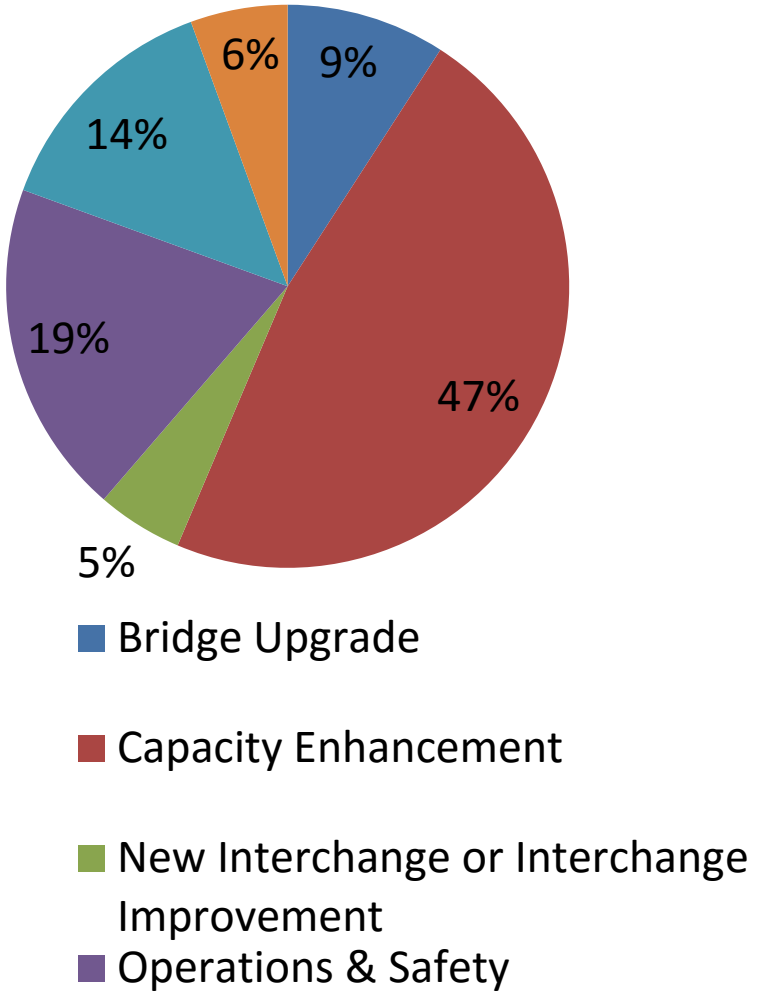
- Primary: Economic, Mobility, Community & Environmental, and Safety Outcomes
- Secondary: Partnership, Innovation, and Cost Share

Priority Freight Projects

Universe of Freight Projects: 931

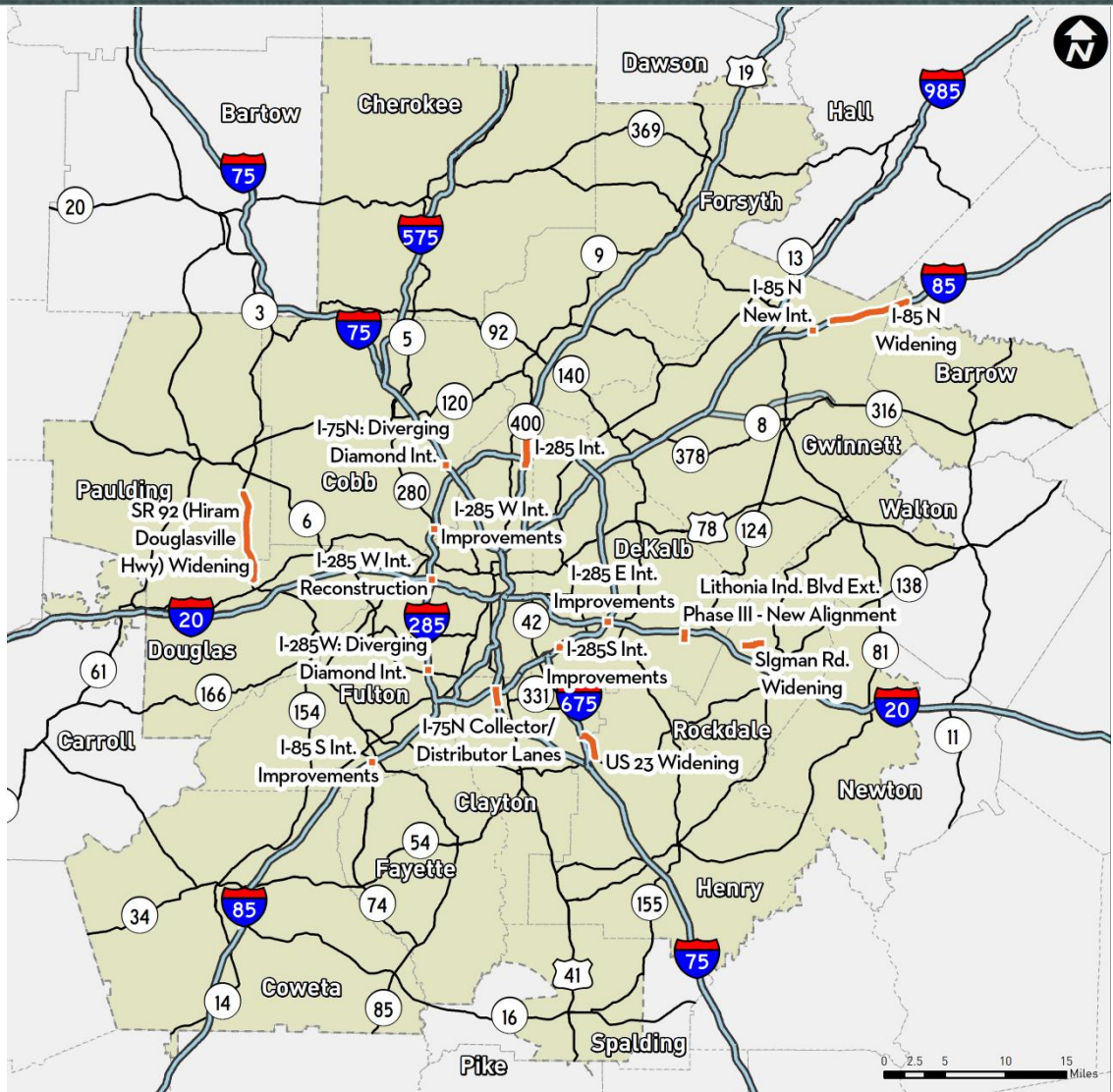
Sources:

- ARC Regional Transportation Plan (RTP)
- 2008 ARC Freight Mobility Plan
- ASTRoMaP
- Cargo Atlanta Study
- County Comprehensive Transportation Plans
- SR 6 Corridor Study
- GDOT Statewide Freight and Logistics Plan
- Fulton Industrial Boulevard Master Plan
- Stakeholder Input



Major Programmed Freight Related Projects 2016-2021

- 16 freight-related projects in ARC's Transportation Improvement Plan (TIP)
- Construction programmed to begin in 6 year TIP horizon 2016 -2021



—Regional Freight Network
═Expressways
MPO Boundary
TIP Projects

Major Freight Related Projects in 2016-2021 TIP

Road	Location	Description
I-285	At SR 400	I-285 Interchange Reconstruction And Collector/Distributor
I-285 East	At I-20 East	I-285 East Interchange Improvements
I-285 West	At I-20 West	I-285 West Interchange Reconstruction
I-85 South	At SR 74 (Senoia Road)	I-85 South Interchange Improvements
I-285 South	At Bouldercrest Road	I-285 South Interchange Improvements
I-285 West	At SR 280 (South Cobb Drive)	I-285 West Interchange Improvements
I-285 West	At SR 6 (Camp Creek Parkway)	I-285 West - Diverging Diamond Interchange
I-75	From SR 331 (Forest Parkway) to I-285	I-75 Northbound Collector/Distributor Lanes

Major Freight Related Projects in 2016-2021 TIP (cont'd)

Road	Location	Description
I-75 North	At Windy Hill Road	I-75 North - Diverging Diamond Interchange
I-85 North	At SR 324 (Gravel Springs Road)	I-85 North - New Interchange
I-85 North	From Hamilton Mill Road in Gwinnett County to SR 211 in Barrow County	I-85 North Widening
I-85 South	At Poplar Road	I-85 South - New Interchange
Lithonia Industrial Boulevard Extension	From Hillandale Drive to Woodrow Road	Lithonia Industrial Boulevard Extension: Phase III - New Alignment
Sigman Road	From East of Lester Road to Irwin Bridge Road	Sigman Road Widening
SR 92 (Hiram Douglasville Highway)	From between Brown and Malone Streets in Douglas County (Terminus of DO-282C) to Nebo Road In Paulding County	SR 92 (Hiram Douglasville Highway) Widening
US 23	From SR 138 (North Henry Boulevard / Stockbridge Road) to I-675 In Clayton County	US 23 Widening

Prioritization Process Recap: 1st Stage - Feasibility

- Each project scored as a "yes/no"
  - Any "No" – eliminates project
  - All "Yes" – advances project to 2nd Stage

Dimension	Criterion
Relevance	Identified as freight project, or located on ASTRoMaP (~ Critical Urban Freight Corridors)
Community Support	No major community opposition known, or has strong community support
Financial	No major funding obstacle known (e.g. does not overwhelm budget)
Benefit Cost Ratio	If known: benefits exceed (or expected to exceed) costs

2nd Stage – Goal Advancement

Goal	Weight	Performance Measure Correlation
Global Hub	30%	Based on geographic location and project type Scores: 1 = Not in a cluster; 3 = In a cluster, not a capacity project; or capacity project outside of clusters; 9 = In a cluster and a capacity project or bridge replacement to address weight restriction
Skilled Workforce	15%	Projects supporting logistics-related jobs: 1 = minimal support/not in or adjacent to a freight cluster; 3 = Adjacent to a freight cluster; 9 = Within a freight cluster.
Advanced Network	30%	Based on following criteria: • Speed less than 25 mph on ASTRoMaP or less than 45 mph on interstate highways • Reliability – 0.6 or higher • Crashes – More than 5 freight-related crashes per mile Scores: 1 = one criterion met; 3 = two criteria met; 9 = three criteria met

2nd Stage – Goal Advancement (Cntd..)

Goal	Weight	Performance Measure Correlation
Vibrant Centers	15%	Projects improving last mile delivery to retail and commercial centers. Scores by location within the land use categories as described below: • 0 = Rural, Developing Rural, Regional Important Resources • 1 = Developing Suburbs, Industrial / Logistics Area • 3 = Town Centers, Established Suburbs, Regional Employment Corridors, Maturing Neighborhoods, Community Activity Centers, Recreation Districts, University Districts, Wellness Districts, Redevelopment Corridors, Crossroad Village, Airport Investment Area, Regional Town Centers, Village Centers • 9 = Station Communities (1-mile buffer), Region Core, Regional Centers, Major Retail, LCI areas
Health & Culture	10%	Projects reducing NOx, PM2.5, and/or GHG. Scores: Capacity projects =1; Operations and Interchange projects = 3; Alternate mode and new technology = 9.

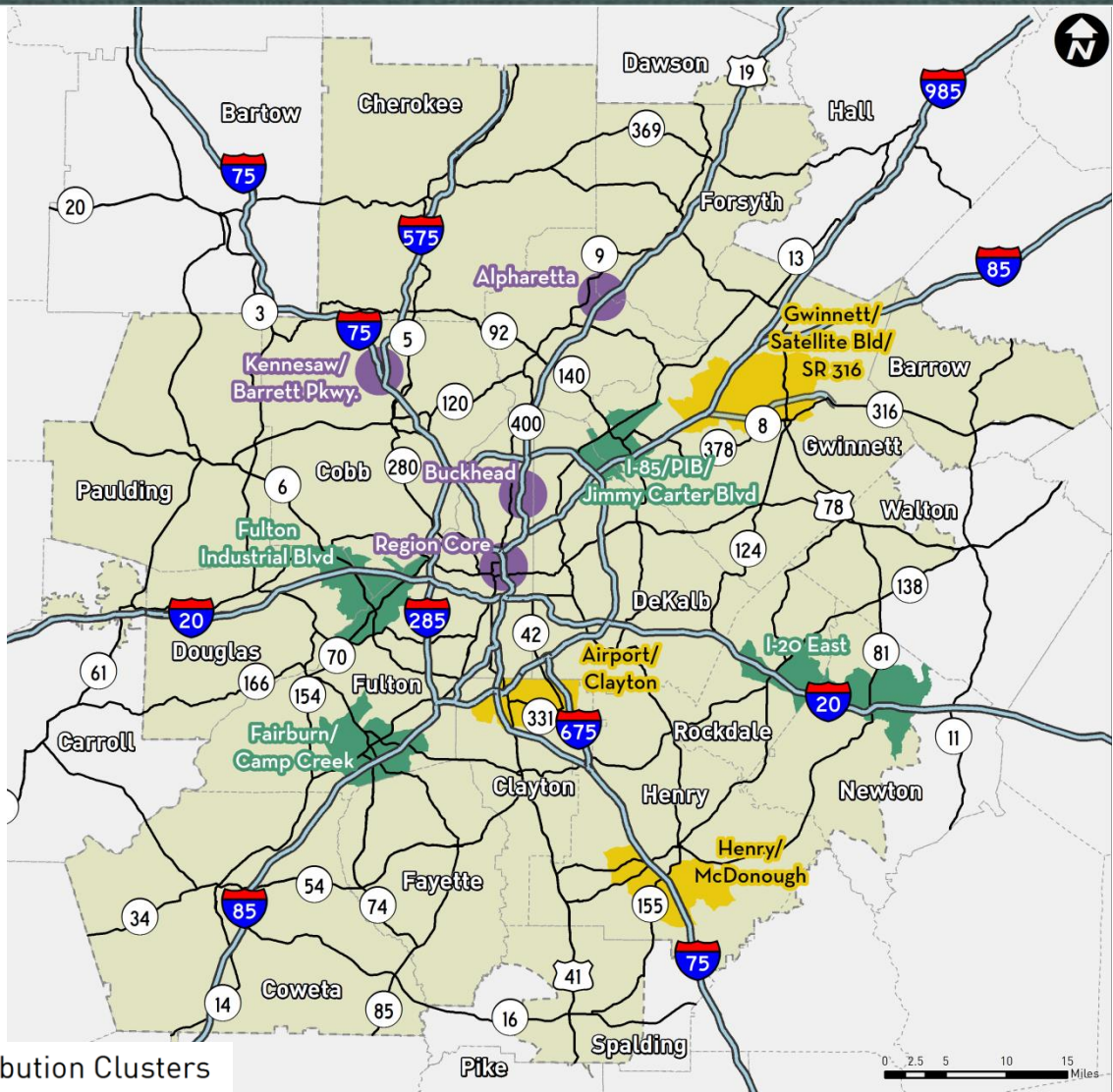
3rd Stage – Project Portfolio

Dimension	Purpose
Balance across goals	Help assure all goals adequately addressed
Balance across region	Help assure broader needs are met throughout region
Packaging: synergy	Recognize that some combinations of projects are mutually supportive

Performance Measures: Freight Clusters

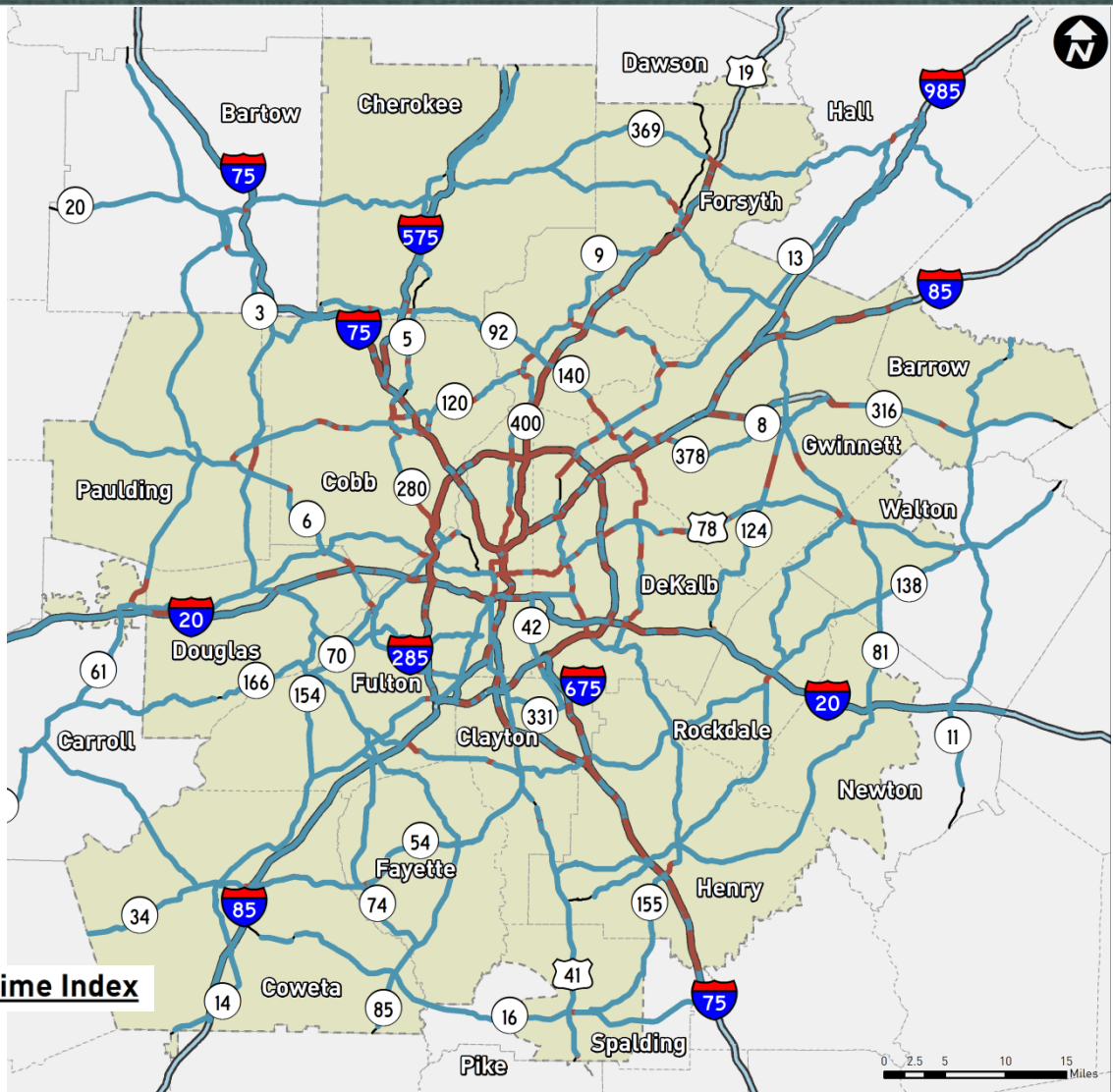
- 7 Manufacturing / Distribution Clusters and 4 Region Centers*

*Region Centers are a limited set selected for performance measurement purposes



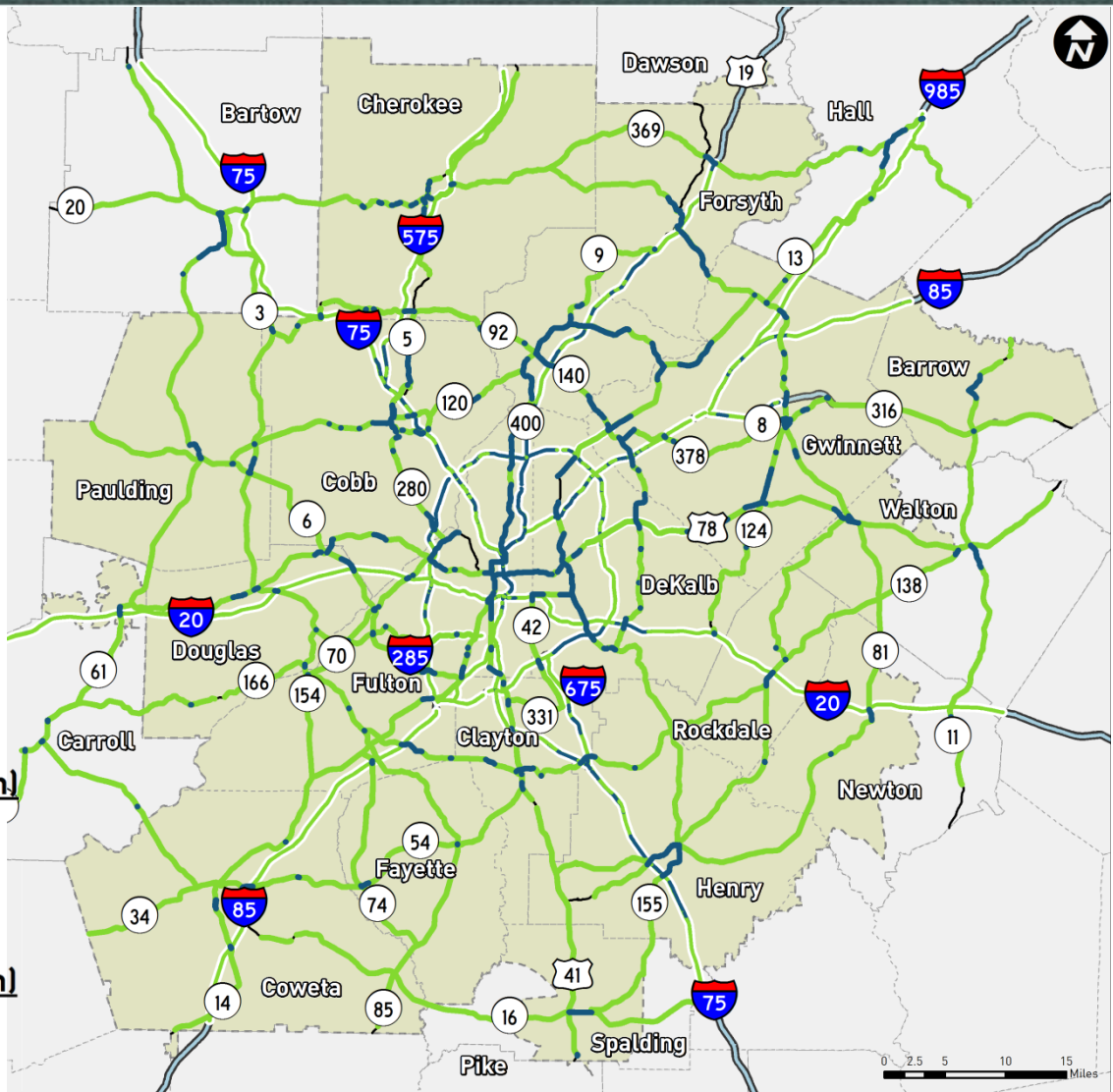
Performance Measures: Travel Time Reliability

- Roads with 95% buffer time index of 0.6 or higher



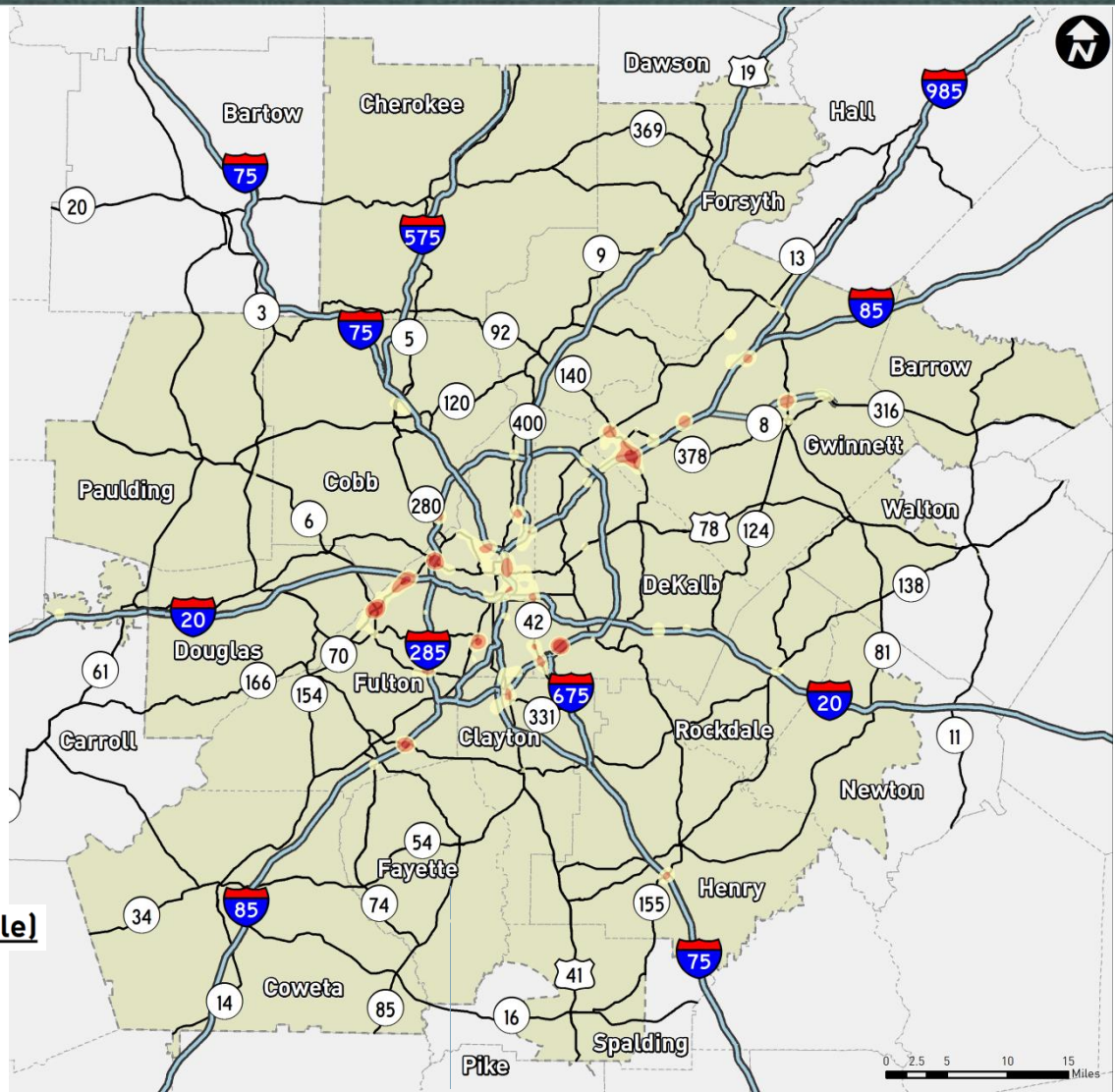
Performance Measures: Observed Speed

- Roads with observed speed less than 25 mph on ASTRoMaP or less than 45 mph on interstate highways



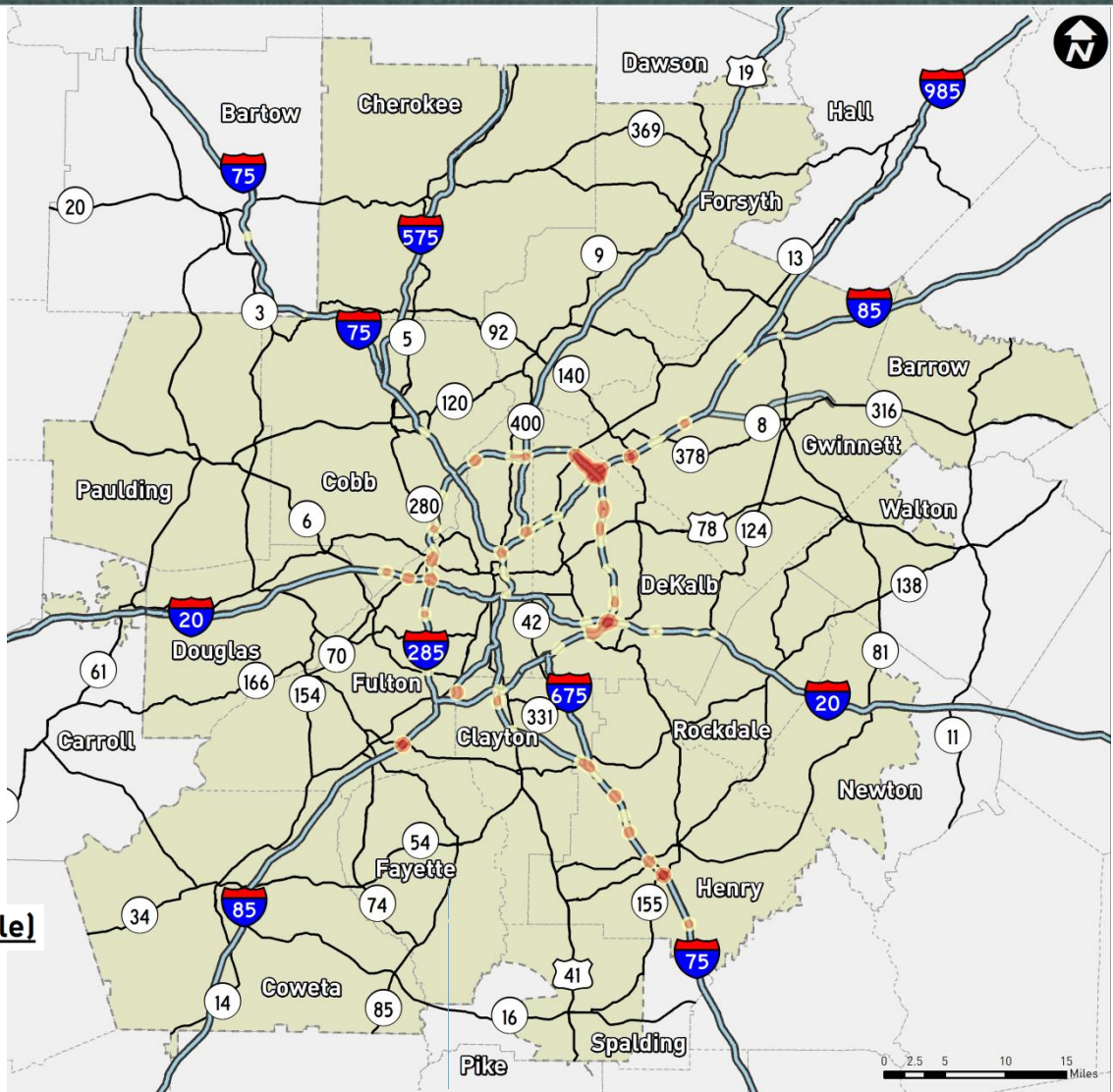
Performance Measures: High Crash Locations (Non-Interstates)

- Areas with more than 5 freight related crashes per mile on Non-Interstate Regional Truck Routes



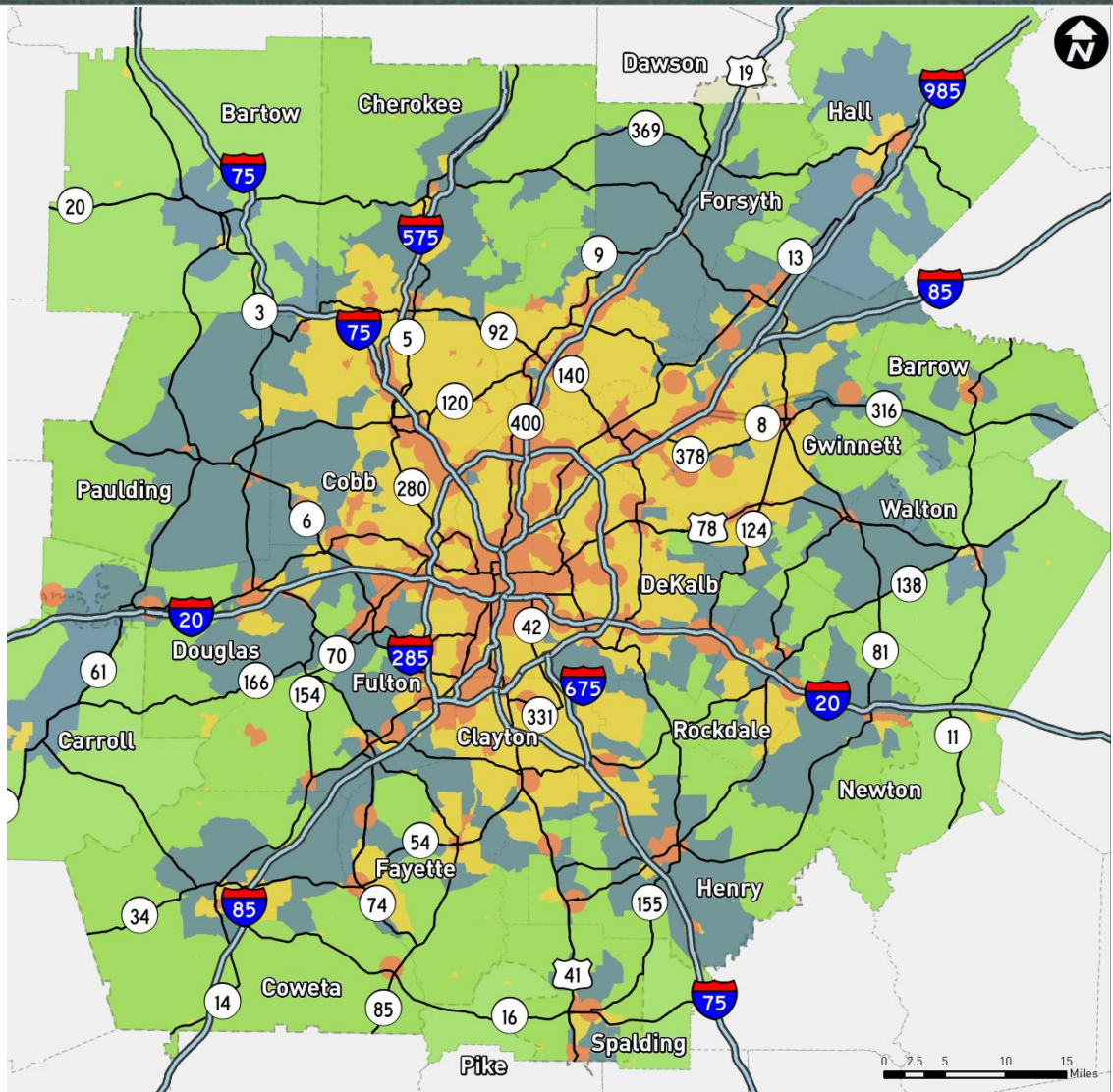
Performance Measures: High Crash Locations (Interstates)

- Areas with more than 5 freight related crashes per mile on Interstates



Performance Measures: Vibrant Centers

- Focus: Improving last mile delivery to retail and commercial centers. Scores by location within the land use categories



—Regional Freight Network
Expressways
MPO Boundary

PLAN 2040 Unified Growth Policy Map (UGPM) Areas

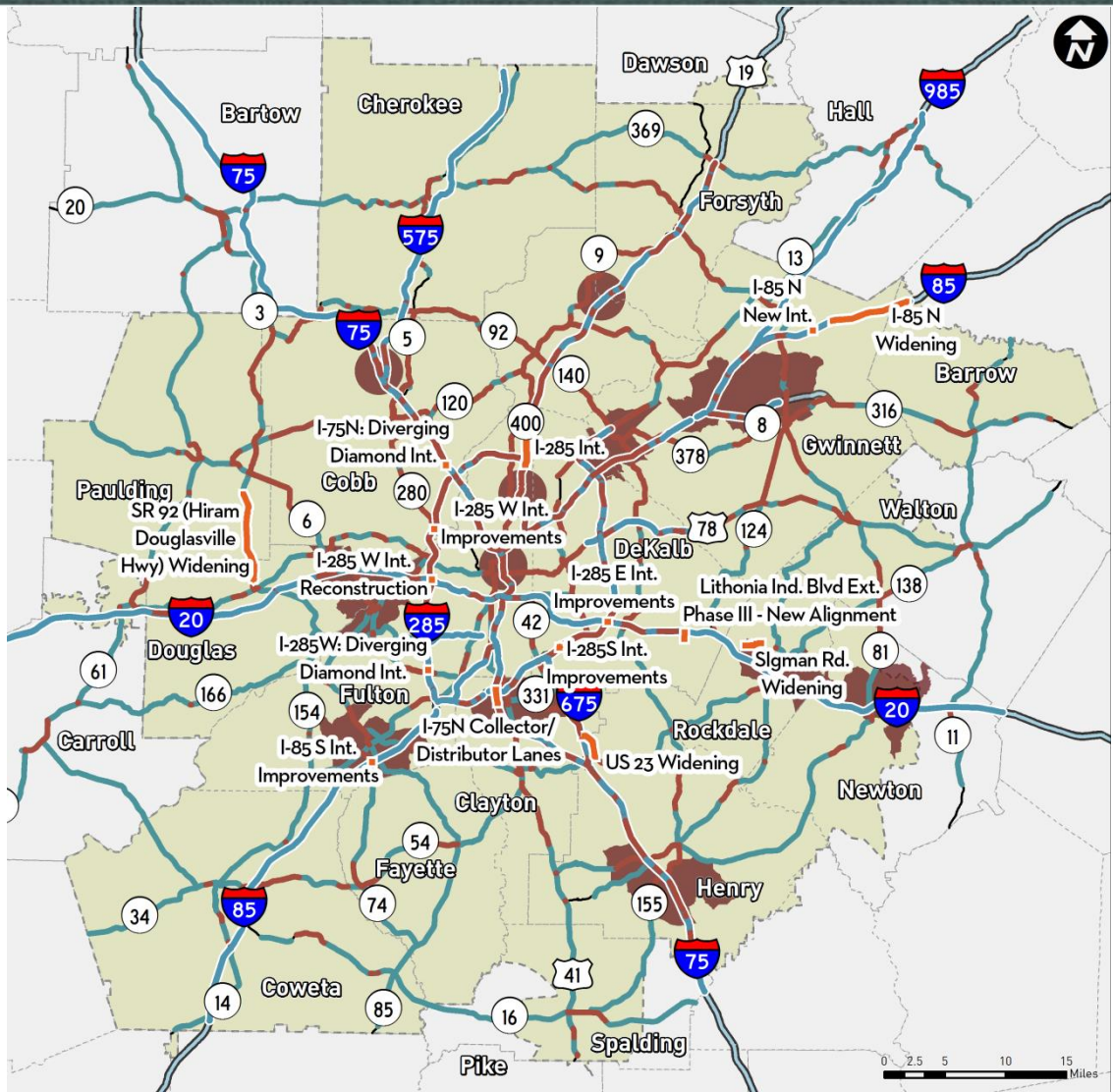
- Rural
- Developing Suburbs
- Town Centers | Est Suburbs | Districts | Corridors
- Regional Core | Station Comm | Reg Centers | LCIs

Freight Performance and Major Programmed Freight Related Projects 2016-2021

ATLANTA REGIONAL COMMISSION

WSP | PARSONS BRINCKERHOFF

- 16 freight-related projects in ARC's Transportation Improvement Plan (TIP)



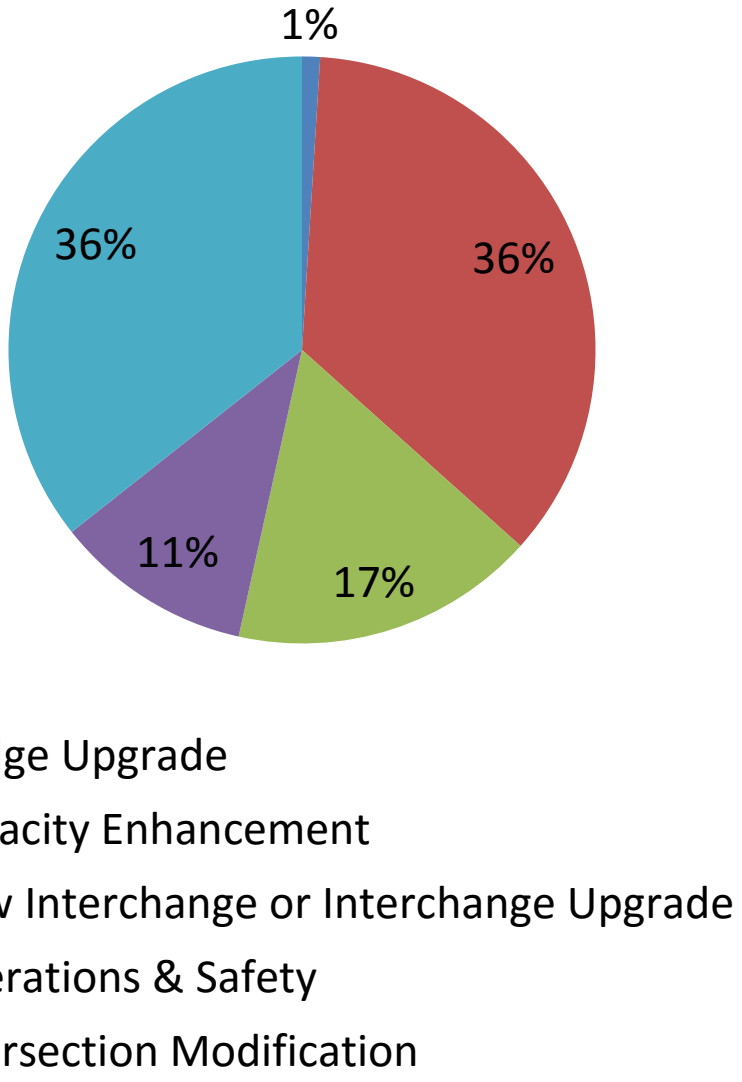
PM Peak 95% Buffer Time Index

- < 0.6
- >= 0.6
- Regional Freight Network
- Expressways
- MPO Boundary
- TIP Projects
- Freight Clusters

Screening Projects for Prioritization

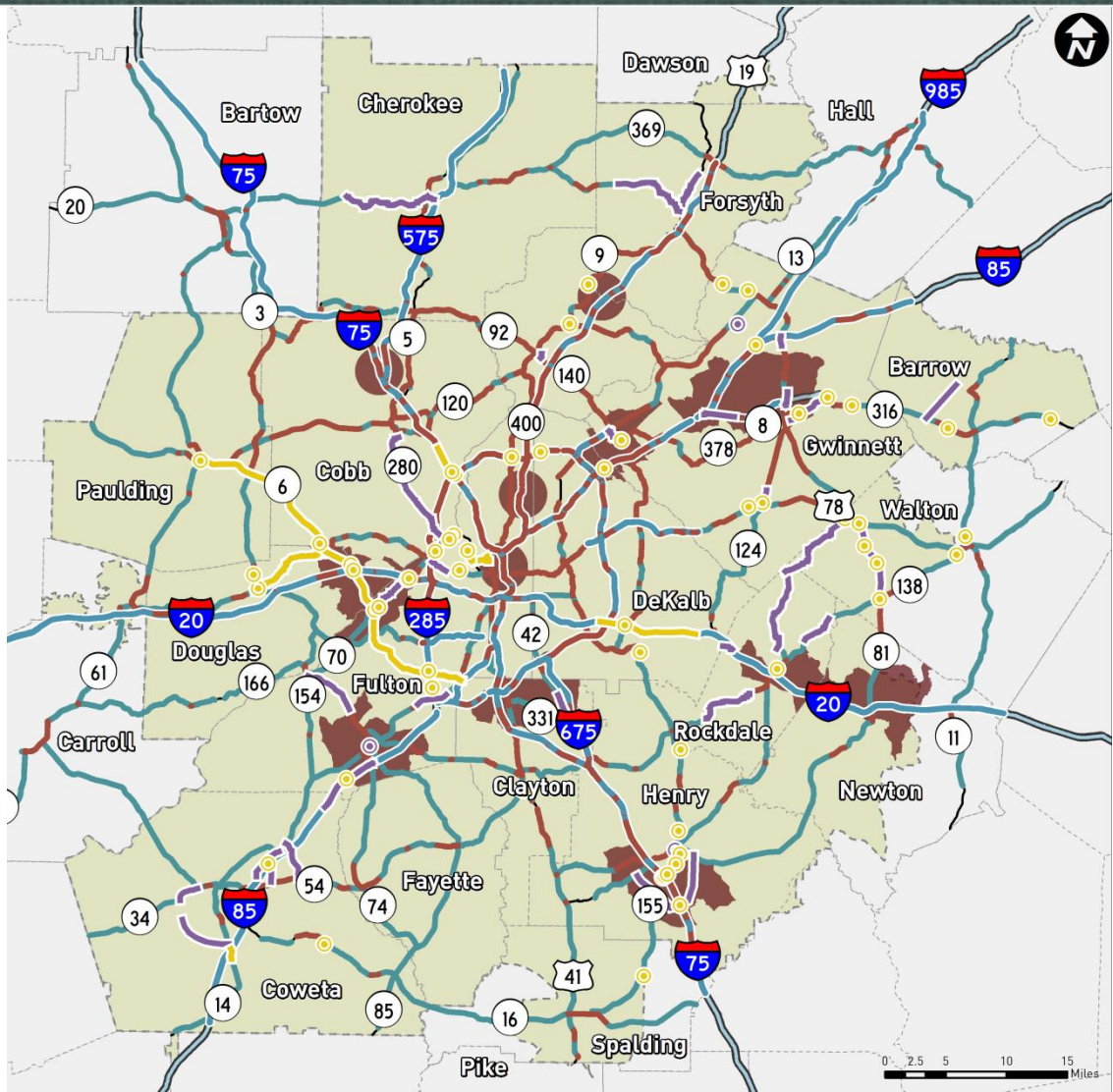
Screening from 931 to 101:

- Identified as freight-related
- Located on the Atlanta Strategic Truck Route Master Plan (ASTRoMaP)
- Excluding projects already programmed, plus others completed, duplicated, etc.
- Including projects identified as Long-Range in the RTP, as well as from other sources
- Does not include projects from ARC's Transportation Improvement Plan (TIP)



101 Projects for Prioritization

- Location of 101 screened freight projects receiving prioritization



PM Peak 95% Buffer Time Index

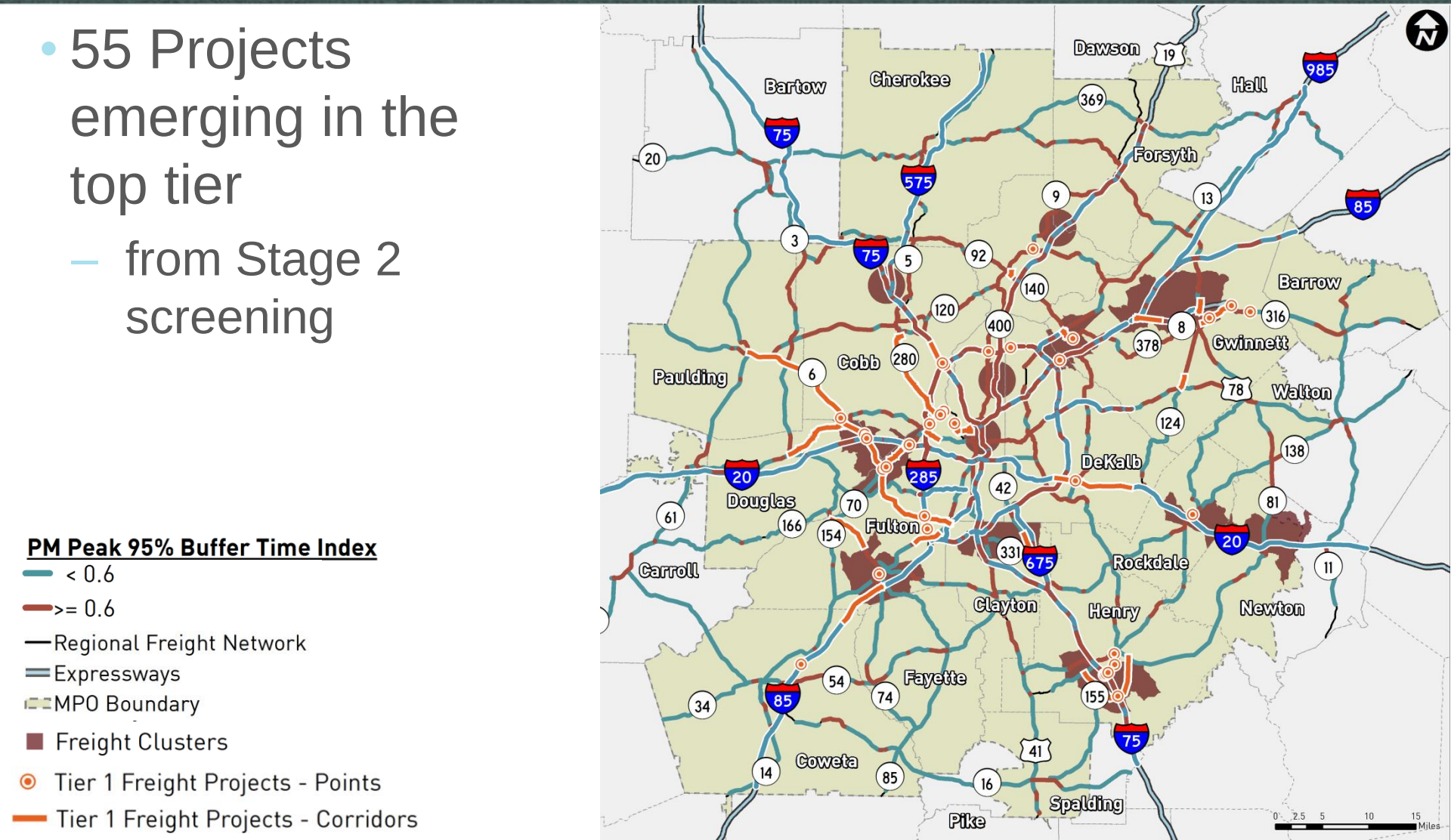
- < 0.6
- >= 0.6
- Regional Freight Network
- Expressways
- MPO Boundary
- Freight Clusters

Freight Projects

- Capacity
- Operations

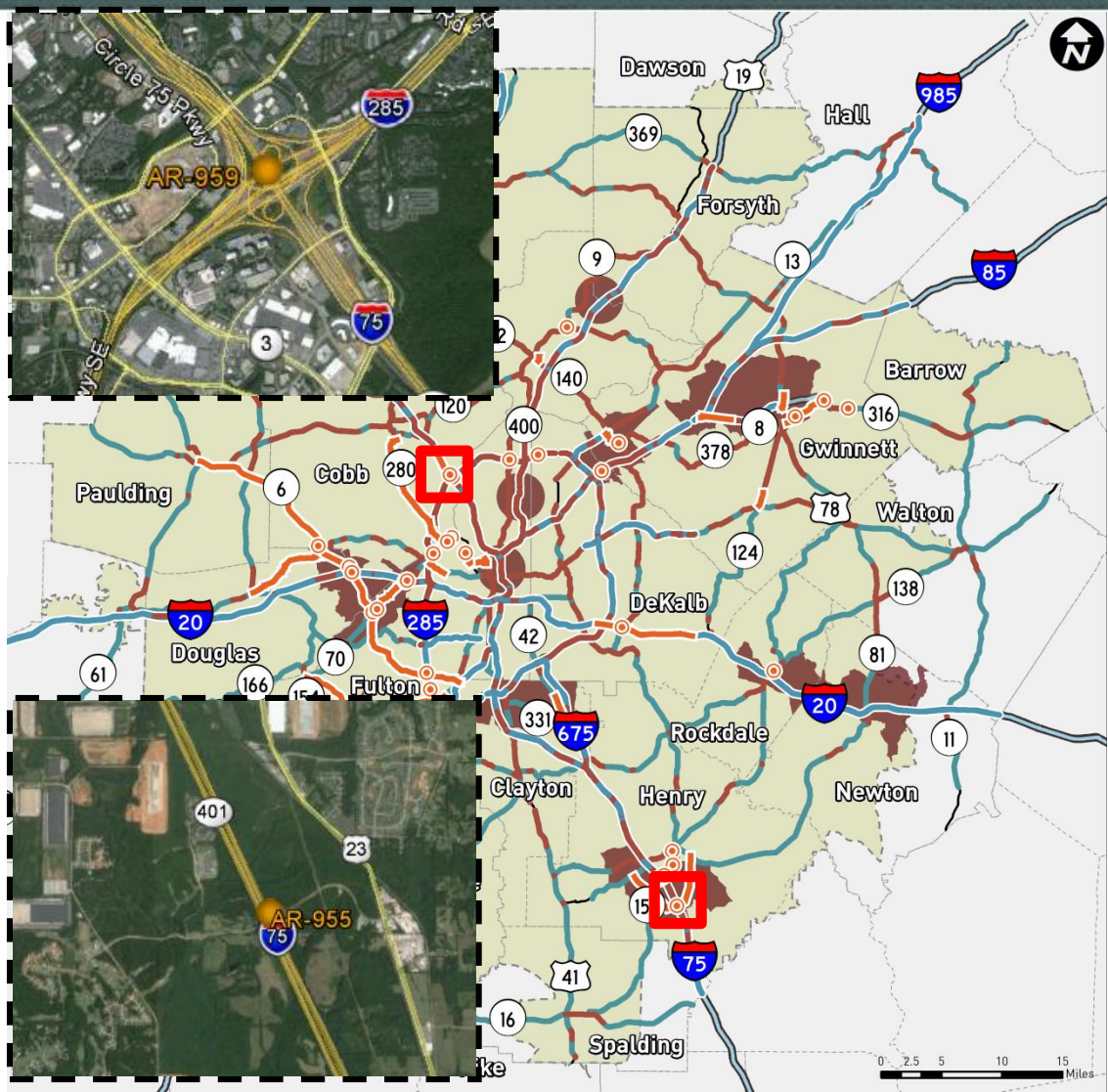
Prioritized Projects: Top Tier and Freight Performance

- 55 Projects emerging in the top tier
  - from Stage 2 screening



Major Projects in Top Tier: Examples

- AR-959: I-75 North / I-285
  - Flyover Ramp from I-75 Northbound To I-285 Westbound
- AR-955: I-75 South
  - New Interchange At Bethlehem Rd



Major Projects in Top Tier: Examples (cont'd)

ATLANTA REGIONAL COMMISSION

- GW-394: SR 316 at US 29
  - Grade Separated Diamond Interchange
- AR-961: I-85 South
  - New interchange at Amlajack Blvd
- Op-17, Op-18: Fulton Industrial Blvd at I-20
  - Turn radii modifications and median repairs to accommodate larger freight vehicles

PM Peak 95% Buffer Time Index

- < 0.6
- >= 0.6
- Regional Freight Network
- Expressways
- MPO Boundary
- Freight Clusters
- Tier 1 Freight Projects - Points
- Tier 1 Freight Projects - Corridors

Freight Projects: Top Tier*

Road	Location	Description	Project Type
US 78	From SR 6 (Thornton Road) To SR 92	US 78 Operational And Safety Improvements In Douglas County	Operations & Safety
I-75 South	At Bethlehem Road	I-75 South - New Interchange	Interchange Capacity
I-285 / I-85 North	At I-285 Eastbound To I-85 Northbound Direction (In Vicinity Of Pleasantdale Road Exit)	Revive 285 - I-285 / I-85 North Interchange Improvements	Interchange Capacity
I-75 North / I-285	At I-75 Northbound To I-285 Westbound Flyover Ramp	Revive 285 - I-75 North / I-285 Interchange Improvements	Interchange Capacity
I-75 North / I-285	At I-75 Southbound To I-285 Westbound Flyover Ramp	Revive 285 - I-75 North / I-285 Interchange Improvements	Interchange Capacity
I-85 South	At Amlajack Boulevard (Includes Madras Connector)	I-85 South - New Interchange	Interchange Capacity
US 23 (Moreland Avenue)	From Lake Harbin Road To Anvil Block Road	US 23 (Moreland Avenue) Widening	General Purpose Capacity

*List is not organized by rank

Freight Projects: Top Tier* (cont'd)

Road	Location	Description	Project Type
SR 124 (Scenic Highway)	From US 78 (Main Street) To SR 864 (Ronald Reagan Parkway)	SR 124 (Scenic Highway) Widening	General Purpose Capacity
SR 20 (Buford Drive)	From SR 124 (Braselton Highway) To Hurricane Shoals Road	SR 20 (Buford Drive) Widening	General Purpose Capacity
SR 140 (Jimmy Carter Boulevard)	From SR 13 (Buford Highway) To SR 141 (Peachtree Industrial Boulevard)	SR 140 (Jimmy Carter Boulevard) Widening	General Purpose Capacity
SR 316	At US 29	SR 316 Interchange	Interchange Capacity
Fulton Industrial Boulevard	Fulton Industrial Boulevard at Cascade Road Intersection Improvement	This project would add a channelized right turn lane from Cascade Rd to Eastbound FIB, add a dedicated left turn lane from Great SW Pkwy to Eastbound FIB, improve turning radii for all turning movements in the intersection to accommodate WB-65 truck trailers, improve pedestrian facilities in the area	Intersection Modification

*List is not organized by rank

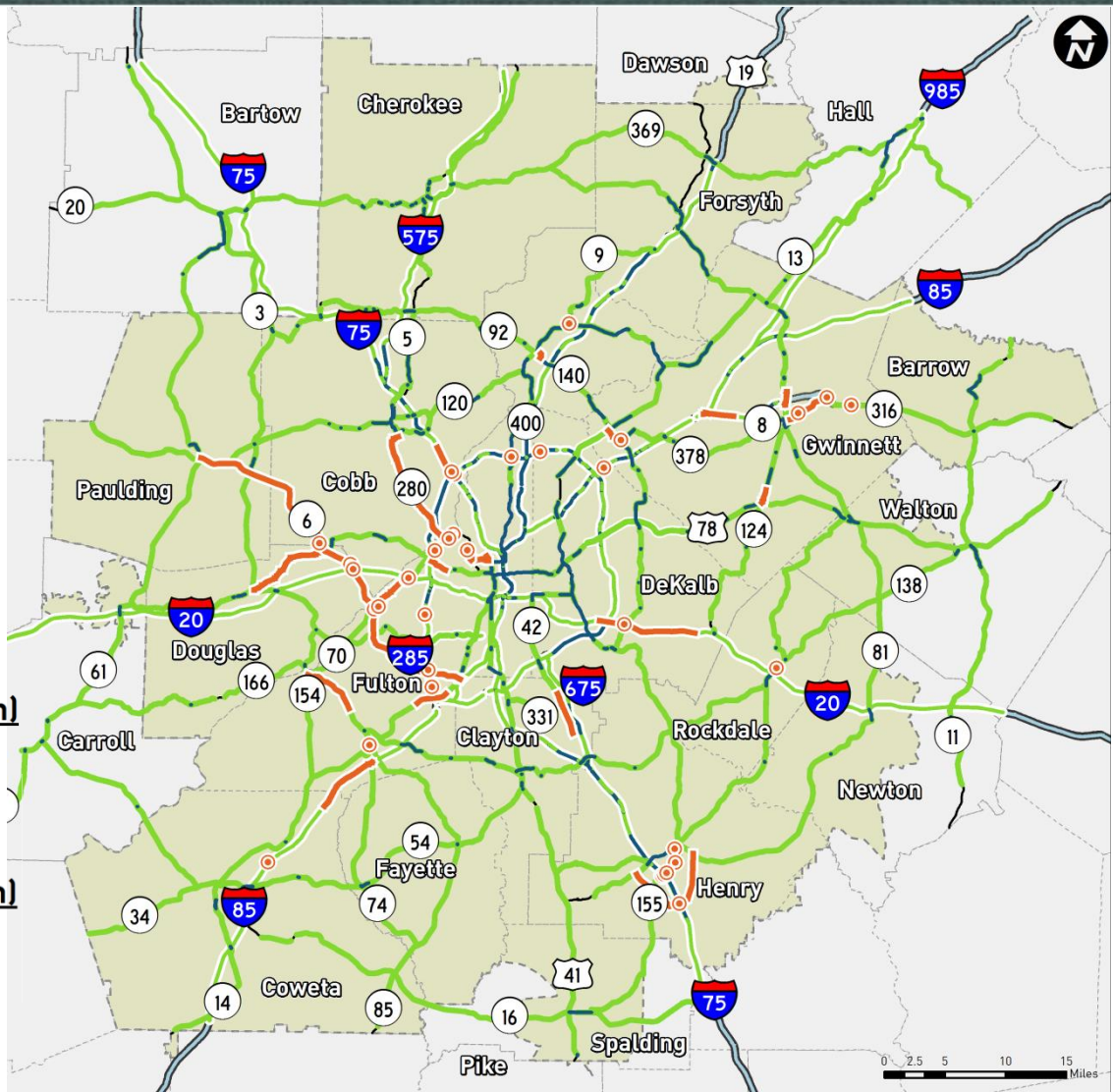
Freight Projects: Top Tier* (cont'd)

Road	Location	Description	Project Type
I-285 Interchange	I-285 at Bolton Road	Provide a new connection to I-285 just South of the Chattahoochee River crossing at Bolton Road. Redesign the I-285 as a full interchange. Add a connection to provide direct connection off Atlanta Industrial Way to I-75 via Bolton Road	General Purpose Capacity
Bolton/Hollywood	Northwest Corridor	Add left-turn lane capacity at the Bolton Road at Hollywood Road intersection and Rebuild Intersection.	Intersection Modification
I-20	I-20 East Bound Ramp Intersection Improvements at Fulton Industrial Boulevard	Turn radii modifications and median repairs to accommodate larger freight vehicles	Intersection Modification
I-20	I-20 West Bound Ramp Intersection Improvements at Fulton Industrial Boulevard	Turn radii modifications and median repairs to accommodate larger freight vehicles	Intersection Modification
SR 6	East of I-285	Changeable message sign	Operations & Safety
SR 6	US 278/78	Intersection operational improvements	Intersection Modification

*List is not organized by rank

Top Tier Projects and Observed Speed

- Roads with observed speed less than 25 mph on ASTRoMaP or less than 45 mph on interstate highways

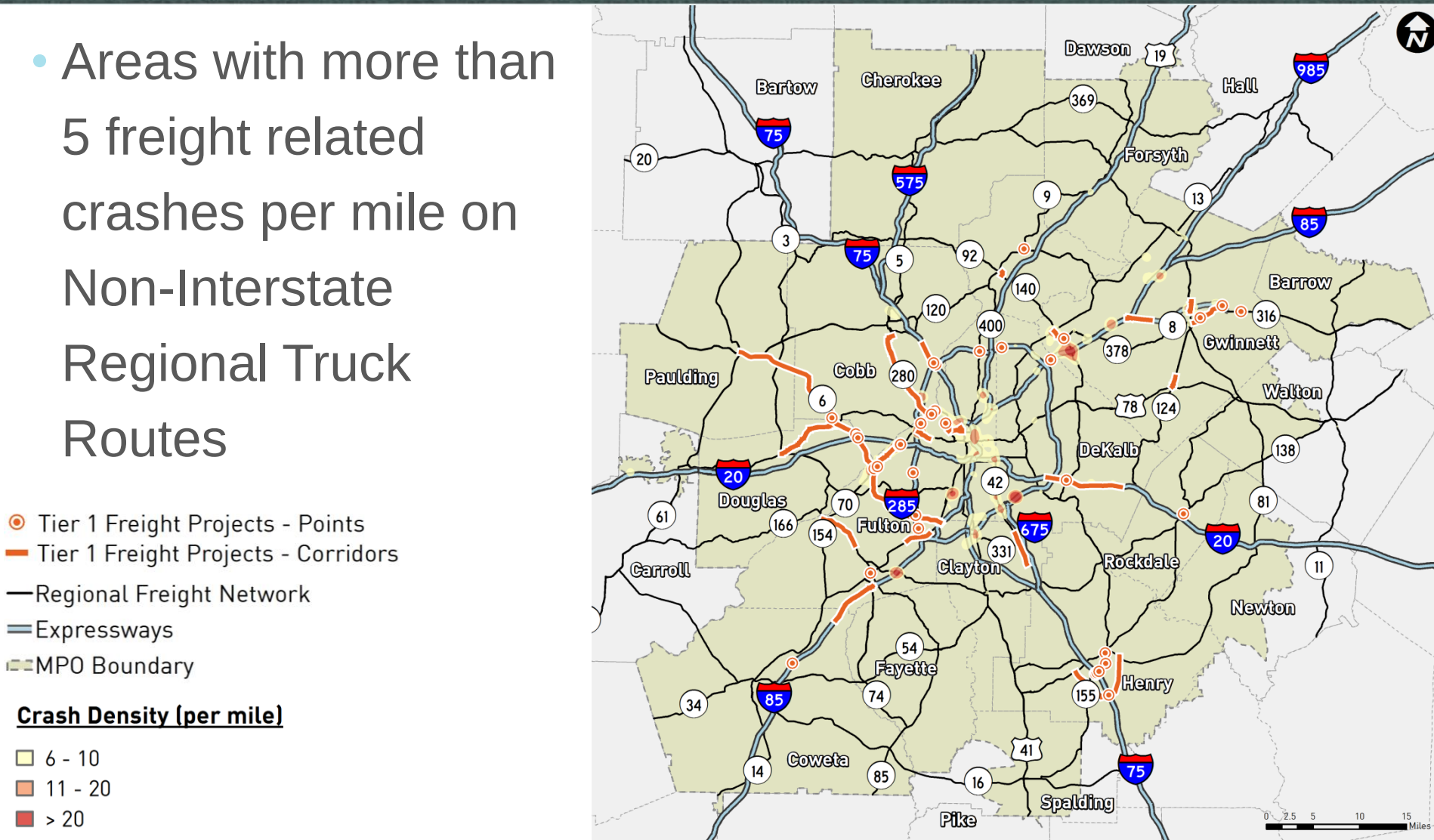


Top Tier Projects and High Crash Locations (Non-Interstates)

ATLANTA REGIONAL COMMISSION

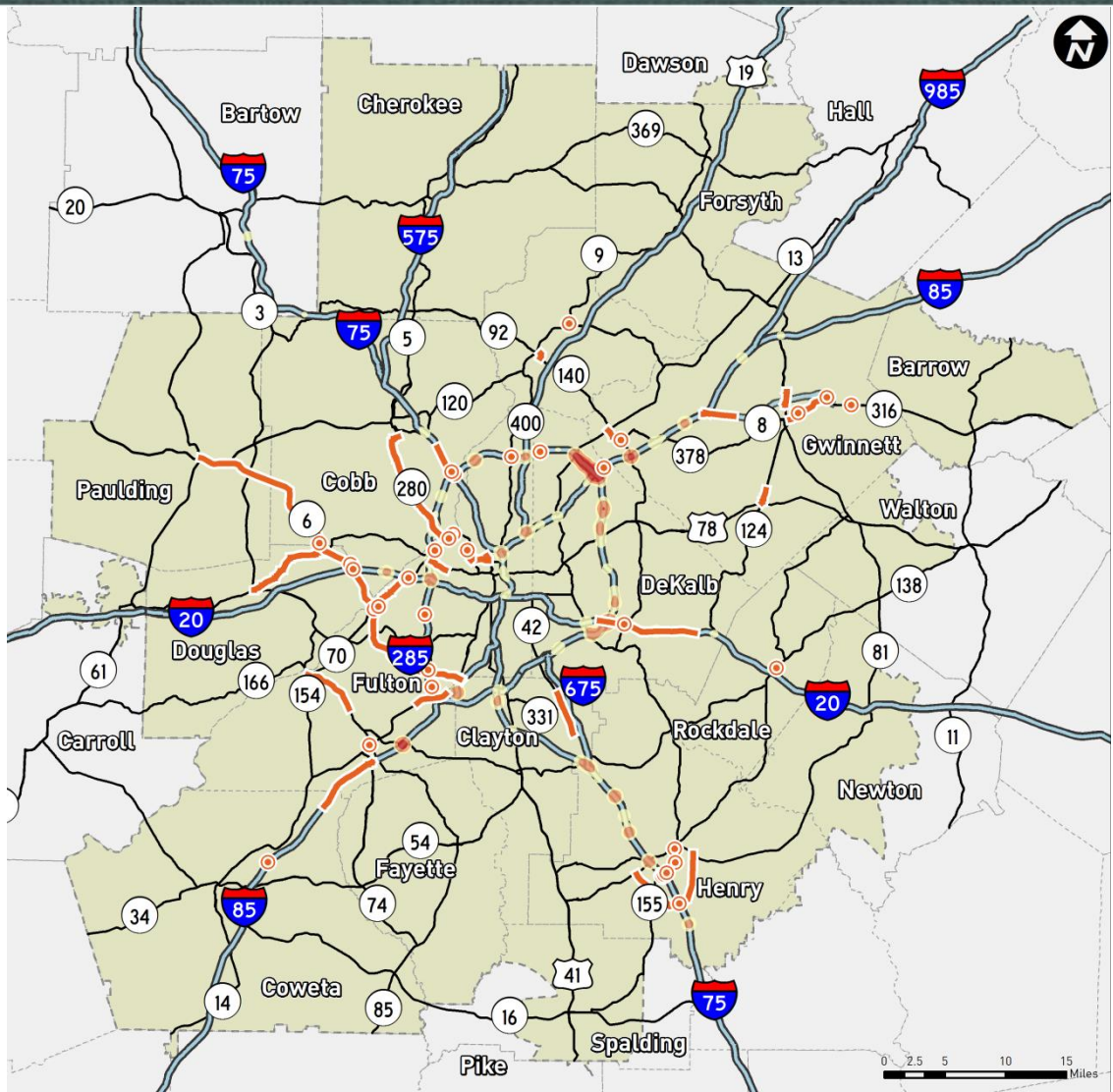
WSP | PARSONS BRINCKERHOFF

- Areas with more than 5 freight related crashes per mile on Non-Interstate Regional Truck Routes



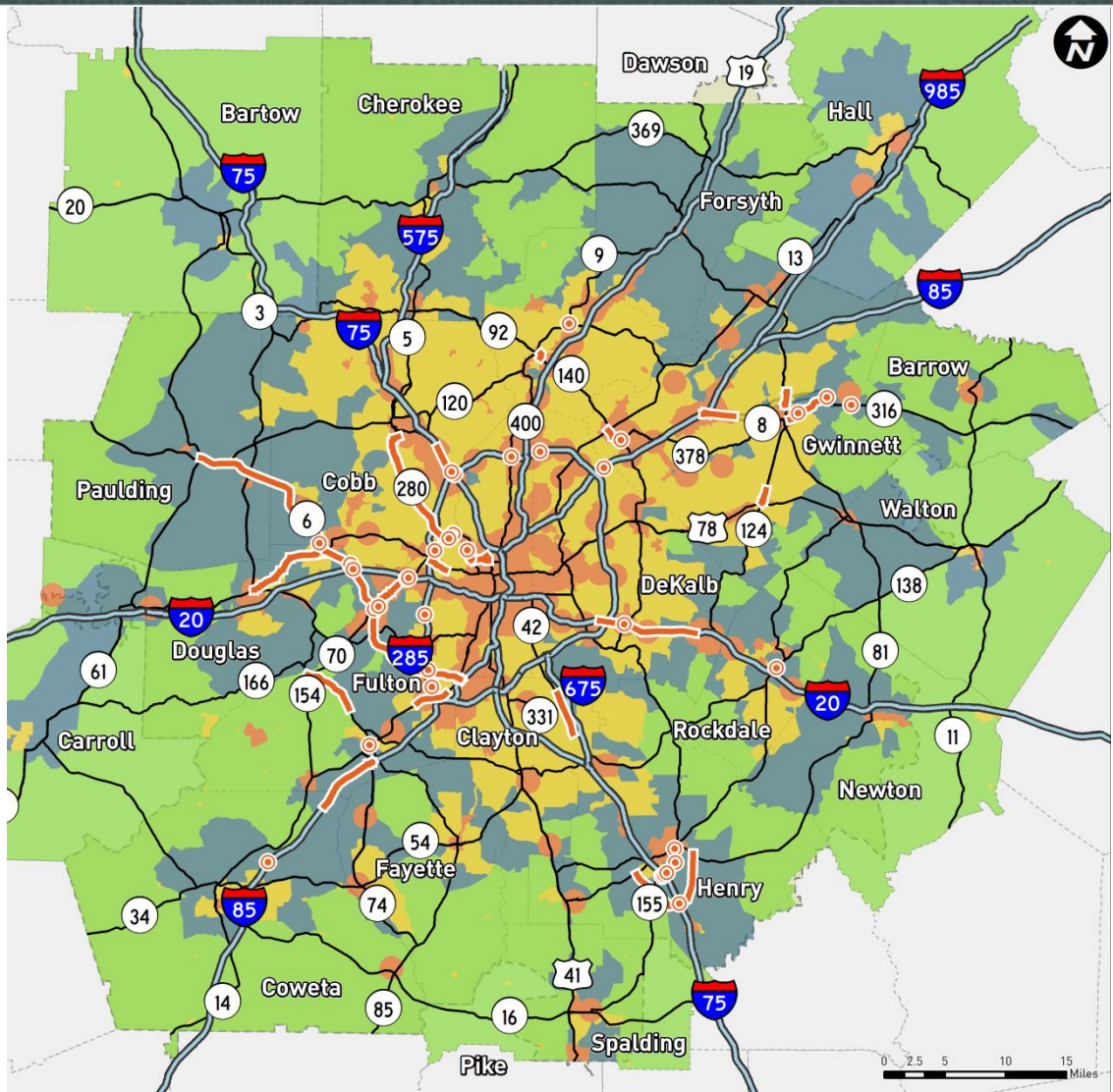
Top Tier Projects and High Crash Locations (Interstates)

- Areas with more than 5 freight related crashes per mile on Interstates



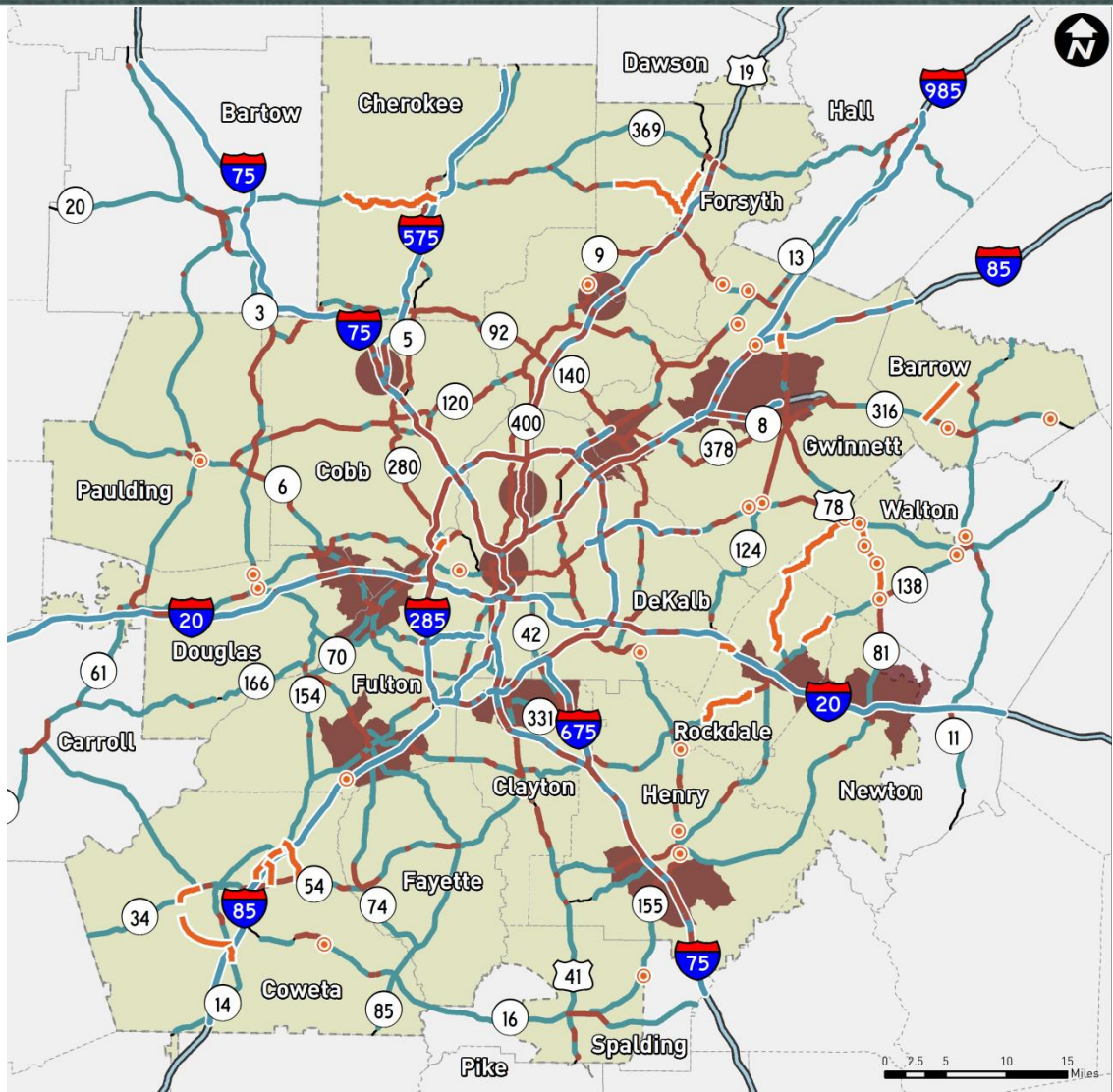
Top Tier Projects and Vibrant Centers

- Improving last mile delivery to retail and commercial centers. Scores by location within the land use categories



Prioritized Projects: Tier 2

- 46 Projects emerging in Tier 2
  - from Stage 2 screening



Project Performance Summary: Average Weighted Scores

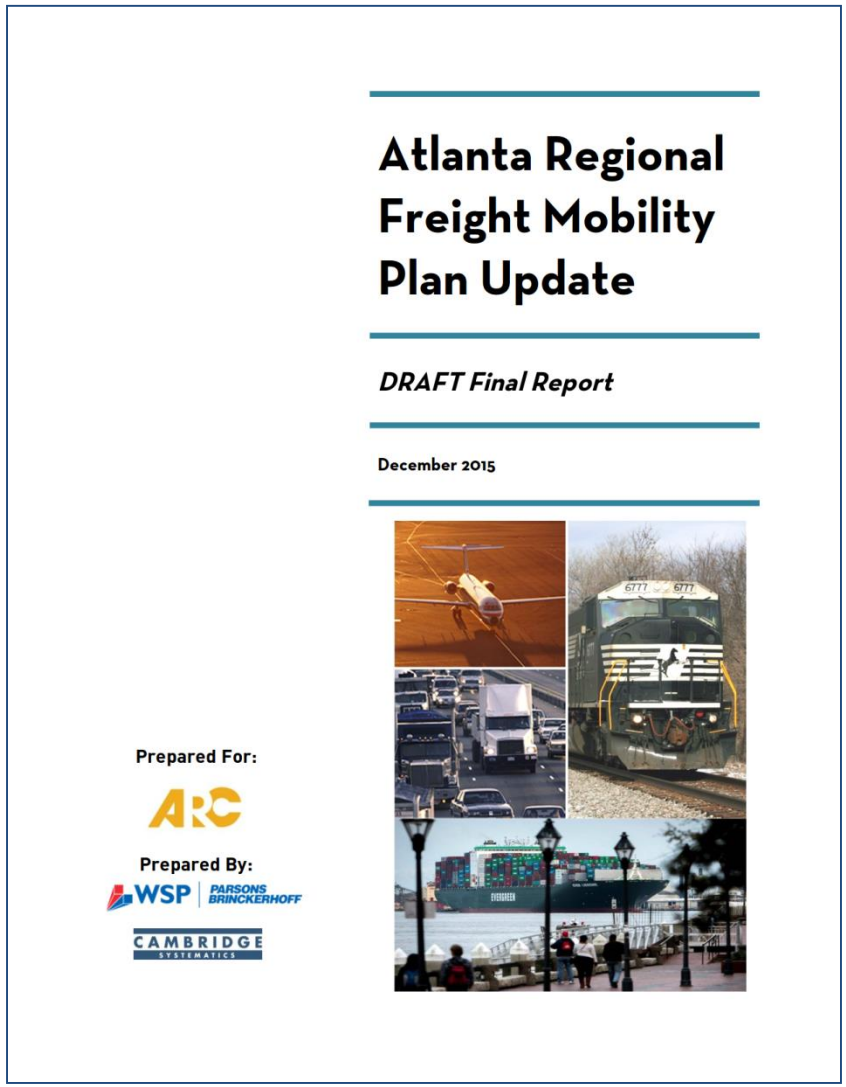
Measures	Tier 1 (55 Projects)	Tier 2 (46 Projects)
Global Hub: Average Score (Weight: 30%)	7.5	3.0
Skilled Workforce: Average Score (Weight: 15%)	4.5	1.0
Advanced Network: Average Score (Weight: 30%)	5.4	0.6
% of Projects near locations with Low Observed Speed	49%	7%
% of Projects near locations with Low Travel Time Reliability	65%	28%
% of Projects near High Crash Locations	62%	4%
Vibrant Centers: Average Score (Weight: 15%)	5.3	3.0
Health and Culture: Average Score (Weight: 10%)	1.2	0.9

Freight Mobility Plan Update: Final Report

ATLANTA REGIONAL COMMISSION

WSP | PARSONS BRINCKERHOFF

Plan Report: Main Content



- Executive Summary
- Introduction
- Vision, Goals, and Objectives
- Multi-Modal Freight System Review
- Assessment of Performance Measures, Freight Trends, Opportunities, and Needs
- Freight Project Prioritization
- Strategies and Initiatives
- Funding

Plan Report: Content Detail

1.0	**Introduction**
1.1	Freight in Atlanta
1.2	Study Process
1.3	Report Structure
1.4	Stakeholder Outreach & Findings
2.0	**Vision, Goals, and Objectives**
2.1	The Atlanta Region's Plan Vision 1: Competitive Economy
2.2	The Atlanta Region's Plan Vision 2: World Class Infrastructure
2.3	The Atlanta Region's Plan Vision 3: Healthy, Livable Communities
3.0	**Multi-Modal Freight System Review**
3.1	Truck
3.2	Rail
3.3	Air
3.4	Port of Savannah

Plan Report: Content Detail (cont'd)

4.0	**Assessment of Performance Measures, Freight Trends, Opportunities, and Needs**
4.1	Assessment of Existing Plans
4.2	Global Trends
4.3	Major Freight Activity Clusters
4.4	Highway Freight Performance Analysis
4.5	Freight Mobility Performance Measures – National Practices
4.6	Freight Mobility Performance Measures for the ARC Region
4.7	Mobility and Accessibility Measures
4.8	Condition and Performance of Freight Intermodal Connectors
4.9	Summary of Freight Issues, Trends & Opportunities in ARC Region

Plan Report: Content Detail (cont'd)

5.0	**Freight Project Prioritization**
5.1	Project Identification
5.2	Freight Related Regional Transportation Plan (RTP) Projects
5.3	Project Prioritization Process
5.4	Summary of Results
5.5	Short-Term Options
6.0	**Strategies and Initiatives**
6.1	Subarea, Corridor, and Improvement Studies
6.2	Strategic Initiatives
7.0	**Funding**
7.1	FAST Act
7.2	TFA 2015
7.3	CID Assessments
7.4	Public Private Partnership (P3)

Next Steps

- Finalization of Project Prioritization
- Finalization and Issue of Plan Report
- Adoption in Early Summer 2016

Thank you!

Daniel Studdard, AICP, ARC Senior Planner
dstuddard@atlantaregional.com 404-463-3306
http://www.atlantaregional.com/freight

Joe Bryan BryanJG@pbworld.com
Claudia M. Bilotto, AICP, bilottocm@pbworld.com