

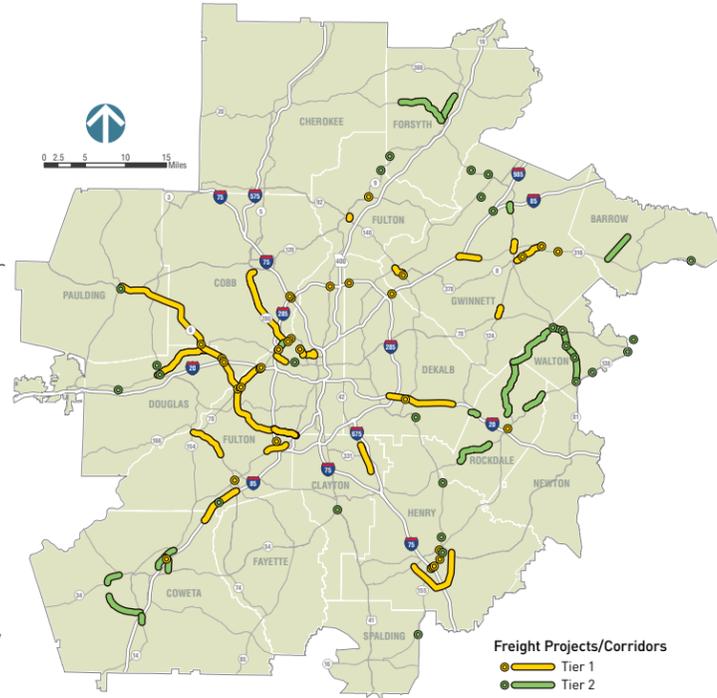


# ATLANTA REGIONAL FREIGHT MOBILITY PLAN UPDATE



## TIERED FREIGHT PROJECTS

The Atlanta Regional Freight Mobility Plan Update created a roadmap for projects stretching beyond the 2021 time horizon of the current TIP. Over 900 potential projects were collected from throughout the region, and 91 improvements emerged from the list after screening for duplicates, relevance and feasibility. The 91 projects were evaluated for their ability to advance the goals of *The Atlanta Region's Plan* through improved freight performance. The projects fall into two tiers, and their locations are shown to the right.



## FUNDING

New funding became available at the end of 2015 through enactment of federal legislation, the Fixing America's Surface Transportation or "FAST" Act. For the first time, the FAST Act provided funds dedicated to freight. There are two key parts:

- \$206.5 million to Georgia over 5 years for use on a roadway freight network with major facilities in Metro Atlanta. While this is statewide funding, Atlanta is a crucial location for Georgia freight.
- \$4.5 billion is available through FASTLANE, a new competitive grant program that grants to shovel-ready projects of national or regional significance. Freight is one of the main FASTLANE focus areas, and Atlanta has eligible projects of significance.

## NEXT STEPS

Beyond project investments, next steps for the region's freight fall into two categories:

Subarea, Corridor, and Improvement Studies range from the assessment of highway access for new cargo areas at HJAJA to the evaluation of railroad grade crossings. Freight cluster plans will conduct detailed planning and engineering analysis in areas with the highest concentrations of freight activity. Studies may vary but would seek to better understand and manage truck traffic, improve the interaction of freight with other uses, increase freight reliability and productivity, and reduce air emissions.

Strategic Initiatives address broad problems and aim to integrate freight throughout the region. One of the key strategic initiatives is a regional truck parking study. A lack of parking spaces for long-haul truck drivers has been identified nationally as a significant safety issue for the trucking industry. This study will assess the truck parking needs of the Atlanta Region and will determine where additional parking may be needed. Other recommended initiatives would address:



SOURCE: USDOT

- Truck-friendly lanes
- Industrial property redevelopment
- Resiliency planning
- Freight pilot of connected and autonomous vehicle (CAV) technologies
- Home delivery
- Off-hours delivery
- Alternative fuels

## EXECUTIVE SUMMARY OF FINAL REPORT



Atlanta is one of the world's most dynamic metropolitan areas; we compete globally on the strength of our diverse population, robust economy, myriad cultural assets and quality of life. We will 'win the future' through intensive collaboration that honors and leverages the uniqueness of our communities.

In June 2016, The Atlanta Regional Commission (ARC) Board adopted *The Atlanta Region's Plan*. The long-range blueprint aims to "win the future" by providing **world-class infrastructure**, building a **competitive economy** and ensuring the region is comprised of **healthy, livable communities**.



SOURCE: Georgia Ports Authority/Stephen B. Morton

**Hub of the Southeast:** Metropolitan Atlanta is the Southeast's largest economy and distribution hub. Almost two out of every five dollars in the region's economy is dependent on freight transportation. Atlanta serves as a major retail market and as a distribution hub for goods from the Port of Savannah, which benefits both regions. Imports from all over the world are distributed through Atlanta — the region receives three trainloads and 300 truckloads daily from Savannah. The expansion of the Savannah Port will further bolster Atlanta's economy.

Larger "Post-Panamax" ships are now passing through new locks on the Panama Canal, and the Savannah Harbor Expansion Project (SHEP) will provide the infrastructure for the Port of Savannah to more efficiently serve the larger vessels. These and other global logistics trends have an impact on Metro Atlanta, including:

- Demand for e-commerce fulfillment centers is growing with new next-day and same-day delivery options.
- Growth in online shopping is bringing freight delivery directly into neighborhoods.
- New sources of US oil and gas are reducing the costs for domestic manufacturing and distribution.
- Increasing global consumer populations provide markets for exports from Metro Atlanta.

To win the future, the Atlanta Region's infrastructure must continue to develop in order to meet the growing demands on freight corridors and routes.

**Freight Volume and Growth:** Freight with an origin or destination in Metro Atlanta (air, train, and truck) totaled 151 million tons and \$313 billion in 2013. The tonnage is estimated to grow by 76% by 2040. These numbers do not account for freight passing through the region, an additional volume consideration in planning for the future.



Source: 2013 Transearch Database for traffic originated and/or terminated in Atlanta. Growth estimated from FHWA FAF 3.5



## HOW FREIGHT MOVES

**Clusters:** The Atlanta Region's freight activity is concentrated primarily in seven manufacturing and distribution clusters (shown in purple to the right). Due to infrastructure needs and local zoning laws, manufacturing firms, warehouses, distribution centers, intermodal facilities, and other freight-intensive land uses are frequently clustered together. By square footage, these seven clusters are estimated to contain just over one-third of the region's manufacturing facilities and half of its warehouse/distribution facilities. To reap the full benefits of these freight cluster areas, the region should address performance needs in the network and concentrate freight infrastructure in those areas.

**Modes & Commodities:** In Metro Atlanta, 83% of freight tonnage moves by truck, 17% by rail, and under 1% by air. Secondary traffic (warehouse goods) usually travels by truck, serving long-haul and delivery routes. Rail is crucial for long trips, while small packaged shipments frequently travel by air.

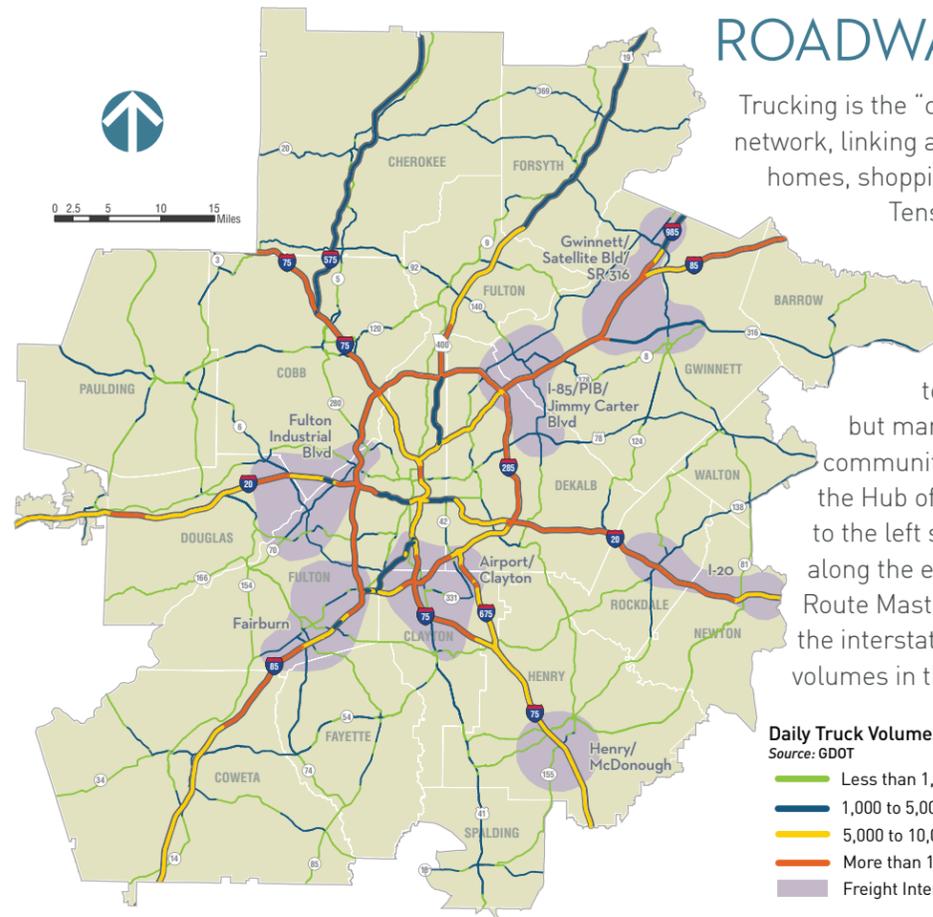
### Atlanta Region: Top 5 Commodities by Mode



Source: 2013 Transearch Database.

Note: Secondary traffic refers to warehouse & distribution traffic. Additionally, it includes truck pickup and delivery for rail and air modes. Miscellaneous Mixed Shipments is a catch-all category principally used for rail intermodal freight, where containers and trailers are shipped without identification of contents.

## ROADWAY FREIGHT



Trucking is the "connective tissue" of the freight network, linking air and rail to businesses and homes, shopping centers and neighborhoods.

Tens of thousands of trucks travel daily on Metro Atlanta's expressways and regional freight network. Some are passing through enroute to other parts of the country, but many more are serving the community and supporting jobs in the Hub of the Southeast. The figure to the left shows daily truck volumes along the entire Atlanta Strategic Truck Route Master Plan (ASTRoMaP) system; the interstate highways see the highest volumes in the system.

## PERFORMANCE

Travel time reliability is critical for the region's many businesses, homes, and shops to continue operating efficiently and effectively. The table to the right indicates the reliability of afternoon peak period travel between key areas in the metropolitan area. Congestion translates into direct business costs, and the lack of delivery reliability to a number of the region's key destinations is a primary concern. Directed investments in freight corridors can work to raise the freight performance of Atlanta's roadways.

ORIGIN	DESTINATION						
	Downtown/ Midtown	Buckhead	Kennesaw/ Barrett Pkwy	Alpharetta	Airport/ Clayton	McDonough/ Henry	Gwinnett/ Satellite Blvd/ SR 316
Fulton Industrial Blvd	🚚	🚫	🚫	🚫	🚚	🚫	🚫
I-85 /PIB/Jimmy Carter Blvd	🚚	🚚	🚫	🚚	🚫	🚫	🚚
I-20 East	🚚	🚚	🚫	🚫	🚚	🚚	🚫
Fairburn/Camp Creek	🚚	🚚	🚫	🚫	🚚	🚫	🚫
Airport/Clayton	🚚	🚚	🚫	🚫	🚚	🚫	🚫
McDonough/ Henry	🚫	🚫	🚫	🚫	🚚	🚚	🚫
Gwinnett/Satellite Blvd/SR 316	🚫	🚚	🚫	🚚	🚫	🚫	🚚

Note: The symbol 🚚 indicates that the given destination cluster can be reached reliably within 1 hour of travel time.

The symbol 🚫 indicates that it cannot be reached reliably within 1 hour of travel time.

Source: INRIX real-time traffic data

## TIP FREIGHT PROJECTS

Many of the Atlanta Regional Freight Mobility Plan Update's recommended projects for improving freight movement and alleviating congestion are already in the region's Transportation Improvement Program (TIP), and are planned to begin construction by 2021. There is \$1.8 billion programmed for freight infrastructure in the TIP, and some of the key projects include:

- I-285 at Georgia 400 Interchange Reconstruction and Collector/Distributor Lanes
- I-20 at I-285 West Interchange Reconstruction
- I-20 at I-285 East Interchange Improvements
- I-285 at SR 6/Camp Creek Parkway Diverging Diamond Interchange
- I-85 at SR 74/Senoia Road Interchange Improvements
- I-85 at Poplar Road, New interchange
- I-75 at Forest Parkway Collector/Distributor Lanes
- SR 92 in Douglas County Realignment
- Sigman Road Widening in Rockdale County

## SAMPLE TIP PROJECT I-285 WEST/I-20 WEST INTERCHANGE



The I-285 W/I-20 W Interchange is one of the nation's top freight bottlenecks, involving the convergence of regional and through freight reaching Florida, the West, and the Midwest. The Interchange's proximity to three freight clusters as well as major rail facilities further enhances its importance to southeastern supply chains.

The project includes \$910 million for capacity and operational improvements. GDOT expects the project to reduce travel delay for all traffic by 19%. Improvements proposed in this project include:

- Reconfiguration of the four existing left-hand exits to right-hand exits with new alignments and bridges as appropriate.
- Additional capacity on I-20 Eastbound and a collector-distributor (CD) system on I-20 Westbound from I-285 to Fulton Industrial Boulevard.
- Operational improvements through reconfiguring exits.