



STATE TRANSPORTATION BOARD

DECEMBER 2023 COMMITTEE MEETINGS

December 13, 2023



STATE TRANSPORTATION BOARD

State Transportation Planning / Strategic Planning Committee

December 13, 2023



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Overview of the 2050 Metropolitan Transportation Plan (MTP) & FY 2024-2027 Transportation Improvement Program (TIP)

State Transportation Board
December 13, 2023

One Great Region


Volume I
2050 Metropolitan Transportation Plan



ATLANTA METROPOLITAN TRANSPORTATION PLANNING AREA

FULL DOCUMENT SET (Adopted January 2024)

Volume I: 2050 Metropolitan Transportation Plan
Volume II: FY 2024-2027 Transportation Improvement Program
Volume III: Conformity Determination Report
Volume IV: Public Engagement



Vision

ONE **great** REGION

Mission

Foster thriving communities for all within the Atlanta region through collaborative, data-informed planning and investments.

Goals



Healthy, safe, livable communities in the Atlanta Metro area.



Strategic investments in people, infrastructure, mobility, and preserving natural resources.



Regional services delivered with **operational excellence** and **efficiency**.



Diverse stakeholders engage and take a regional approach to solve local issues.



A competitive economy that is inclusive, innovative, and resilient.

Values

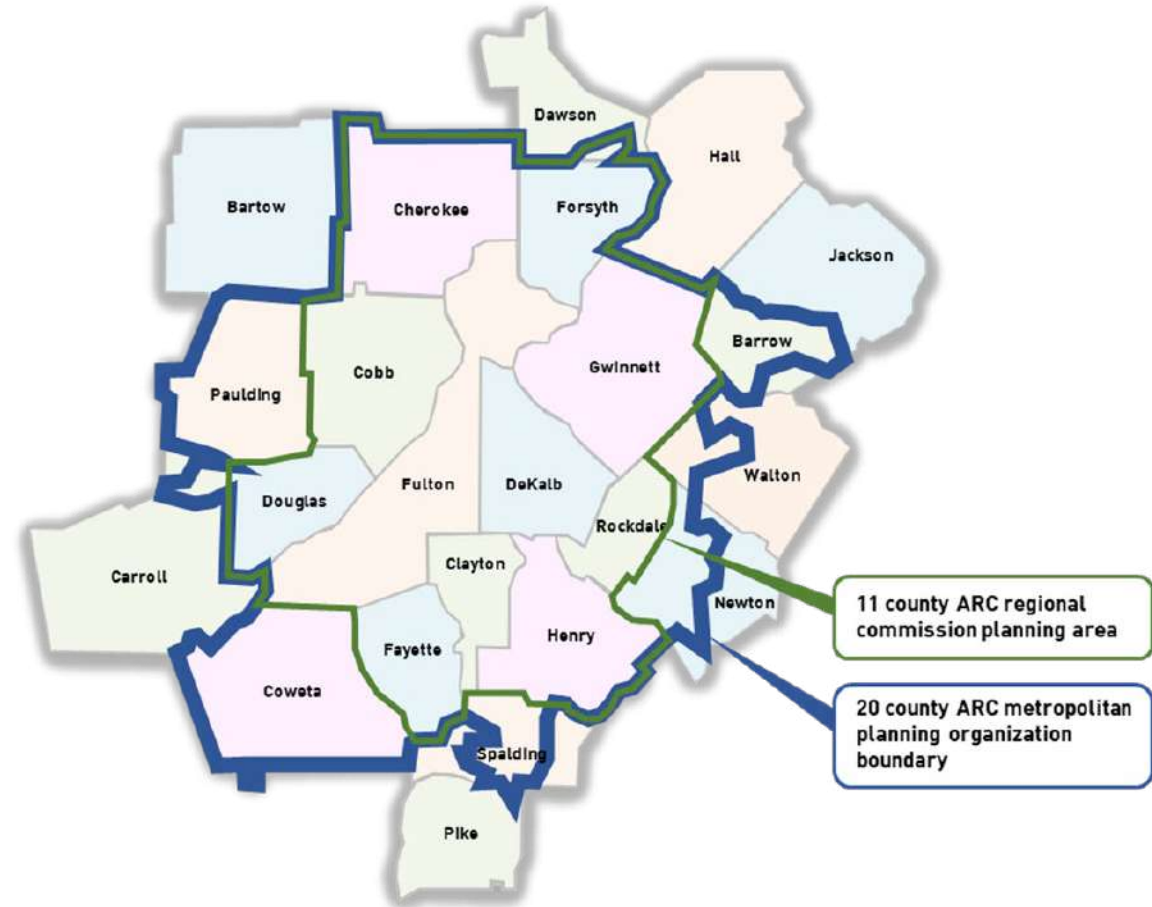
Excellence – A commitment to doing our best and going above and beyond in every facet of our work allowing for innovative practices and actions to be created while ensuring our agency's and our colleague's success.

Integrity – In our conduct, communication, and collaboration with each other and the region's residents, we will act with consistency, honesty, transparency, fairness and accountability within and across each of our responsibilities and functions.

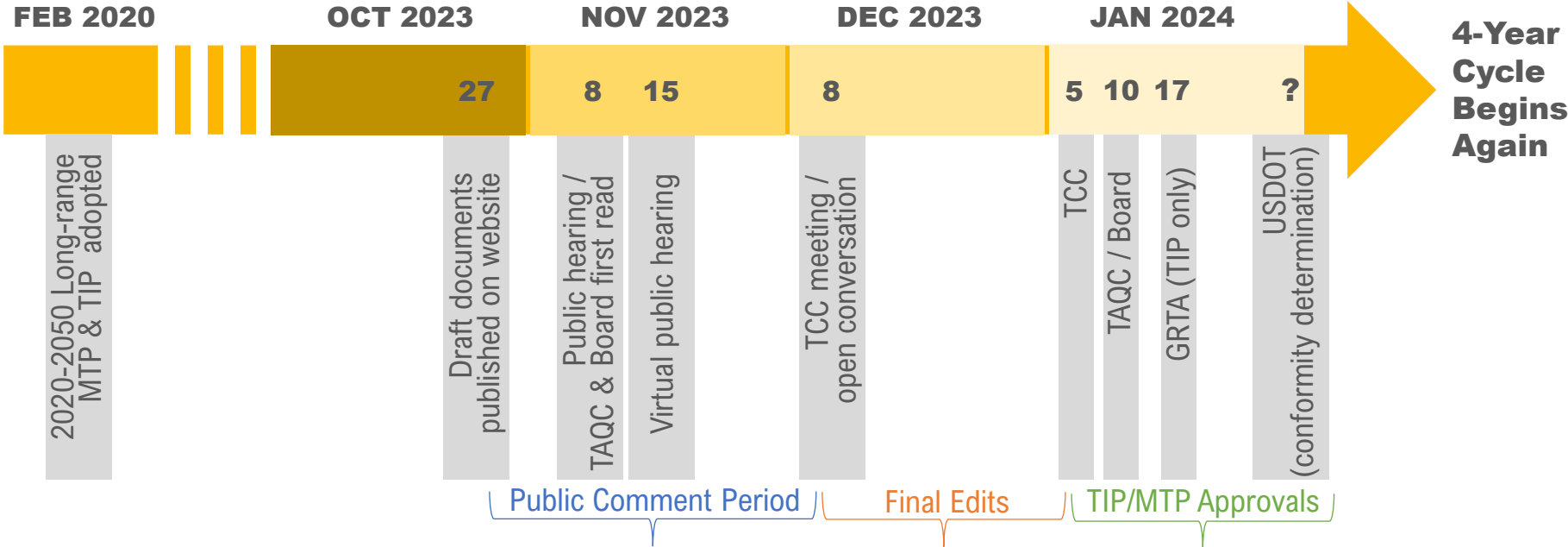
Equity – We represent a belief that there are some things which people should have, that there are basic needs that should be fulfilled, that burdens and rewards should not be spread too divergently across the community, and that policy should be directed with impartiality, fairness and justice towards these ends.

Refresher on the Basics

- Metropolitan Transportation Plans (MTPs) and Transportation Improvement Program (TIPs) must be comprehensively updated every four years
- Last update approved in February 2020
- Eight amendments and regular quarterly administration modifications have been processed since then
- MTP must cover 20+ years



MTP/TIP Update Milestones



What Has NOT Changed Since the 2020 Plan Update

Major Mobility Investment Program (MMIP)

- Costs, scopes and schedules have been updated continuously via regular amendments

Arterial Road Capacity Projects

- Kept current through amendments as priorities and funding opportunities evolved

Performance Based Planning Process

- Measures established and rulemaking developed under previous laws (MAP-21 / FAST)
- Reporting has been consolidated into a new dashboard

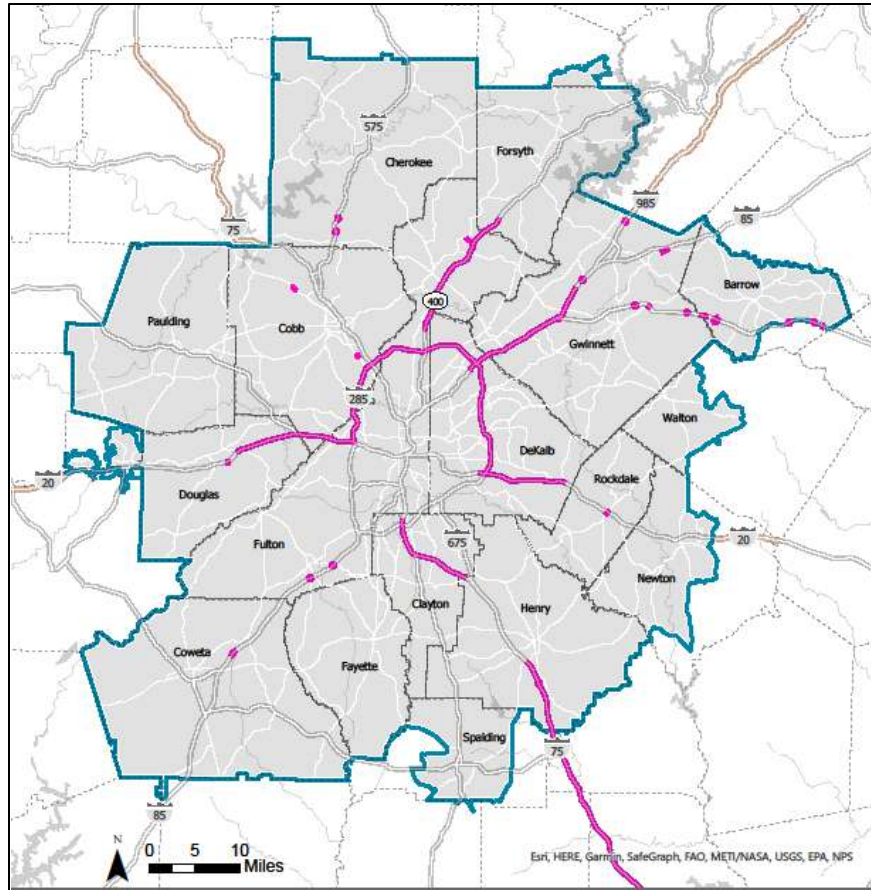
Core Planning Programs

- Livable Centers Initiative
- Comprehensive Transportation Planning Program
- Freight Cluster Plans

Roadway Capacity Projects

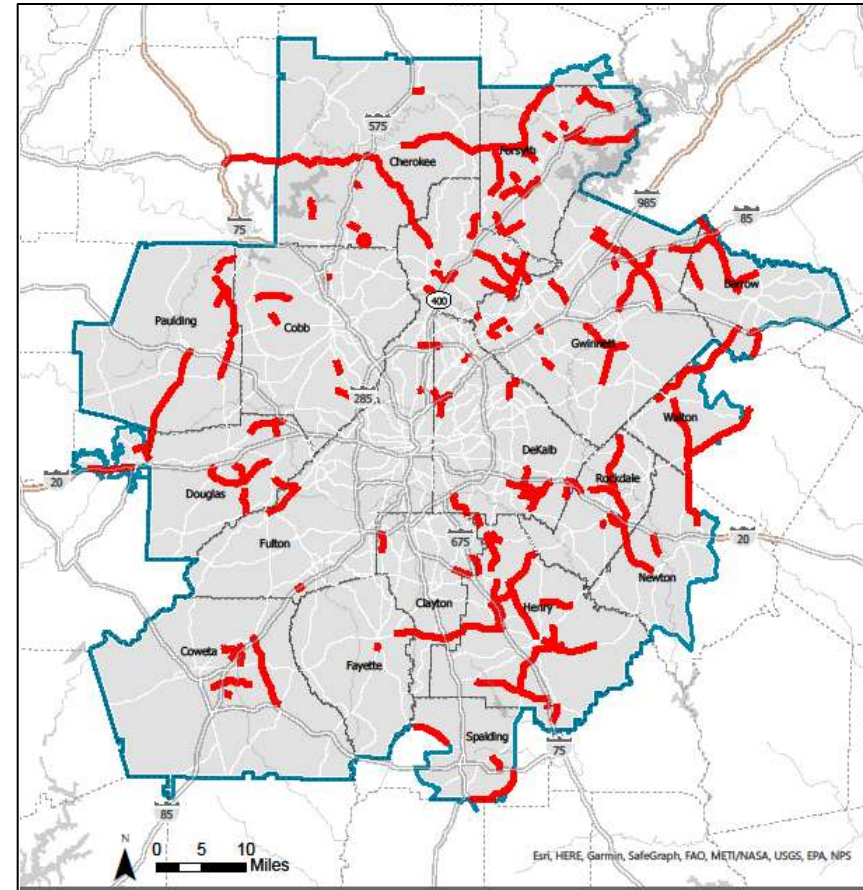
Projects directly carried forward from the most recent amended version of the plan (August 2023)

Interstates and Freeways



Legend
MPO Boundary

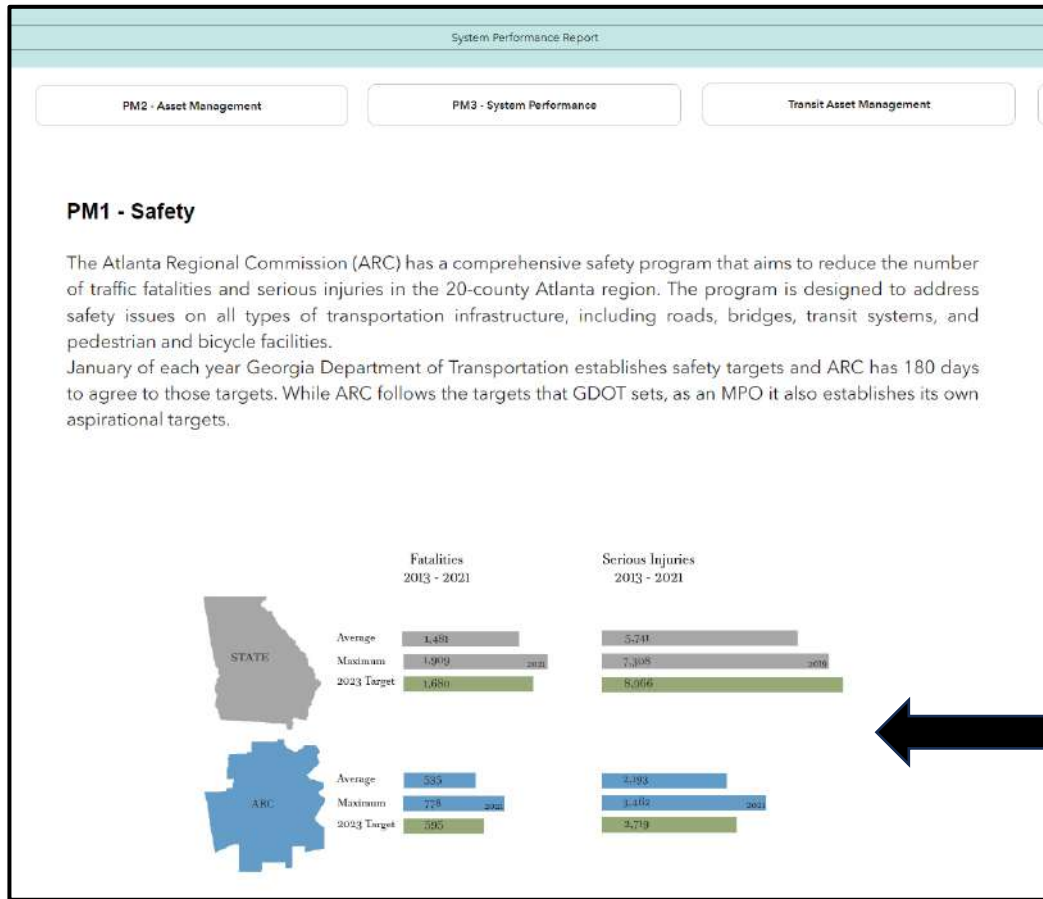
Other Roadways



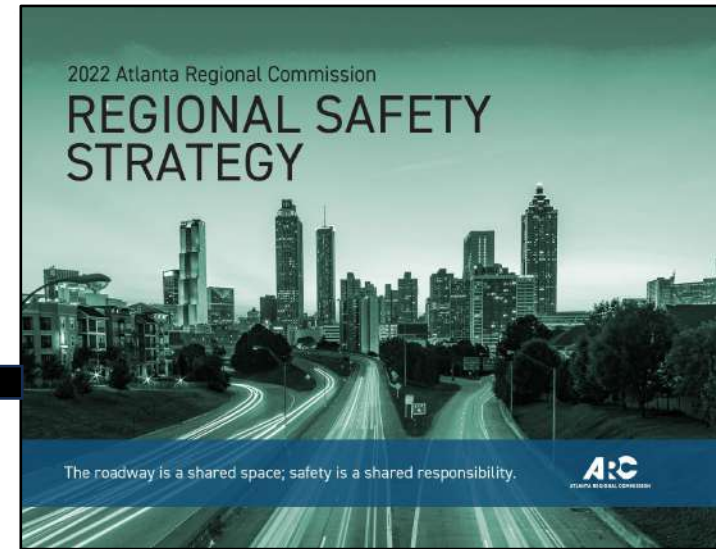
Legend
MPO Boundary

Performance Management Dashboard

ARC continues to improve the process of setting performance targets and being transparent in its documentation.



<https://atlantaregional.org/performance-report>



Key Changes Since the 2020 Update

Infrastructure Investment and Jobs Act (IIJA)

- Significantly increased federal funding through 2027
- Much of the additional funding is in competitive discretionary programs
- Strengthened transportation planning linkages with climate change, equity, workforce development, affordable housing, clean energy, cybersecurity, and water supply

Understanding the long-term impacts of the COVID-19 pandemic

- Increased teleworking
- Housing, retail and office development trends
- Transit ridership decreases

Forecasts of population and employment growth are less aggressive

More focused and financially feasible transit expansion program

- Clearly defined priorities
- Shift to arterial rapid transit and bus rapid transit in lieu of rail

The Transportation Finance Story in a Nutshell

IIJA provided a higher baseline amount for federal funding forecasts, but...



Inflation eroding the purchasing power of additional revenue and federal Highway Trust Fund collections are stagnant

State motor fuel taxes and fees provide a reliable and predictable revenue stream, but...



State motor fuel tax collections have been suspended multiple times

Local sales tax revenues are strong and continue to exceed estimates, but...



The public support for future revenue increases may decrease if project construction commitments are not met

The Plan is Fiscally Constrained

Funding Source	Estimated Revenue thru 2050
Federal (Infrastructure Investment and Jobs Act)	\$43.7 billion (25.5%)
State (Motor fuel tax; user fees; lodging fee)	\$52.6 billion (30.7%)
Local (Sales taxes; general funds; transit fares)	\$73.8 billion (43.1%)
Other (Community Improvement Districts; private)	\$1.2 billion (0.7%)
TOTAL AVAILABLE	\$171.3 billion

KEY TAKEAWAY

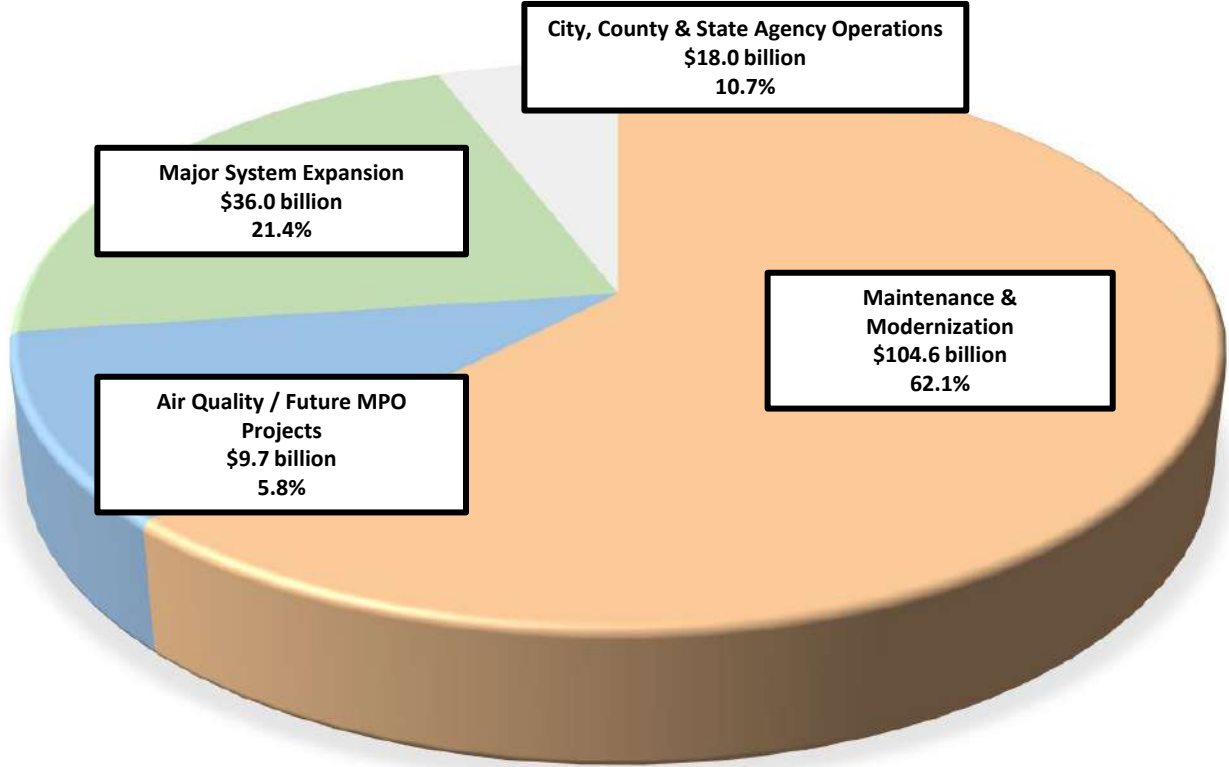
Only about one-fourth of the plan’s funding is from federal sources. The region and state directly funds the majority of its needs.

Committed in MTP **\$168.3 billion**

Available Balance **\$3.0 billion**



Funding by Investment Category

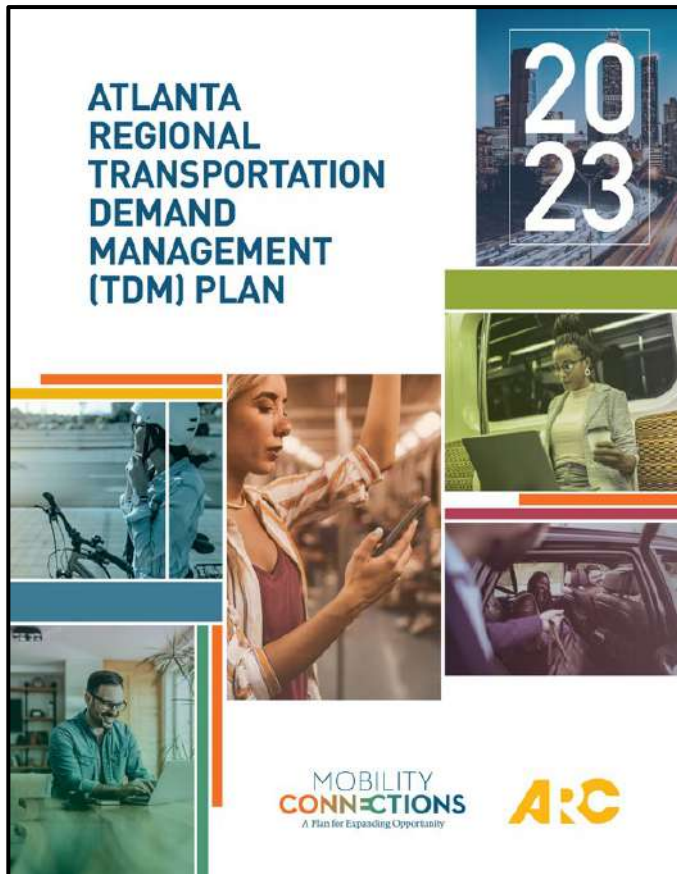


KEY TAKEAWAY

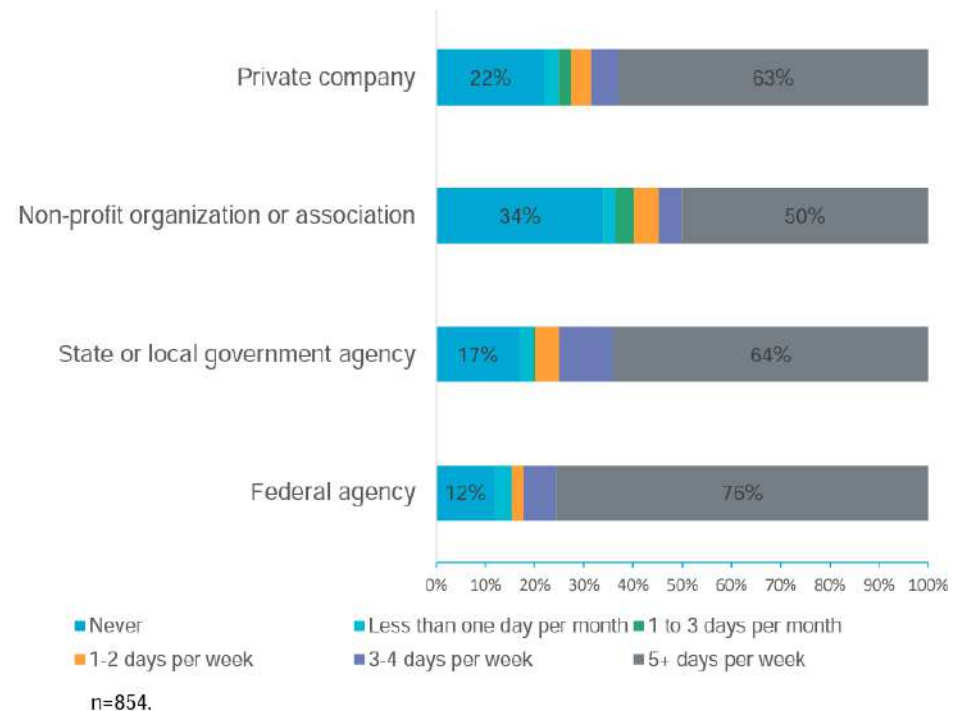
Only about 1 in every 5 dollars spent adds significant transit and road capacity. The rest is used to maintain and operate our current infrastructure and to maximize its efficient use.

The Role of TDM Planning Has Been Elevated

Although the work from home pendulum has begun to swing back, working from home continues to be much more prevalent than before the pandemic. If sustained long-term, it will have dramatic implications for commuting and development patterns.

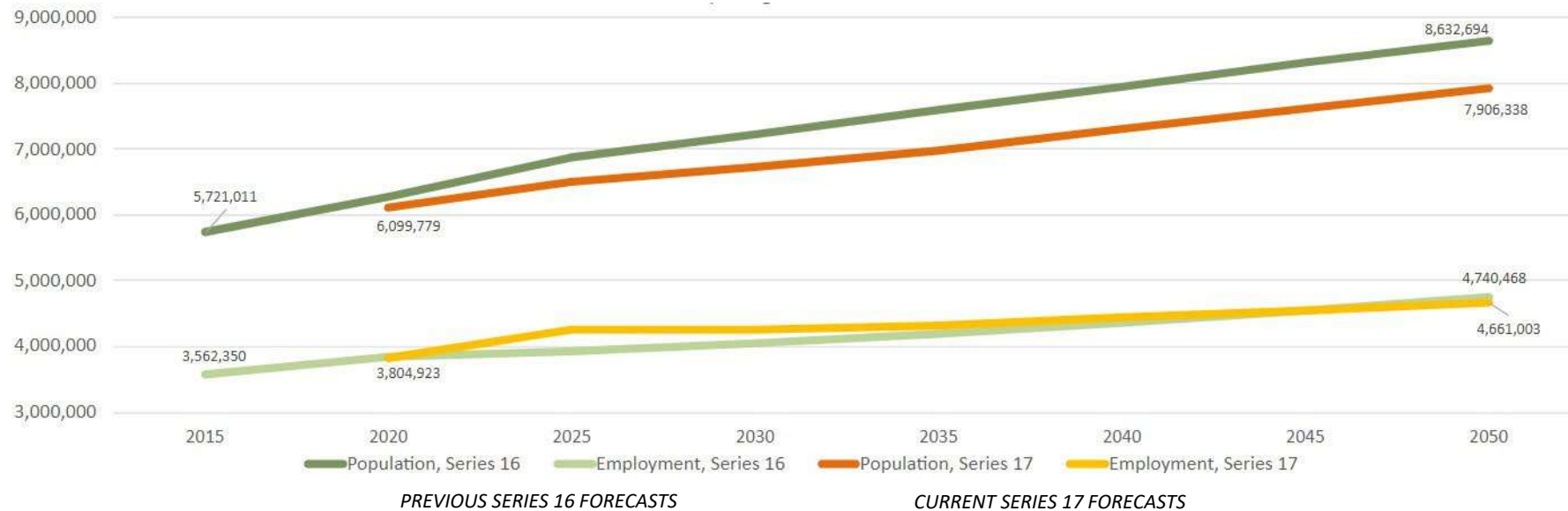


Frequency of working from home at the height of the pandemic (mid 2020)

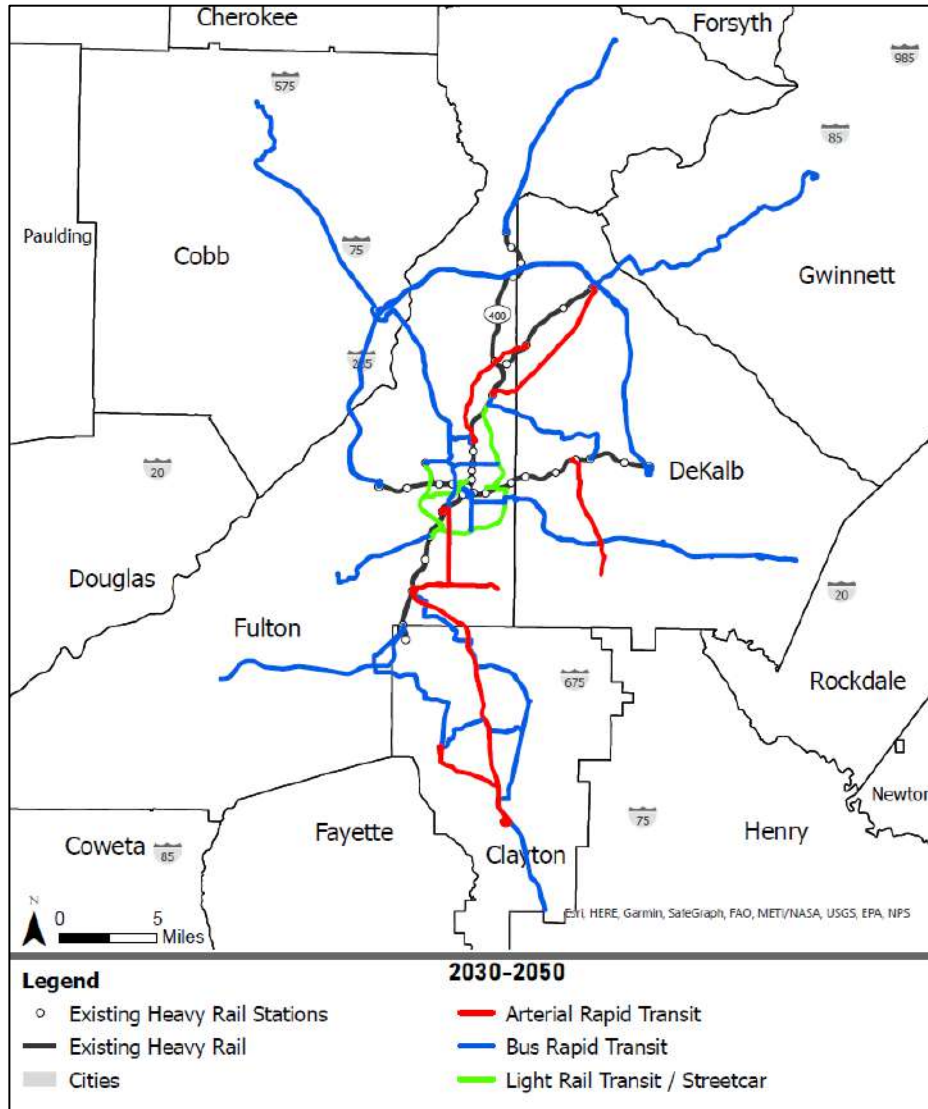


Population and Employment Forecasts

Continuing declines in fertility rates and less migration produces a lower 2050 population forecast than the previous plan, but strong growth is still anticipated regardless.



Transit Expansion Program Through 2050



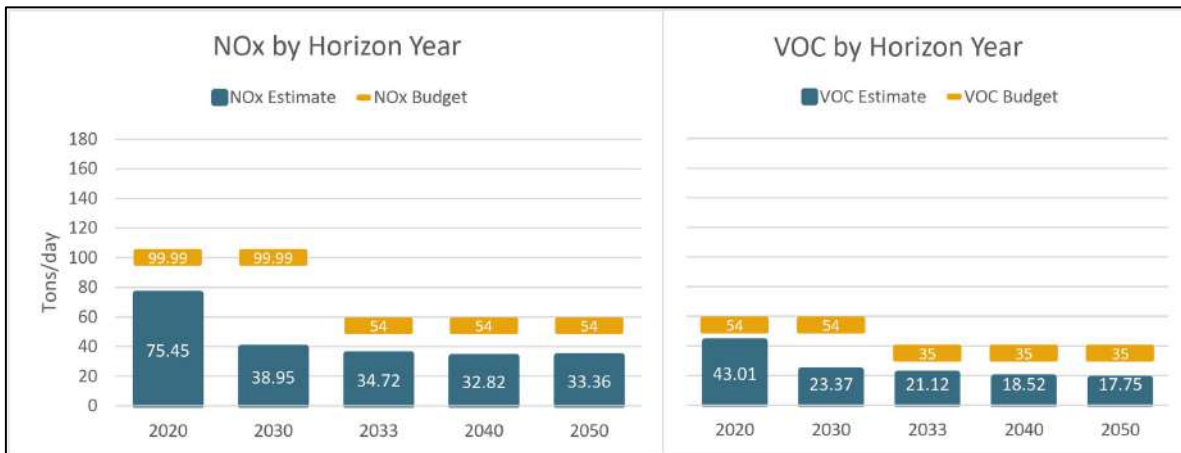
Except for the Beltline corridor, transit expansion in the region will focus on high quality bus service operating in separate lanes and/or given priority in some way versus general traffic.

Performance Highlights

Category	Metric	2020 Base	2050 Build	2050 No-Build	Units
Average Travel Time	Commutes in Personal Vehicle	33.5	32.5	35.6	Minutes
	Morning Peak on General Purpose Lanes	20.1	20.9	21.7	Minutes
	Morning Peak on Managed Lanes	43.5	42.2	48.0	Minutes
	Evening Peak on General Purpose Lanes	19.8	20.5	21.3	Minutes
	Evening Peak on Managed Lanes	42.6	41.4	48.5	Minutes
Mode Choice for All Trips	Single Occupancy Vehicle (SOV)	10.0 million	12.7 million	12.8 million	Trips
	High Occupancy Vehicle	3.6 million	4.5 million	4.5 million	Trips
	Walk / Bike	976,000	1,242,000	1,173,000	Trips
Delay Cost	Personal Vehicle	\$3.4 billion	\$5.3 billion	\$6.4 billion	Dollars
	Commercial Vehicle	\$600 million	\$930 million	\$1.1 billion	Dollars

Meeting Federal Air Quality Requirements

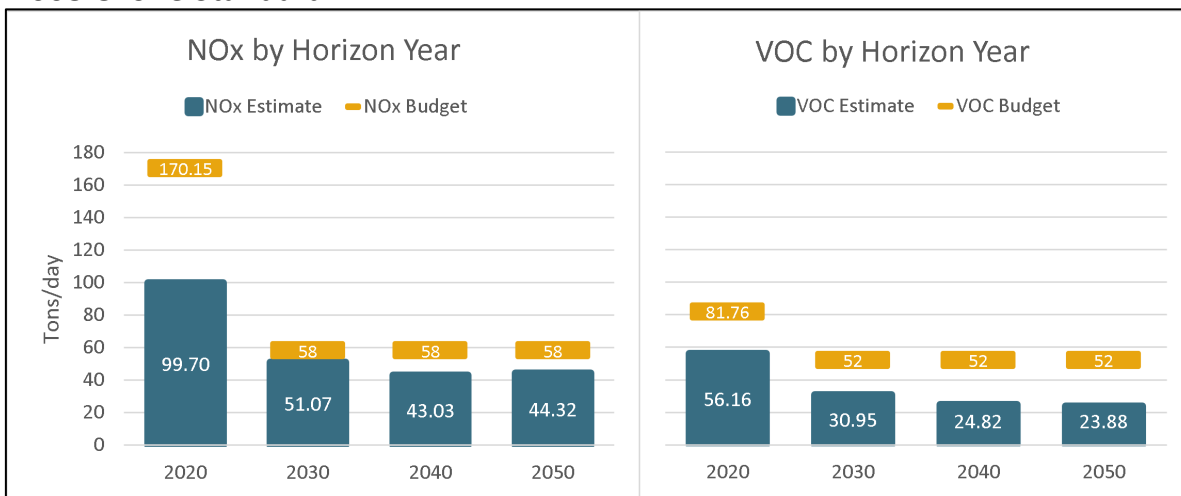
2015 Ozone Standard



The region continues to make progress on improving air quality, as a result of:

- 1) major transportation infrastructure investments
- 2) cleaner burning fuels
- 3) more fuel-efficient vehicles

2008 Ozone Standard



The Next MTP Update

- Regional Freight and Goods Movement Plan
- Regional Transportation Electrification Plan
- Regional Human Services Transportation Plan
- Transportation Carbon Reduction Plan
- Climate Pollution Reduction Grant
- Transportation and Health Access Study
- Other local planning initiatives
- Emerging technologies

KEY TAKEAWAY

The upcoming year will provide additional insight into several important transportation issues, and ARC will advance another MTP update before the current 2028 deadline.



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Comments?

arcntp@publicinput.com



STATE TRANSPORTATION BOARD

Intermodal Committee

December 13, 2023



Atlanta to Savannah State Transportation Board Briefing

Phillip M. Peevy

Planning and Environmental Manager

December 13, 2023



FRA and the Bipartisan Infrastructure Law (BIL)

The BIL substantially increases FRA's funding and expands its scope, emphasizing FRA's dual safety and development mission.

- Expansion of discretionary grant portfolio, new and expanded programs
- Robust national investment into rail with dedicated funding for rail over the next 5 years
- Broader spectrum of eligible stakeholders and varying levels of project development



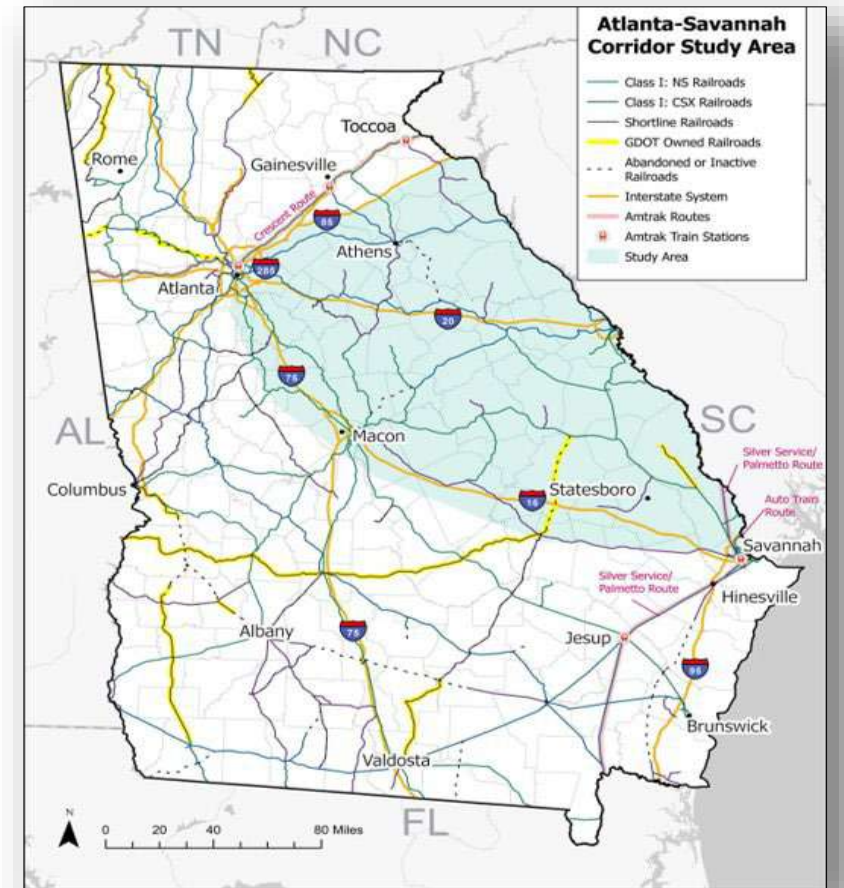
Atlanta to Savannah Background and Status

- April 2022: Congressional Directed Spending (CDS) announced
- Federal contribution is \$8M
- Funding administered by the Federal Railroad Administration (FRA)
- September 2023: FRA has awarded the grant and work has commenced



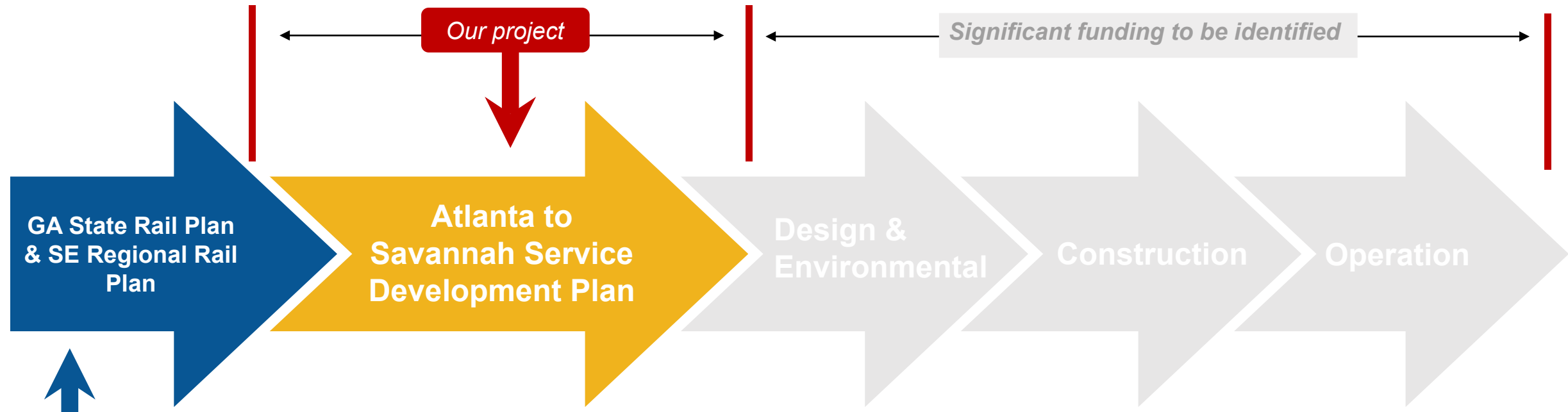
Atlanta to Savannah Preliminary Study Objectives

- Evaluate the benefits and costs of a passenger rail service between Atlanta and Savannah
- Focus on financially feasible, practical solutions to implement a passenger rail service
- Identify and narrow the range of service alternatives across the study area



FRA Passenger Rail Long-term Development Blueprint

Atlanta to Savannah Passenger Rail Study corresponds with the FRA process



Atlanta to Savannah was included in both:

- GA State Rail Plan:** Georgia focused vision and needs for both freight and passenger rail
- Southeast Regional Rail Plan:** Long-term multistate passenger rail vision for the southeast

FRA Process

Step 1:

**Initiation of Scope,
Schedule, and SDP
Cost Estimate**

Step 2:

**Create Service
Development Plan
(SDP)**

Step 3:

Project Development

FRA Process – Completed Work

Step 1:

**Initiation of Scope,
Schedule, and SDP
Cost Estimate**

- Completed this task in partnership with FRA
- Grant signed in September 2023

Step 2:

**Create Service
Development Plan
(SDP)**

Step 3:

Project Development

FRA Process – Our Project

Step 1:

Initiation of Scope,
Schedule, and SDP
Cost Estimate

Step 2:

**Create Service
Development Plan
(SDP)**

Step 3:

Project Development

- Service Description, Frequencies, Speed, etc.
- Capital Project Inventory
- Rolling Stock & Equipment Needs
- FRA Safety & Security Compliance
- Station Locations
- Financial Plan

- Capital Project Implementation Schedule / Phasing
- Project sponsors and entities
- Multi-state rail network contributions
- Intermodal passenger connections
- Corridor environmental benefits
- Corridor impacts: highway & aviation, energy, land use, economic development

FRA Process – Future Work

Step 1:

Initiation of Scope,
Schedule, and SDP
Cost Estimate

Step 2:

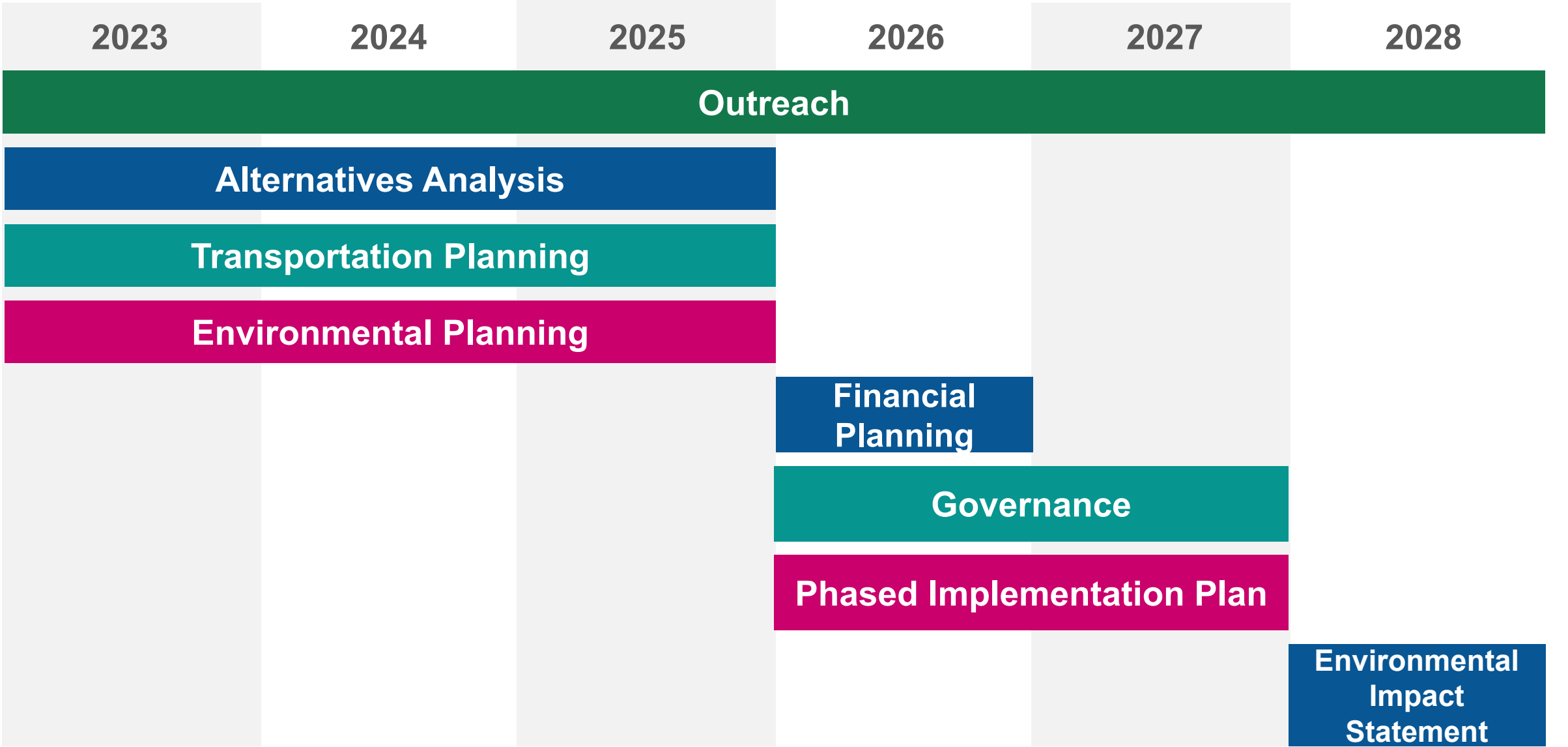
Create Service
Development Plan
(SDP)

Step 3:

Project Development

- Cannot commence this task until SDP is accepted by FRA
- Additional federal funding opportunities are available for this step

Atlanta to Savannah Project Schedule



Study Kickoff Tasks

Initial activities and work products during the first year of the FRA grant period

A. Project Work Plan

B. Stakeholder Engagement Plan

C. Data Needs Identification

D. Evaluation methodology

- **Develop this jointly with FRA to kick off grant**
 - Communication protocols, project execution plan and schedule, project coordination, QAQC, invoicing and progress reporting, and documentation

Study Kickoff Tasks

Initial activities and work products during the first year of the FRA grant period

A. Project Work Plan

B. Stakeholder Engagement Plan

C. Data Needs Identification

D. Evaluation methodology

- **Develop the Stakeholder Engagement Plan (SEP)**
 - Identify key stakeholders, define committees, outreach activities, etc.
- **Begin initial engagement activities**
 - One-on-one stakeholder interviews, project info sheets, database of stakeholders' comments, initial stakeholder committee meetings

Study Kickoff Tasks

Initial activities and work products during the first year of the FRA grant period

A. Project Work Plan

B. Stakeholder Engagement Plan

C. Data Needs Identification

D. Evaluation methodology

- **Data Needs Tech Memo**
 - Identify anticipated data needs and sources for the evaluation process
- **Preliminary Data Collection**
 - Capture readily available data
 - Desktop-level identification and inventory of transportation data and environmental resources



Study Kickoff Tasks

Initial activities and work products during the first year of the FRA grant period

A. Project Work Plan

B. Stakeholder Engagement Plan

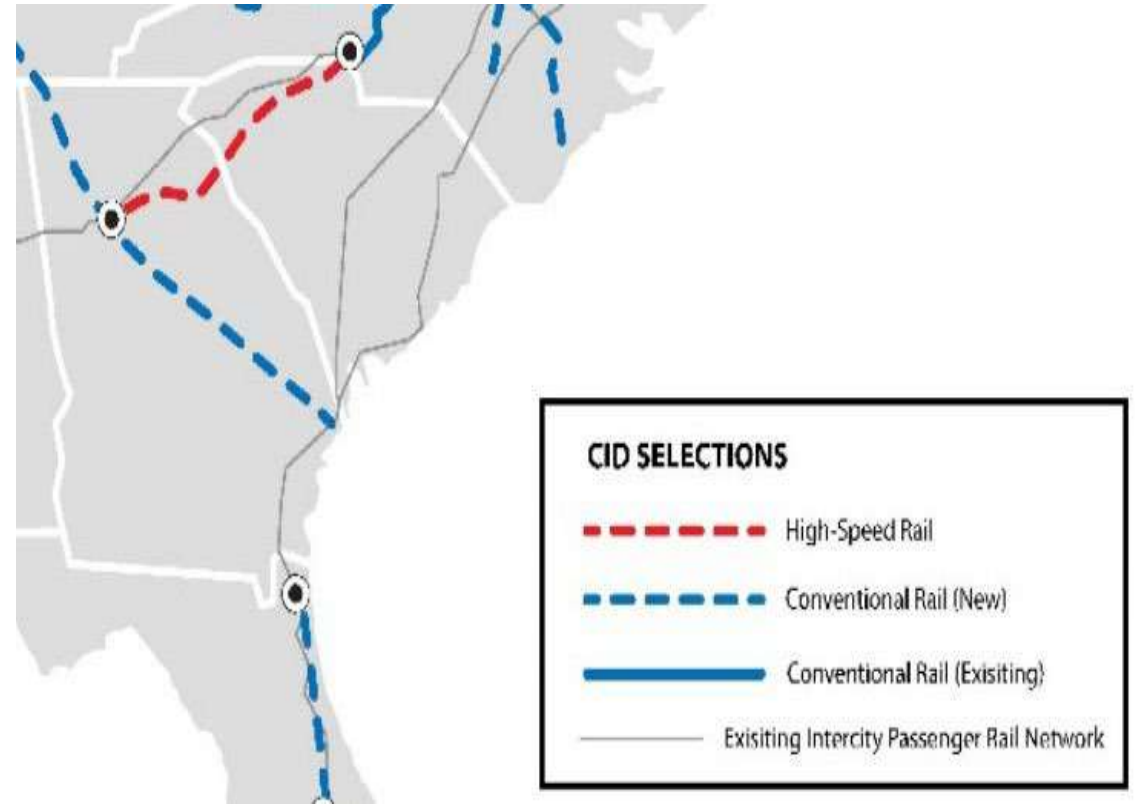
C. Data Needs Identification

D. Evaluation methodology

- **Develop an Evaluation process and criteria**
 - Will be used for entirety of project
- **Identify a wide range of alternatives to be evaluated and refined**
 - Focus on existing transportation corridors

Corridor Identification Program Announcement - Georgia

- **Atlanta to Savannah Corridor**
 - Georgia Department of Transportation
- **Charlotte, North Carolina, to Atlanta, Georgia, Corridor**
 - North Carolina Department of Transportation
- **Atlanta-Chattanooga-Nashville-Memphis Corridor**
 - City of Chattanooga, TN





Questions?



Georgia Locomotive Fuel Tax Program – Overview and Initiation

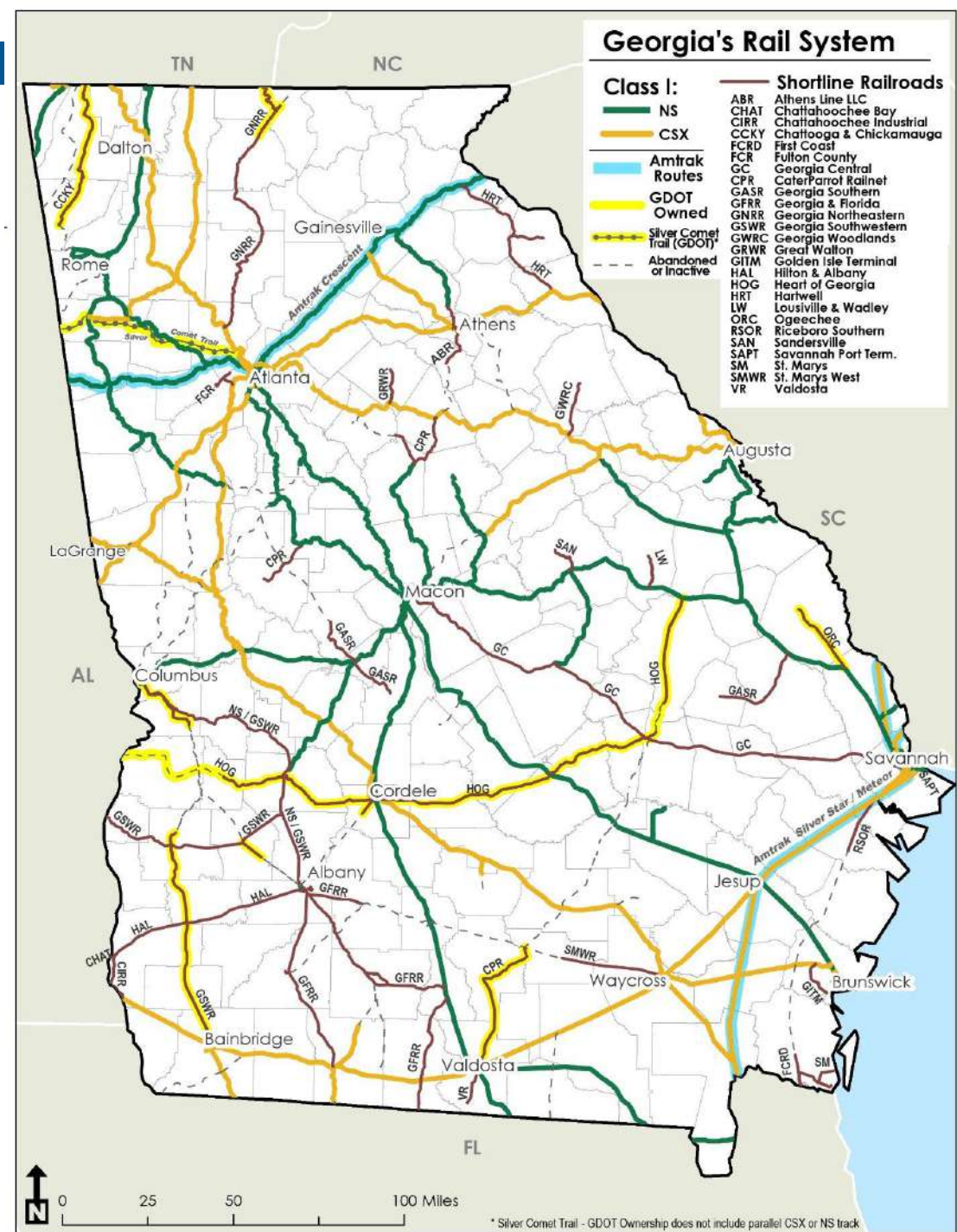
Andrew Heath, P.E.
Deputy Chief Engineer
December 13, 2023

Key Facts – Locomotive Fuel Tax Program

- This is a New Rail Funding Program established under O.C.G.A. §48-8-78 (2021)
- The Program will be tied to criteria established with the Georgia Freight Rail Program, O.C.G.A 32-2-41.3
- Program is subject to Annual Appropriations
- Program is designed to enhance state investment in freight rail for public benefit; both Class 1s and Shortlines are eligible
- Program will be formally announced to Rail Operators in December with an established GDOT Policy, posted guidance, and Application Documents

Georgia Freight Rail System

- Two Class 1 Railroads:
 - Norfolk Southern 1706 Miles
 - CSX 1579 Miles
- 26 Class II and III Shortlines 1537 Miles
 - 6 GDOT owned
 - 24 Privately Owned



Georgia Freight Rail Program and Locomotive Fuel Tax

O.C.G.A 32-2-41.3 ; O.C.G.A. §48-8-78

- “The **Georgia Freight Railroad Program**” was established “in order to enhance the state’s investment in freight rail projects for the **public benefit** and to support a safe and balanced transportation system for the state” and “shall be administered, subject to appropriations, in order to enhance the state's investment in freight rail projects for **public benefit** and to support a safe and balanced transportation system for the state.”
- The **Georgia Locomotive Fuel Tax** was established to “be used for “freight and logistics projects” defined as: “project for capital construction and maintenance on freight rail assets owned or leased by a common carrier...found to be.. for **substantial public benefit**”

Georgia Freight Rail Program Criteria, O.C.G.A 32-2-41.3

- Designed to enhance state investment in freight rail for public benefit
- The Georgia Freight Railroad Program criteria:
 - **The Rail Enhancement Program** - may acquire, lease, or improve railways or railroad equipment, including rail crossings, rolling stock, rights of way, or rail facilities.
 - **The Rail Preservation Program** - may acquire, lease, or improve short line railways or assist other appropriate entities to acquire, lease, or improve short line railways.
 - **The Rail Industrial Access Program** - may build, construct, restructure, or improve industrial access to railroad tracks and related facilities.

Public Benefits (O.C.G.A. 32-2-41.3)

- Enhanced public safety
- Enhanced mobility of goods
- Congestion Relief
- Reduction in blocked crossings
- Air quality and land use improvements
- Increased economic development opportunities for the area surrounding the improvements
- Reduction of public expenditures due to improved transportation efficiency and infrastructure preservation

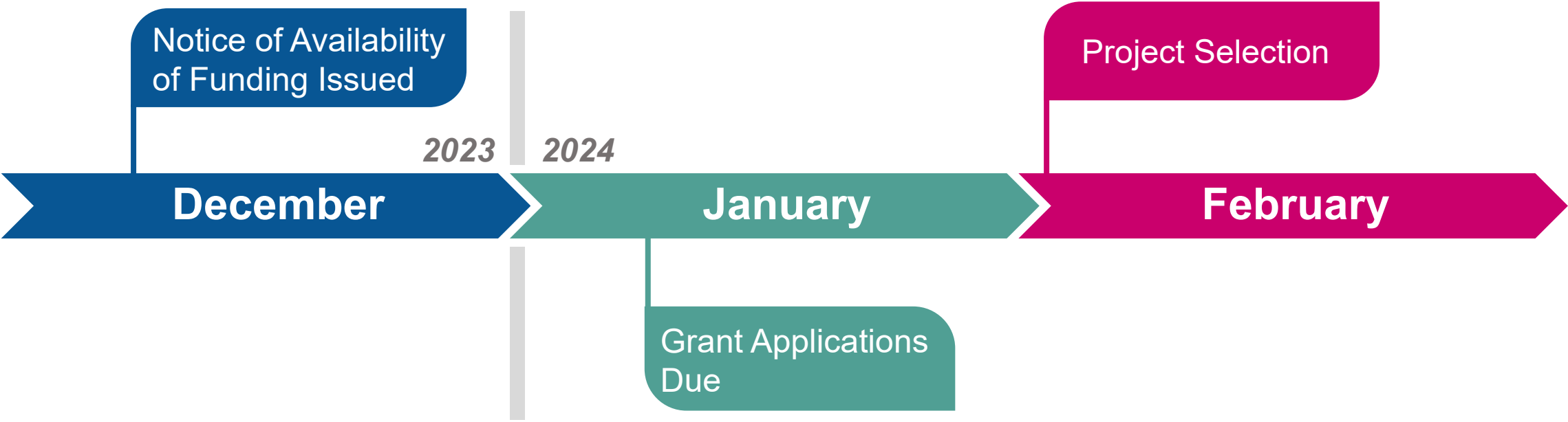
Locomotive Fuel Program Process

- Funds will be distributed by an application based competitive process:
 - 67% of available funds will be distributed to the Class 1 railroads
 - 33% of available funds will be distributed to the Shortline railroads
- Funding split determined in consideration of operating track miles as required per O.C.G.A. §48-8-78
- Application evaluations will be conducted by an Internal Rail Program Evaluation Committee (REPC) as directed by the Commissioner
- Selections will be based on established criteria of the Georgia Freight Rail Program; O.C.G.A 32-2-41.3
- Awardees will enter into a Memorandum of Agreement (MOA) setting out the project scope and performance requirements

Program Implementation

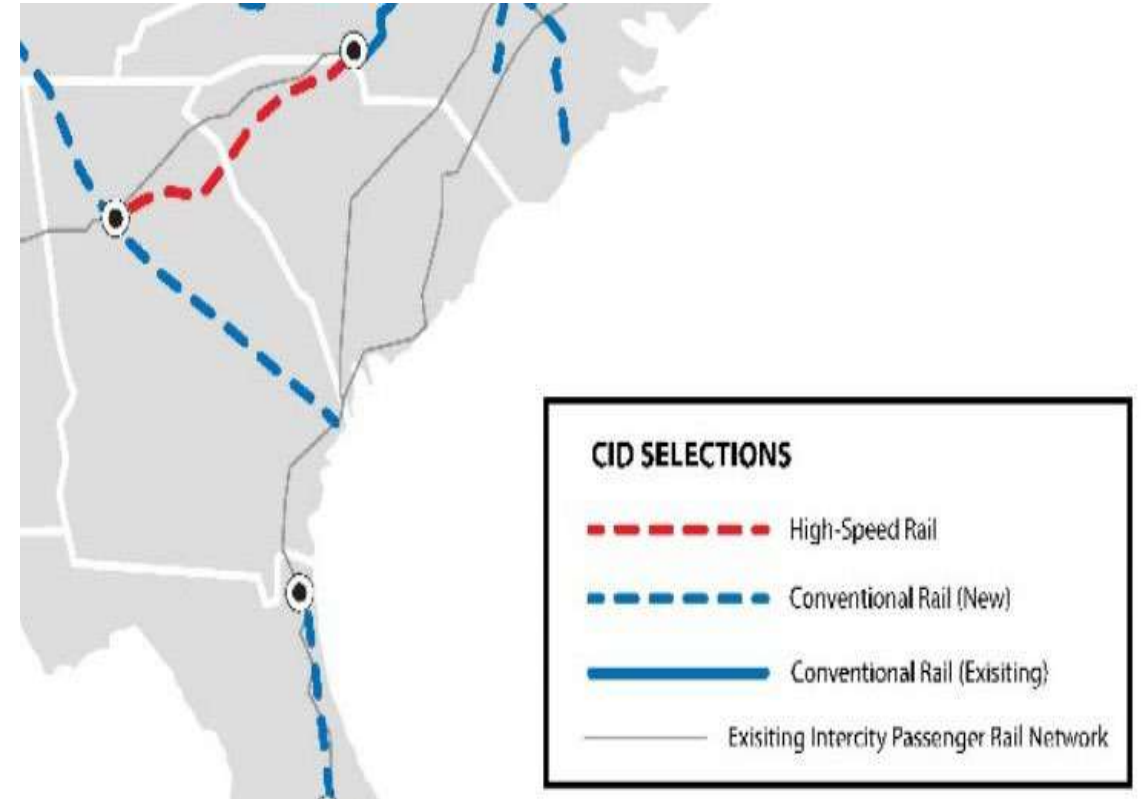
- Program to be managed by Intermodal Rail Program
- Applications will show how the projects meet required criteria and public benefit
- Upon award, Memorandum of Agreement will be issued
- Anticipate recurring program annual; subject to appropriations

FY24 Program Schedule

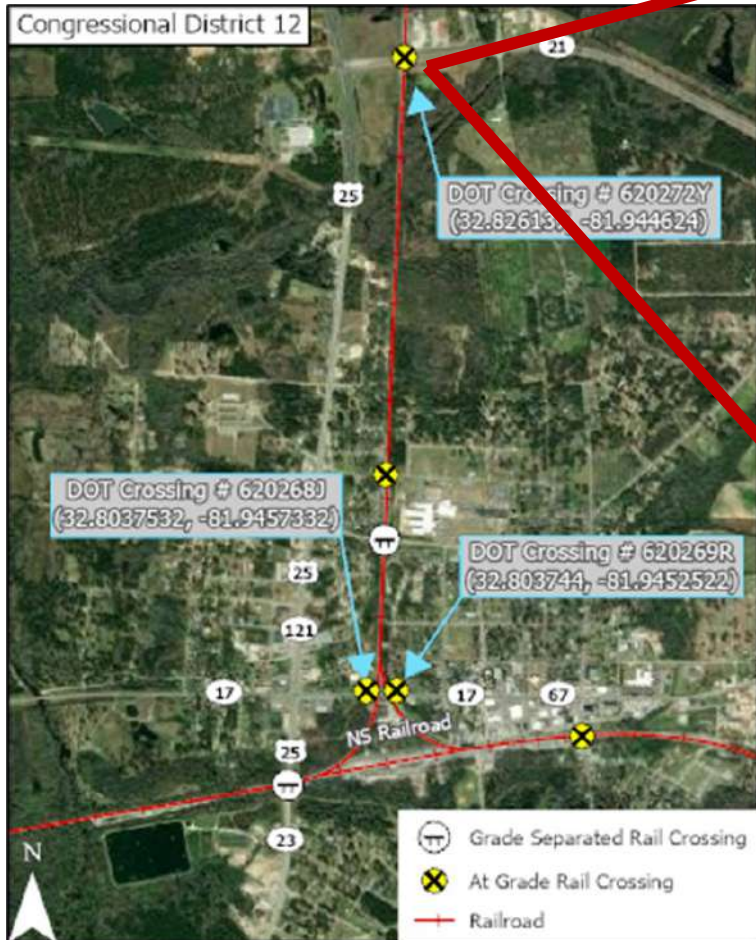


Corridor Identification Program - Georgia

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- **Atlanta-Chattanooga-Nashville-Memphis Corridor**
 - City of Chattanooga, TN



Multimodal Project Discretionary Grant: Rural Grant Award



Millen Rail Crossing Elimination
on SR 21/Millen Bypass

\$12 million awarded in MPDG
funds

Grade separation improves
safety and traffic flow

Reduces the negative impacts
for vehicles and freight from
blocked crossings

Questions?

Andrew Heath, P.E.
Deputy Chief Engineer



STATE TRANSPORTATION BOARD

Legislative Committee

December 13, 2023



Legislative Update

Joshua L. Waller

Director of Policy & Government Affairs

December 13th, 2023

- New Legislative Items
- Review Pending Prior Legislative Items
- Approval of 2024 Legislative Agenda
- Federal FY24 Appropriations Update

- TRIP Program Statutory Update
 - Codify the process for the existing Towing and Recovery Incentive Program (TRIP) to improve communication and coordination among all parties involved in the program.

- Common Property Right-of-Way Acquisition
 - Clarify in the right-of-way acquisition process for common property owned by a condominium association that communication and negotiation is with the association as the elected governing body of the collective owners.

2024 Legislative Item Summary

- Freight Rail Program Update
 - Clean-up and align the uses of locomotive diesel tax as authorized in Title 48 with the freight rail program previously created by the General Assembly in Title 32.

- Title 40 Traffic Code Section Clean-up (As Needed)

Previously GDOT Board Approved Pending Legislative Items (HB 516/HB 52)

- Alternative Contracting Methods Statutory Clean-Up
- Coroner/medical examiner delegation due to access challenges at significant crashes on interstates and limited access highways.
- Inflation adjustment to the Quick Response Program to \$500k.

2024 Legislative Agenda Request for Approval

- TRIP Program Statutory Update
- Common Property Right-of-Way Acquisition
- Freight Rail Program Update
- Title 40 Traffic Code Section Clean-up (As Needed)

- Current Continuing Resolution expires on January 19, 2024.



Keep an eye out for the unexpected



travel

Destinations

Food & Drink

News

Stay

Video

Plane turns back to JFK after horse escapes on board



By [Maureen O'Hare](#), CNN

🕒 2 minute read · Published 7:34 AM EST, Wed November 15, 2023



STATE TRANSPORTATION BOARD

P3 Committee

December 13, 2023



SR 400 Express Lanes Update

Tim Matthews, P.E.
State Express Lanes Administrator
December 13, 2023



Agenda

- SR 400 Procurement and Next Steps
- Resolution on Preferential or Exclusive Use of SR 400 Express Lanes

Procurement & Next Steps

Activity	Date (CY)
Announced Shortlisted Firms	September 2022
RFP Activities <ul style="list-style-type: none"> • Draft RFPs • Questions and Responses for each Draft RFP • One on One meetings • Technical Questions and Responses • Preliminary ATCs • Final ATCs • Coordination with Build America Bureau • Final RFP • Proposal submission and evaluation 	Ongoing
★ Resolution on Preferential or Exclusive Use of SR 400 Express Lanes	December 2023
★ Award to Best Value Proposer / Approve Project Agreement	Q3 2024
Commercial Close/GDOT Issues Notice to Proceed (NTP)	90 days after Award
Financial Close/GDOT Issues Notice to Proceed (NTP)	365 days after Award

★ *STB Action*

Dates are subject to change.

Resolution on Preferential or Exclusive Use of SR 400 Express Lanes

BACKGROUND

- Board previously approved SR 400 Project in Joint Resolution with SRTA
 - Project includes general purpose lanes and express lanes

PURPOSE

- Designate lanes as express toll lanes
- Designate which vehicles will be exempt from tolls
- Board Action required to make these designations

LEGAL AUTHORITY

- GDOT may designate travel lanes for the exclusive or preferential use of certain vehicles, subject to the approval of the State Transportation Board O.G.C.A § Section 32-9-4(c)

Resolution on Preferential or Exclusive Use of SR 400 Express Lanes



-
- Express Lanes can be used by
 - Registered vehicles (subject to SRTA tolling policy and agreements), and
 - Non-registered vehicles that pay the required toll and associated fee
-

Resolution on Preferential or Exclusive Use of SR 400 Express Lanes



The following vehicles may use the SR 400 Express Lanes, without incurring a toll charge:

- Public transit vehicles*
- Van pools*
- Private motorcoaches* that serve the public
- Emergency vehicles registered with SRTA or responding to an emergency
- Any vehicle containing a member of the U.S. military or Georgia National Guard with an order or certificate of an order for duty
- Marked Metropolitan Atlanta Rapid Transit Authority ("MARTA") maintenance vehicles* necessary to conduct maintenance for the bus rapid transit stations within the Project

* Registered with SRTA

Resolutions on Preferential or Exclusive Use

The Board previously approved Resolutions on Preferential or Exclusive Use of

- I-85 Express Lanes
- I-75 South Metro Express Lanes
- Northwest Corridor Express Lanes



I-85 Express Lanes



**I-75 South Metro
Express Lanes**



**Northwest Corridor
Express Lanes**



SR 400 Express Lanes

Approval by the Committee

A construction site featuring a large crane on the left and a multi-story building under construction on the right. The scene is overlaid with a semi-transparent green filter. A white geometric shape, resembling a large arrow pointing right, is positioned on the right side of the image.

Questions?



STATE TRANSPORTATION BOARD

Committee of the Whole

December 13, 2023



Georgia Department of Transportation

HERO Update – December 2023

Alan Davis, P.E.

State Traffic Engineer

December 13, 2023



HERO Update – Spring 2023

- Program overview and history
- Current staffing and challenges
- Action plan for the unit
 - July 1, 2023
 - Reduced patrol hours
 - Reduced patrol territory
 - Aggressive recruitment



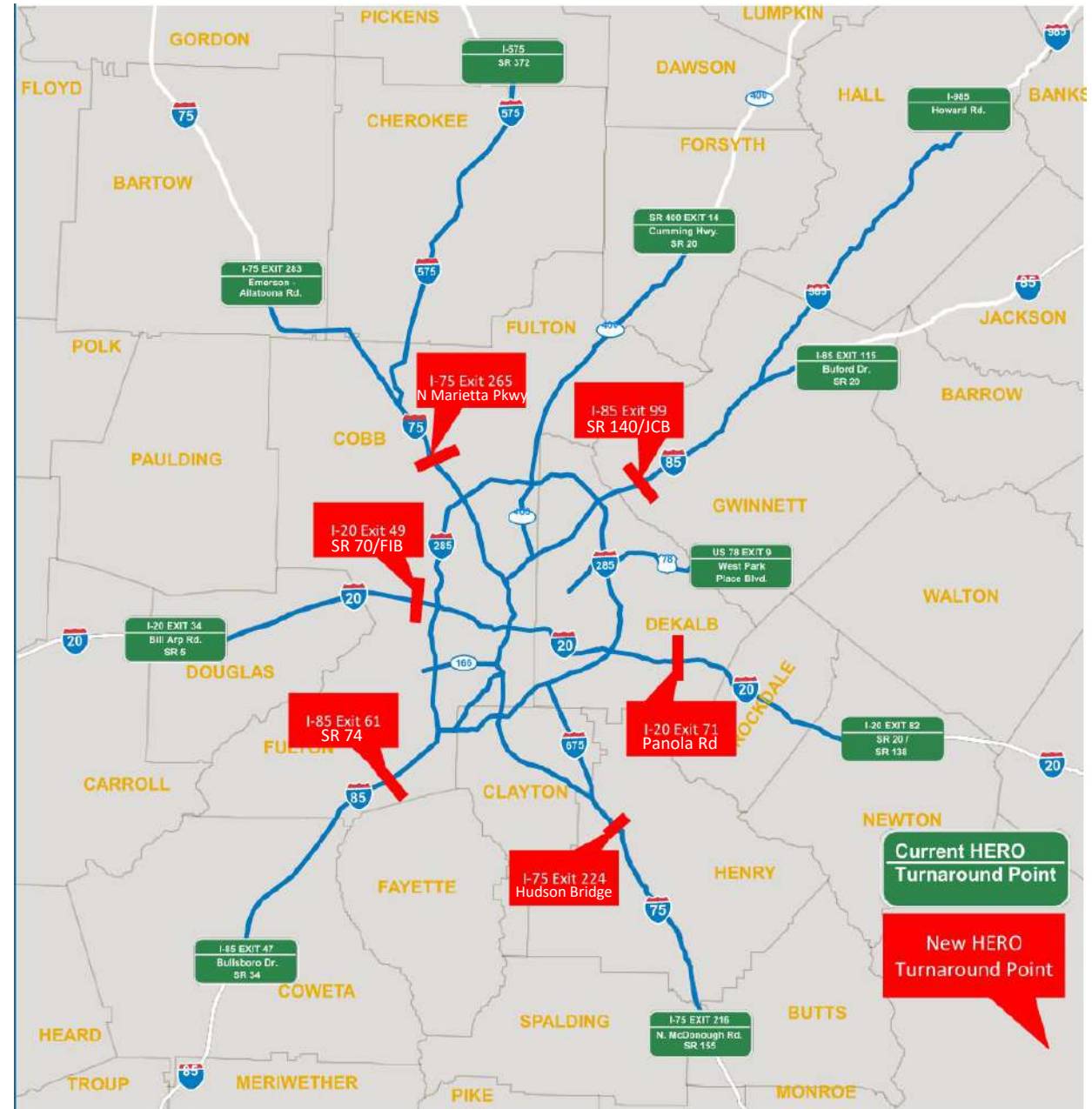
HERO Patrol Route Reduction

Modified HERO service area covers:

- 247 miles of interstate
- 65% of existing service area
- 5:00 am to 11:30 pm Mon-Fri
- 6:00 am to 11:30 pm Sat-Sun
- Overnight on-call response

Additional CHAMP Coverage;

- 135 miles
- 6:00 am to 10:00 pm everyday



HERO Update – The Past 6 Months

- Multiple HERO recruitment and hiring events
- Training, training, and training
- The culture of HERO
- Hard work!



HERO Update – December 2023

- Over 65 new trainees
 - First class of 55
- New operators entering service in October 2023
- 81 Trainees, Operators, and Supervisors

Working Title	Number currently staffed
HERO Manager	1
Assistant Managers	3
Training Officer	1
Supervisors	10
Master Operators	10
Operator 2s	25
Trainees	36

81



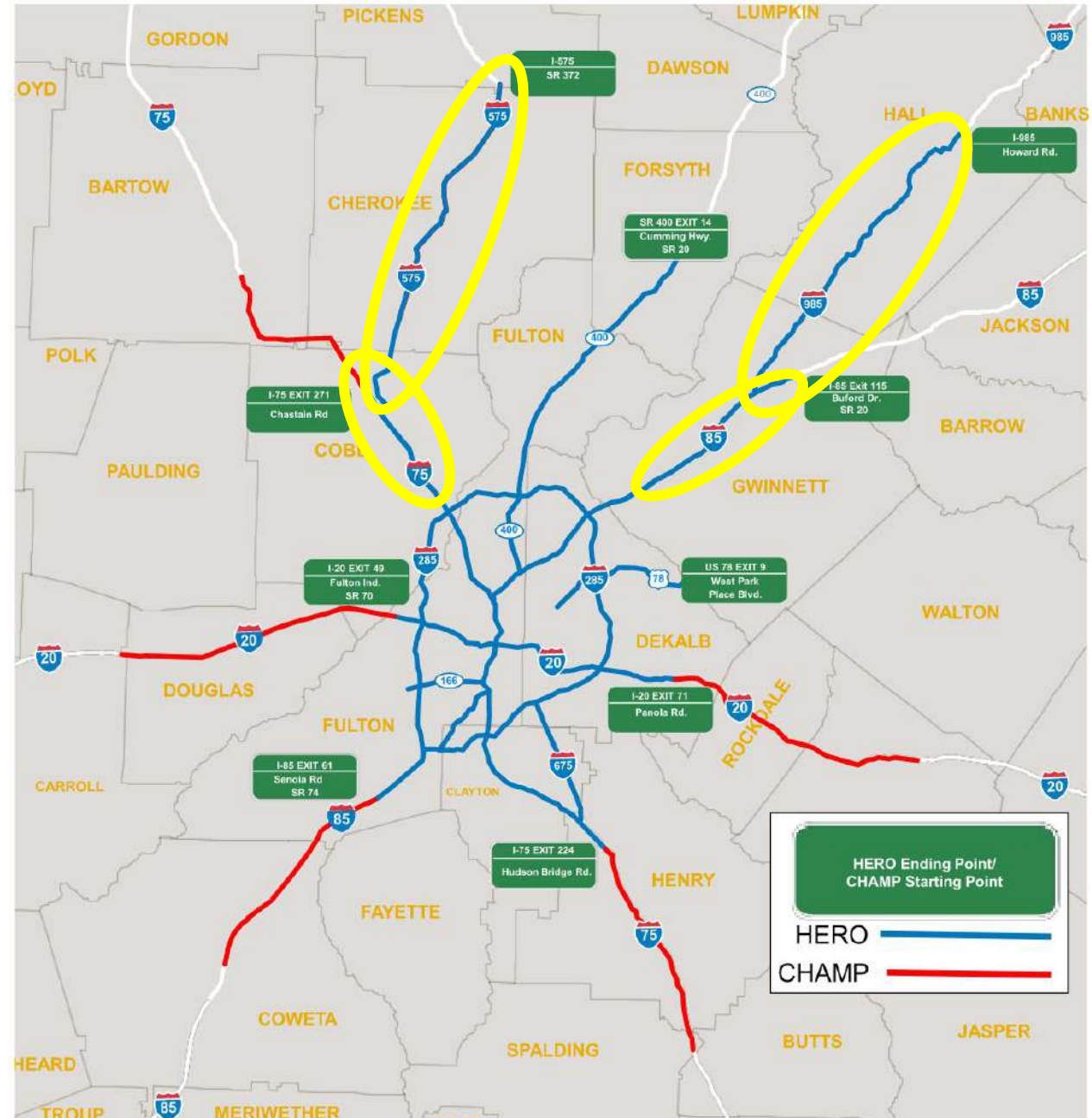
HERO Patrol Route Resumption

Resumed HERO service area covers:

- I-85 Gwinnett County
- I-985
- I-75 Cobb County (Chastain)
- I-575

Modified patrol hours remain:

- 5:00 am to 11:30 pm Mon-Fri
- 6:00 am to 11:30 pm Sat-Sun
- Overnight on-call response remains



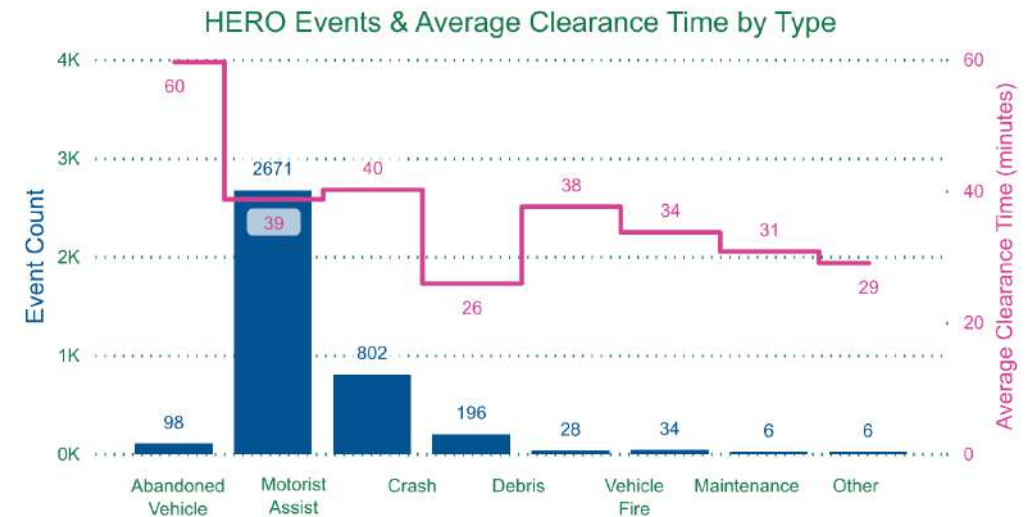
Customer Service Improvements

- October 2023 events have increased 22% compared to September 2023
- HERO detected events have increased from 25% in September 2022 to 40% in September 2023
- HERO assisted crashes have increased 20% from 669 in September 2022 to 802 in September 2023

HERO Events & Average Clearance Time by Type



HERO Events, January 2023

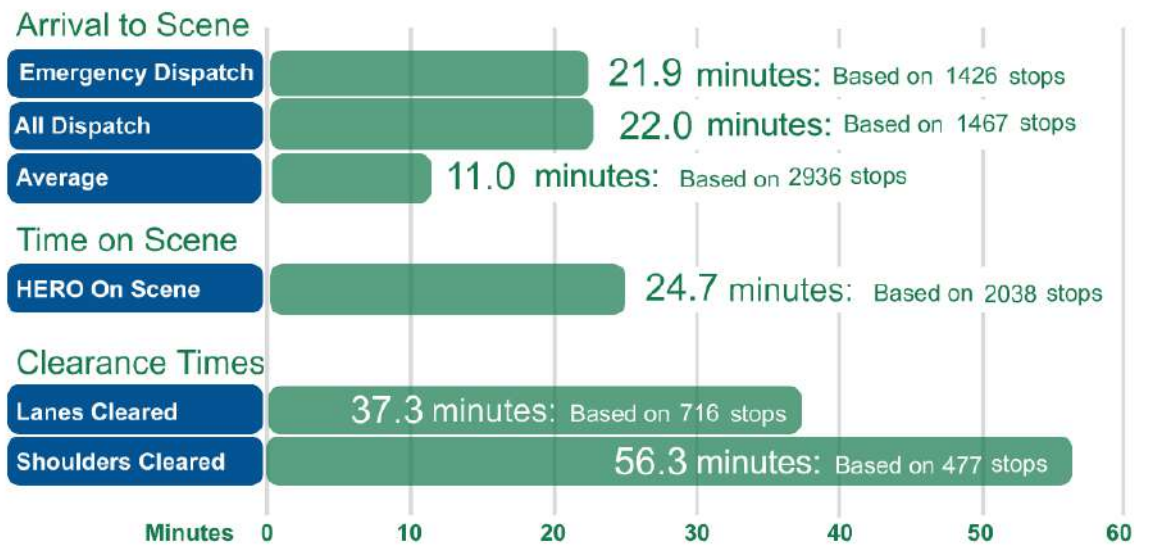


HERO Events, October 2023

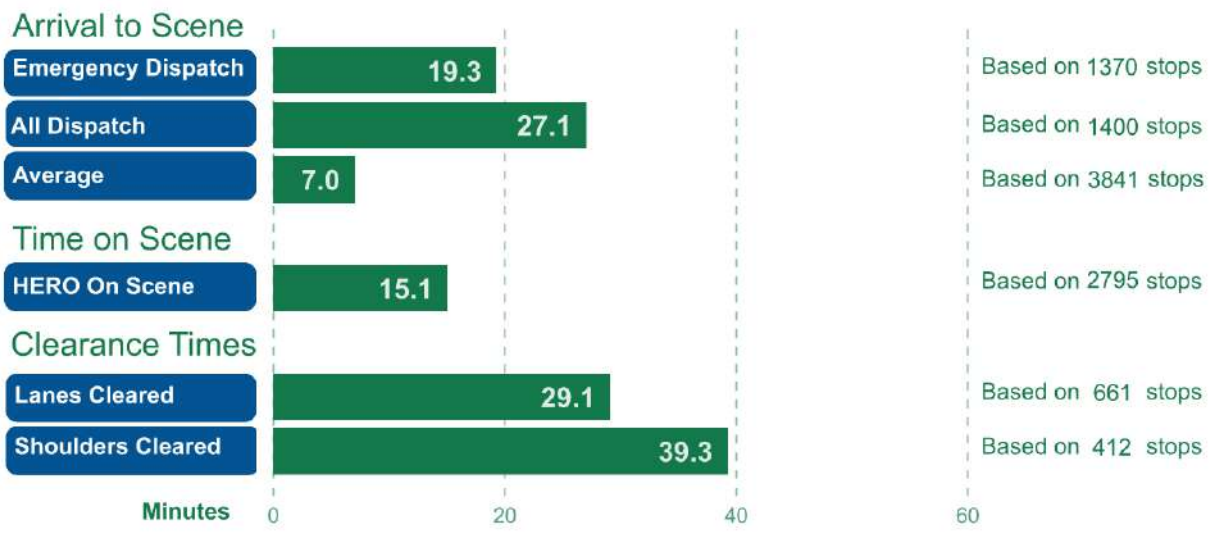
January 2023 vs. October 2023

Key metrics improved across the board:

- Average Arrival to Scene Dispatch: 11 minutes to 7 minutes
- Time on Scene: 24.7 minutes to 15.1 minutes
- Lanes Cleared: 37.3 minutes to 29.1 minutes
- Shoulders Cleared: 56.3 minutes to 39.3 minutes



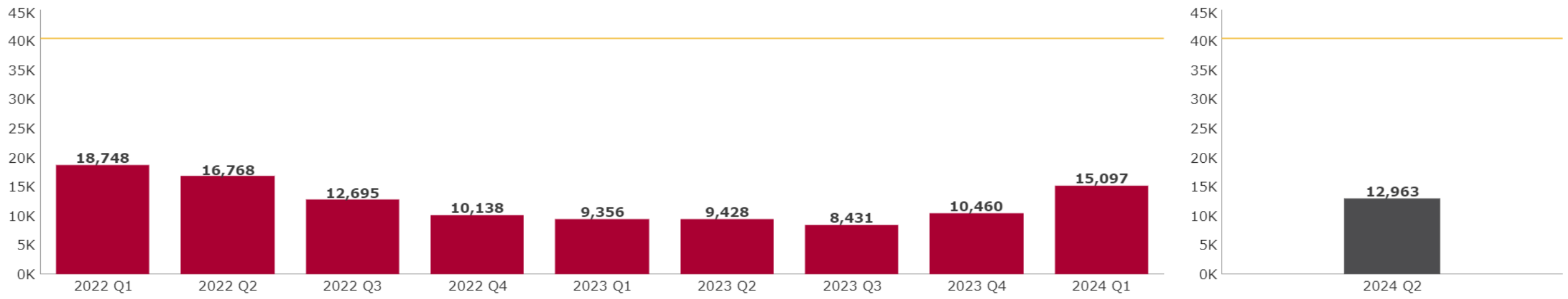
HERO Performance Measures, January 2023



HERO Performance Measures, October 2023

Operational Impacts

Number of HERO Assists



Number of HERO Assists per Quarter, Q1 2022 – Q1 2024

HERO: The Future



Committee of the Whole



Russell R. McMurry, P.E.

Commissioner

December 13, 2023

The Road Map



A LOOK BACK



WHERE WE ARE



THE FUTURE

A look back: 2010 to 2015



TRANSPORTATION INVESTMENT ACT

YOUR PENNY, YOUR PROGRESS



Governor Nathan Deal
Office of the Governor



For immediate release
April 1, 2015

Office of Communications
(404) 651-7774

Deal: Bill paves the road ahead

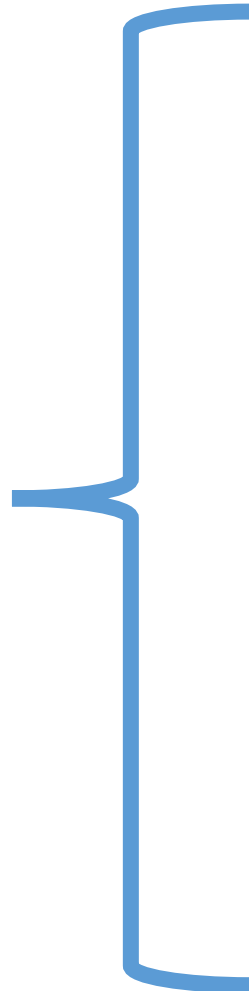
Gov. Nathan Deal said today that the landmark transportation bill passed last night will give Georgia dedicated resources to maintain the state's roads and bridges.

"Georgia's legislators demonstrated leadership, foresight and courage last night as they took the tough but much needed steps to pay for our ever-growing transportation needs," Deal said. "We faced obligations that could no longer be ignored, and current resources were simply not enough to preserve the infrastructure we need to get to work, to safely take children to school on buses and to keep the lifeblood of our economy pumping."



We are here: Foundational Investments

2015 HB 170
TFA 2015





- Safety
- Pavements
- Bridges



Leverage: Major Mobility Investment Program




Major Interchange Projects

-  I-16/I-95
-  I-285/I-20 West
-  I-285/I-20 East






Major Express Lanes Projects

- I-285 East*
- I-285 West*
-  SR 400**



Major Interstate Widening Projects

-  I-85 Phase 1
-  I-85 Phase 2
-  I-16



Commercial Vehicle Lanes Project

I-75



I-285 Advanced Improvement Projects

-  I-285/Peachtree Industrial Boulevard Interchange Improvements
-  I-285 Eastside Bridge Replacements
-  I-285 Westbound Auxiliary Lane Extension








LEGEND

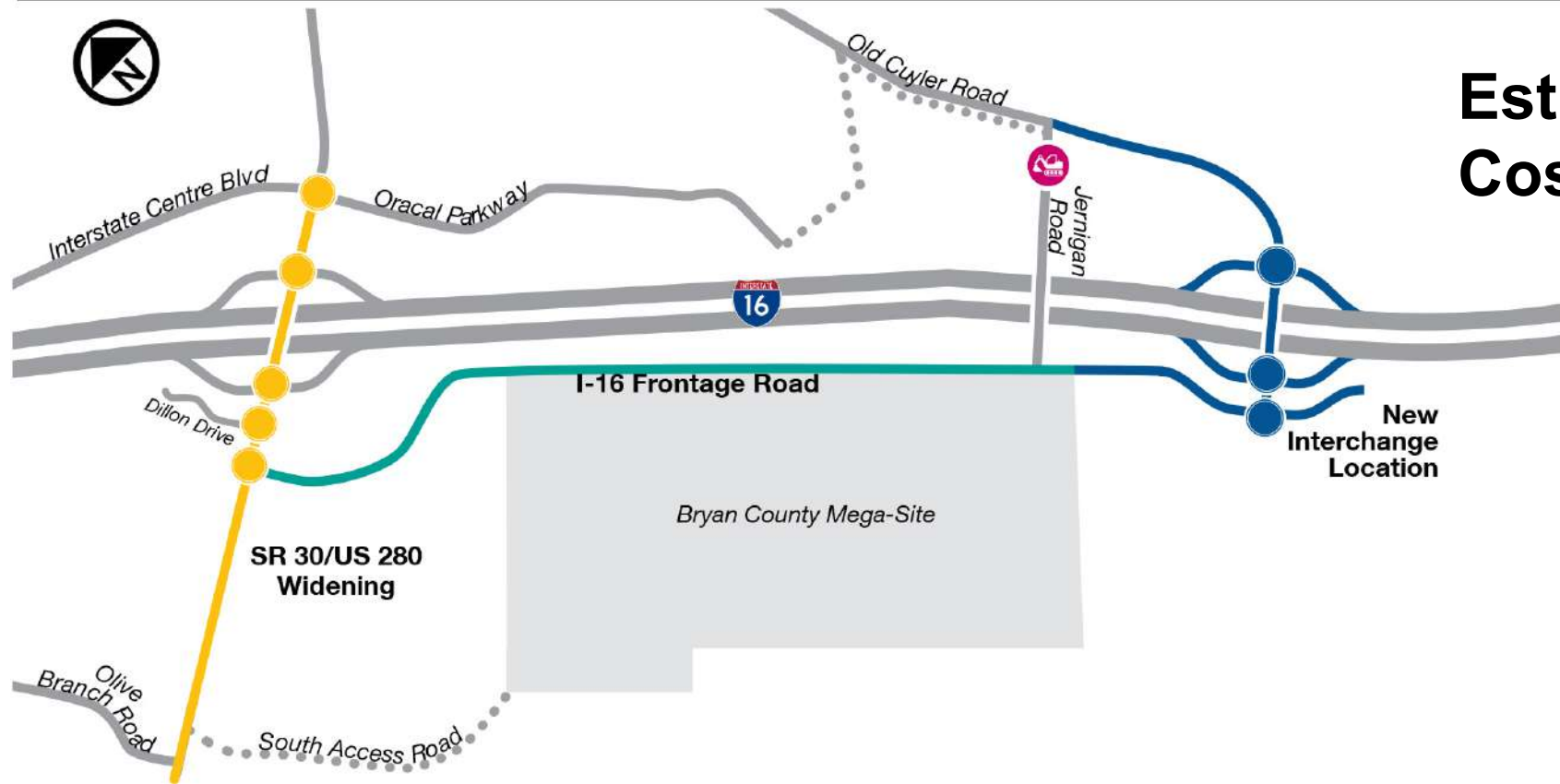
			
In Procurement	Awarded	Under Construction	Substantial Completion

*Remainder of I-285 Express Lanes to be delivered as future phases or extensions
 **SR 400 Phase 1 Design-Build construction package comprised of three bridge replacements

Hyundai Kia Genesis Meta Plant-Bryan County

Legend:

 SR 30/US 280 Widening (P.I. 0016618)	 I-16 Frontage Road (P.I. 0019452)	 I-16 at Old Cuyler Road Interchange (P.I. 0019451)
 Roundabout	 Access to be removed by Bryan County	 Roundabout
 Project to be completed by others		Note: Project details subject to change.



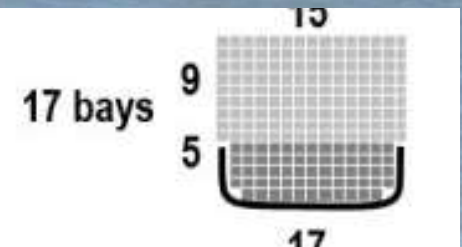
**Estimated
Cost: \$265M**



US 17/SR 404 Spur Bridge Maintenance & Air Draft

- Replace the existing cables under live traffic
- Maintenance to bridge bearings, joints and barriers as part of the planned maintenance of the cable stayed bridge
- Seek to increase the vertical clearance under the bridge within the shipping canal as part of the cable replacement
- 32 year-old+ structure
 - Designed in 1980s
 - Opened to traffic in 1991

Post Panamax I (1988-)
4,000 – 6,000 TEU



We are here 



GEORGIA SHATTERS TRADE RECORDS AGAIN

\$47 B
IN EXPORTS

\$196 B
IN TOTAL
TRADE

40%
TRADE GROWTH
OVER FIVE YEARS





We are here



1



How we chose America's Top States for Business in 2023

SHARE

Infrastructure (390 points – 15.6%)

Rebuilding supply chains and redefining the very nature of work takes a reimagined infrastructure. We measure the vitality of each state's transportation system by the value and volume of goods shipped by air, waterways, roads and rail. We look at the condition of highways and bridges, the availability of air travel, and the time it takes to commute to work. With the rise of remote work, we also consider the quality, availability, and price of broadband service in each state. We consider access to markets by measuring the population within 500 miles of each state. We look at the availability of vacant land, and office and industrial space. We rate each state's utility infrastructure including the condition of drinking water and wastewater systems, the reliability of the electrical grid, and the availability of renewable energy. And we measure each state's sustainability in the face of climate change, looking at the risk of flooding, wildfires, and extreme weather.



Number One State to Do Business

10 Years in a row!

TOP STATES FOR DOING BUSINESS 2023

1.  GEORGIA
2.  SOUTH CAROLINA
3.  TENNESSEE
4.  NORTH CAROLINA
5.  OHIO
6.  ALABAMA
7.  INDIANA
8.  TEXAS
9.  VIRGINIA
10.  MISSISSIPPI
11.  LOUISIANA

Michigan | SITE SELECTION | FACILITY PLANNING | WORKFORCE DEVELOPMENT | BUSINESS

within its central areas, and it also is dedicating significant resources to its water infrastructure. A multibillion-dollar infrastructure program approved last year includes substantial sums targeted at water improvement projects, along with wastewater and stormwater upgrades.

Measures of infrastructure are likely to be rather fluid in the coming years, as the nation's infrastructure is getting more attention and investment these days than it has in years past.

Logistics and Infrastructure

Measures of infrastructure are likely to be rather fluid in the coming years, as the nation's infrastructure is getting more attention and investment these days than it has in years past. Improvement projects, funded locally and by new federal dollars, are literally all over the map.

In the meantime, though, Georgia remains at the top of this category, as it has been in the past. From a logistics perspective, it sits in a perfect geographic location for serving the population centers of the Southeast. It has excellent deepwater port access, including the nation's fastest-growing container port in Savannah, and air connections through the Atlanta

International Airport that is literally the world's busiest and also most efficient. In the #2 spot, Texas claims more miles of public roads and freight rail than any other state, plus 11 deepwater ports and a half








Planning for the Future

2050 Freight and Logistics Plan



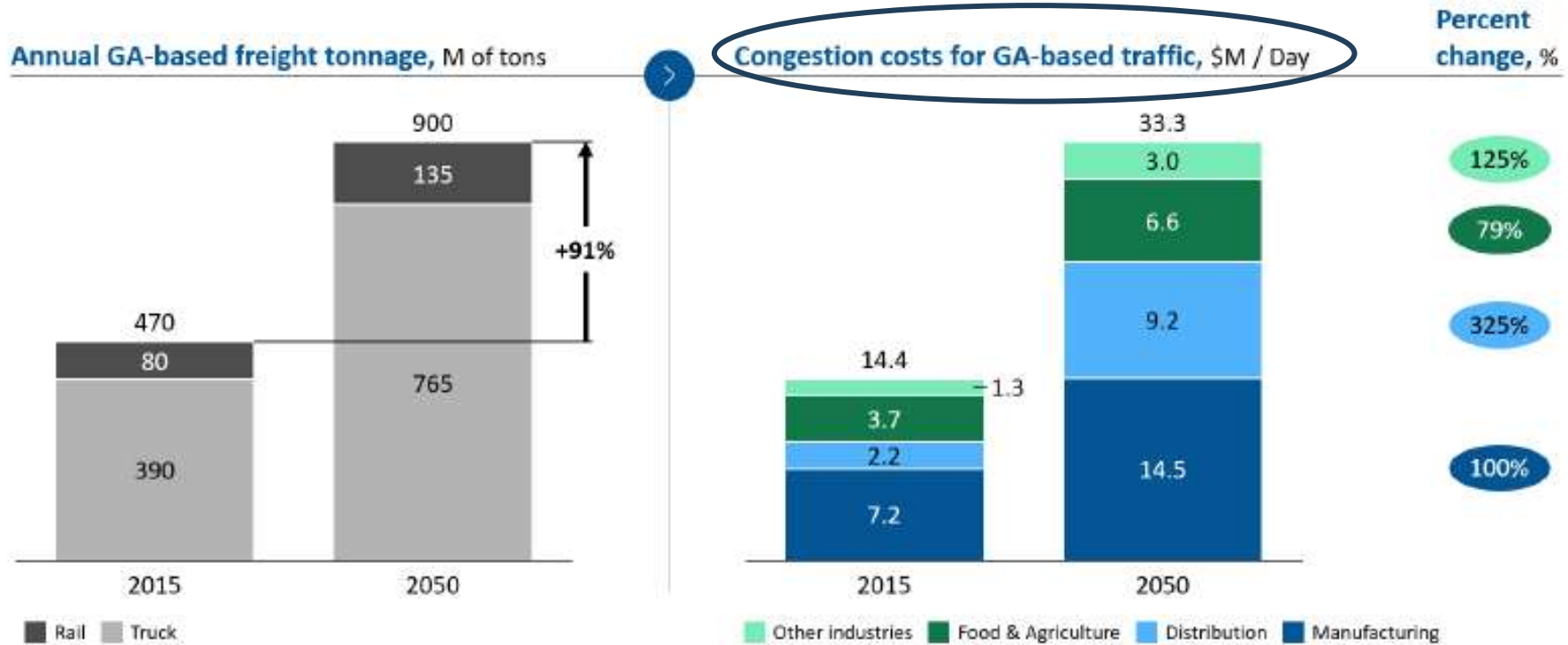
Business-focused freight analysis

Key Performance Indicators (KPIs)

	KPI	Business Definition	Infrastructure Performance Measure
	Safety	Social cost of crashes	Cost of crashes per vehicle mile traveled
	Reliability	Vehicle hours of unreliability	Difference between 95th percentile travel times and average travel times
	Speed	Vehicle Speed	Average vehicle speed (mph)
	Cost	Cost to shippers and carriers	Total delay cost per vehicle mile traveled
	Risk	Potential for interference in operations, cost structure, market, or resource access	Natural hazard exposure, modal and multimodal redundancy, relevant market share

Freight Growth and Corresponding Costs to Business

Figure 136. Forecast Growth in Freight Traffic & Costs

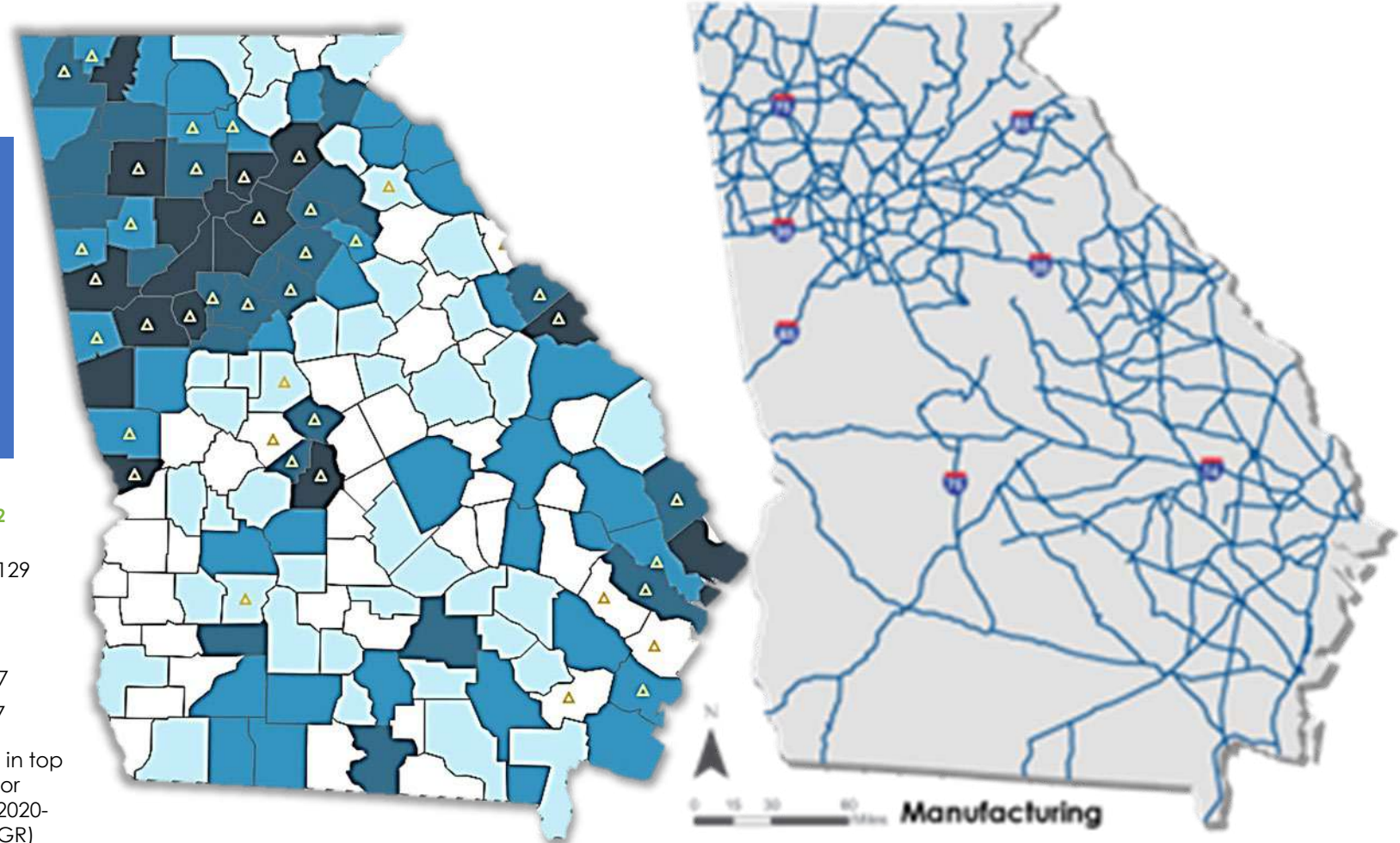
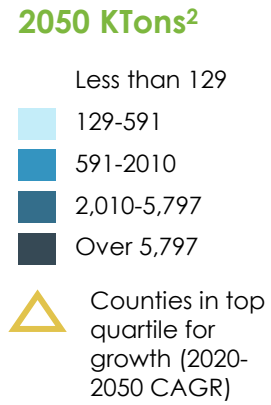


Source: GSTDM, S&P Global Transearch

Increased Manufacturing Across Georgia

- **Real GDP estimates by county for Manufacturing**
(NAICS 31-33) Estimated KTons, 2050¹

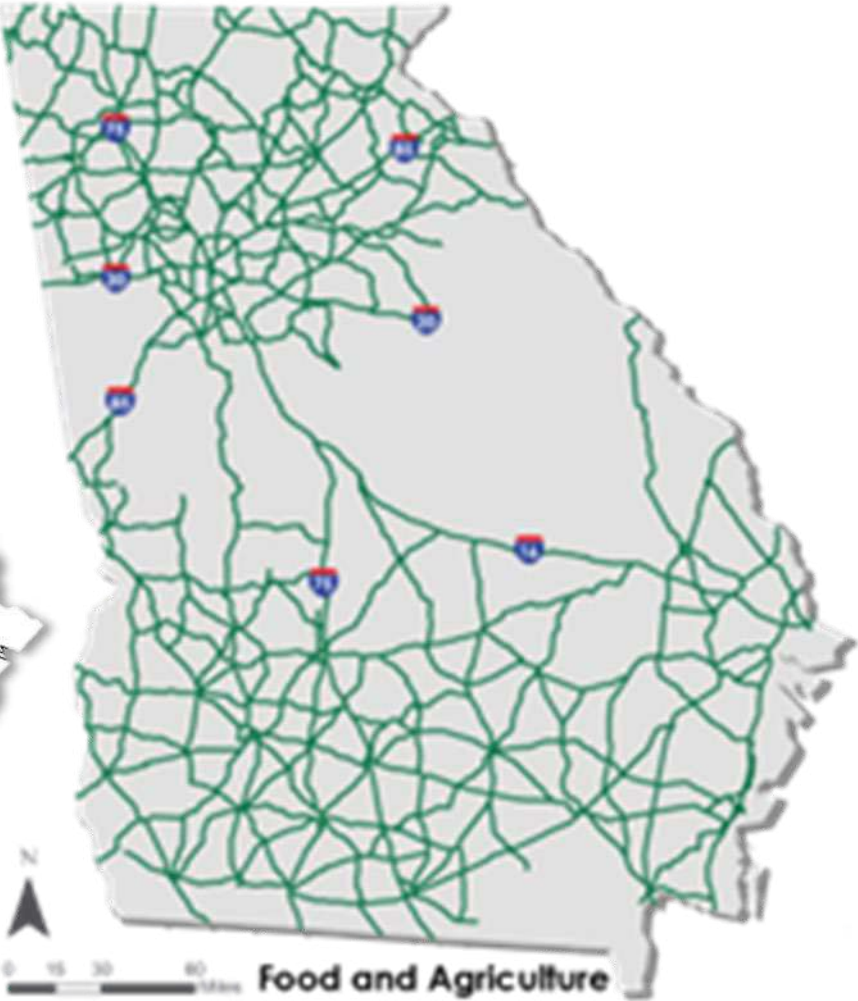
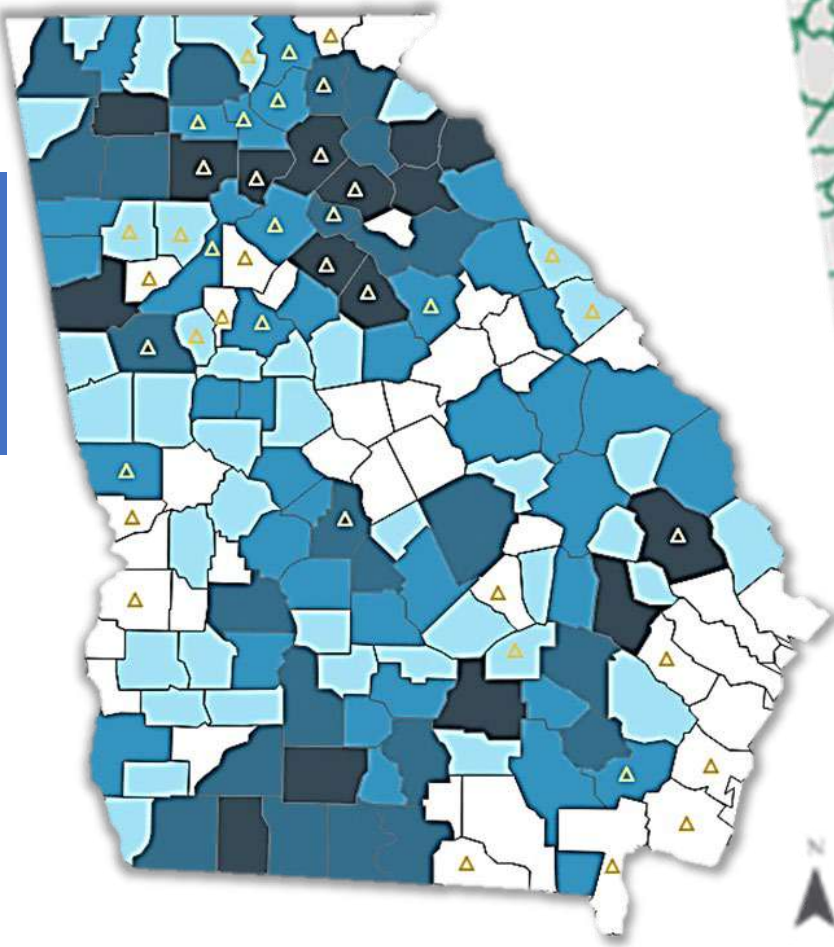
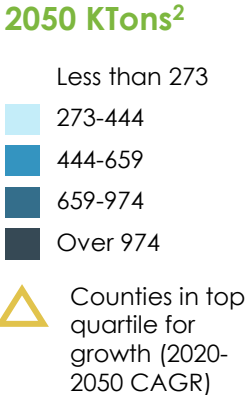
Manufacturing is expected to grow 77% by 2050 based on projected GSP and freight intensity trends



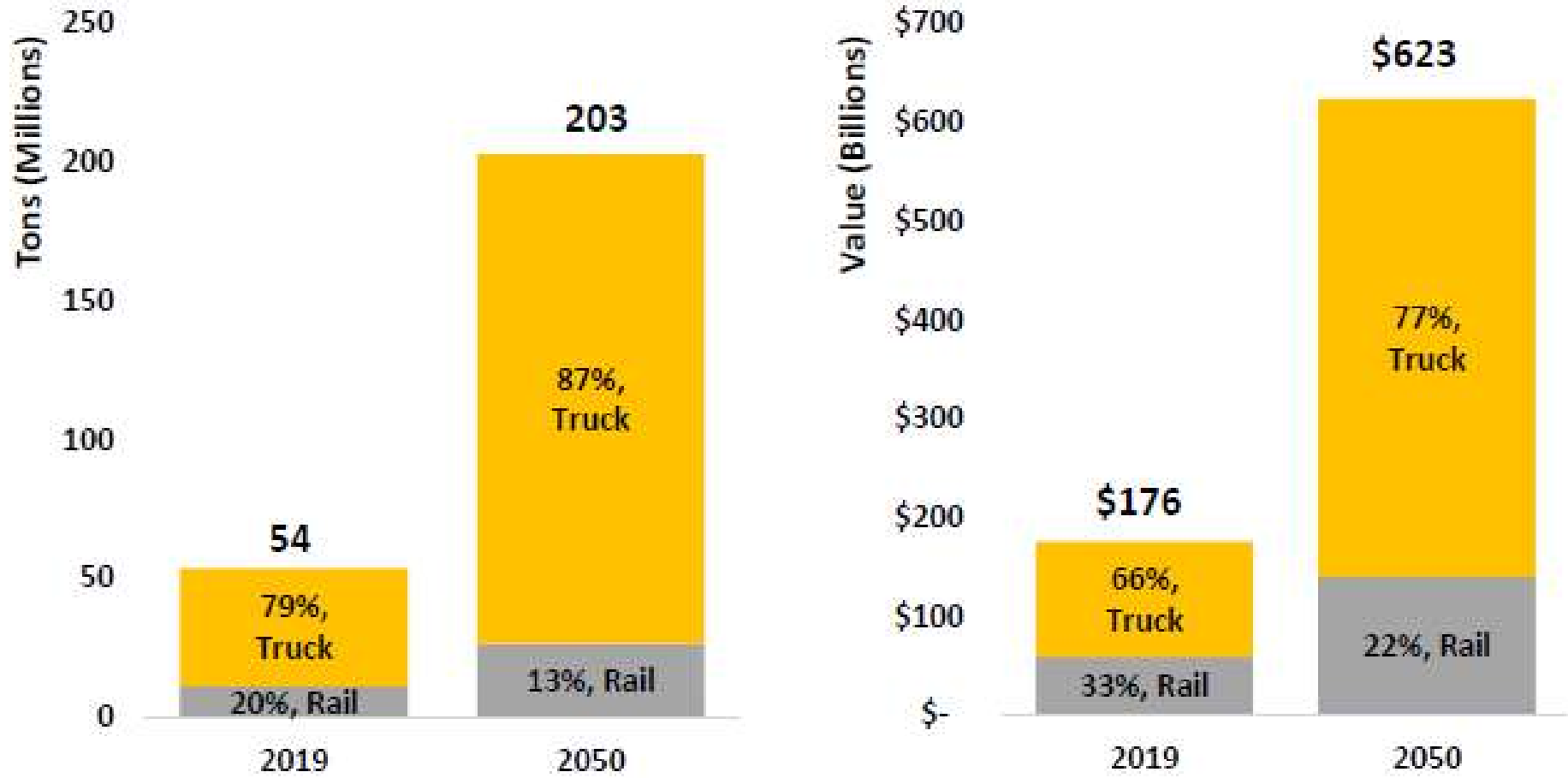
Strong Agricultural Growth Statewide

Real GDP estimates by county for Agricultural production industry (NAICS 111) Estimated KTons, 2050¹

Agriculture is expected to grow 43% by 2050 based on projected GSP and freight intensity trends



Warehouse Distribution Tonnage and Value



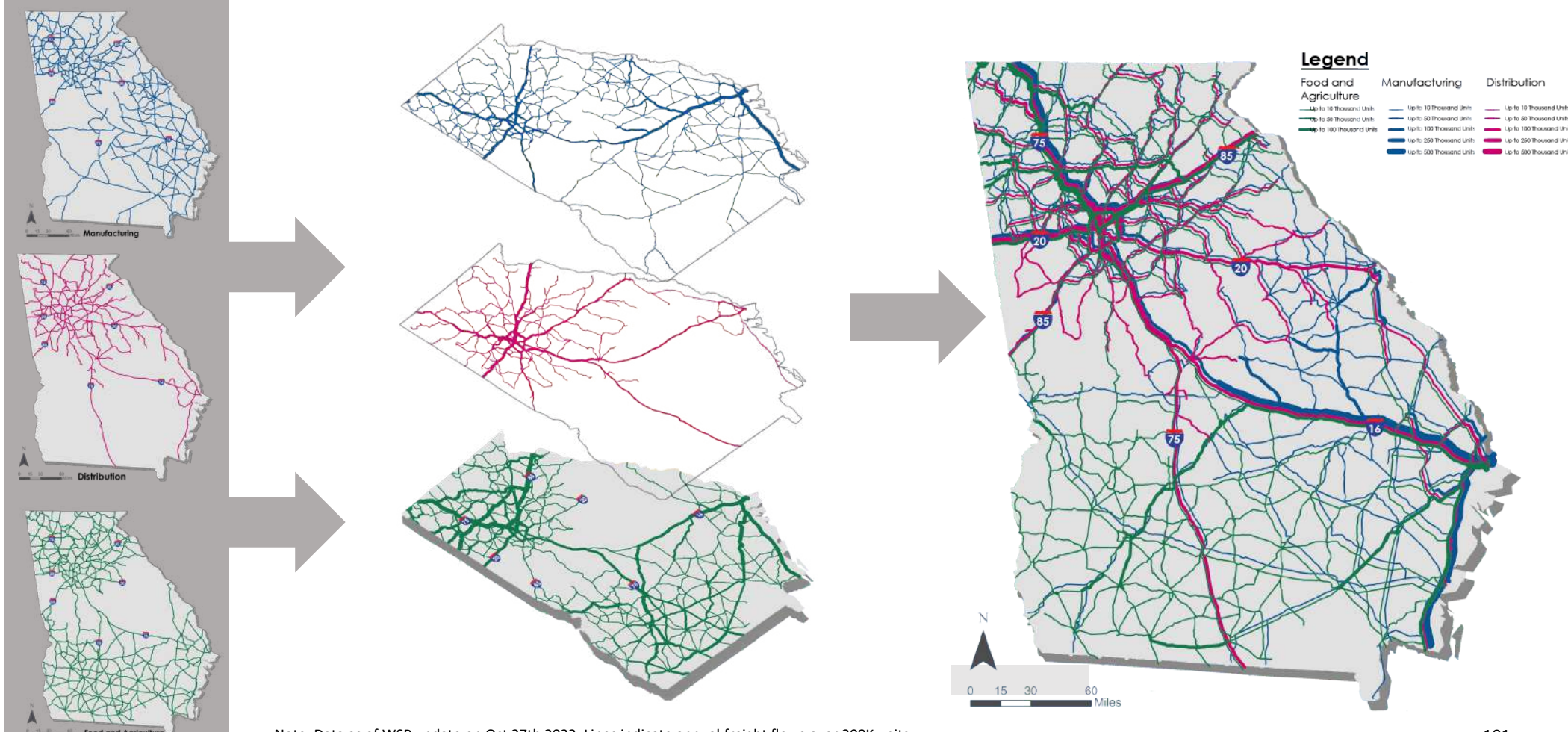
Source: Analysis of Transearch and STB Waybill Data

High-volume routes for key industries overlap primarily in metro Atlanta and along interstate highways

Manufacturing

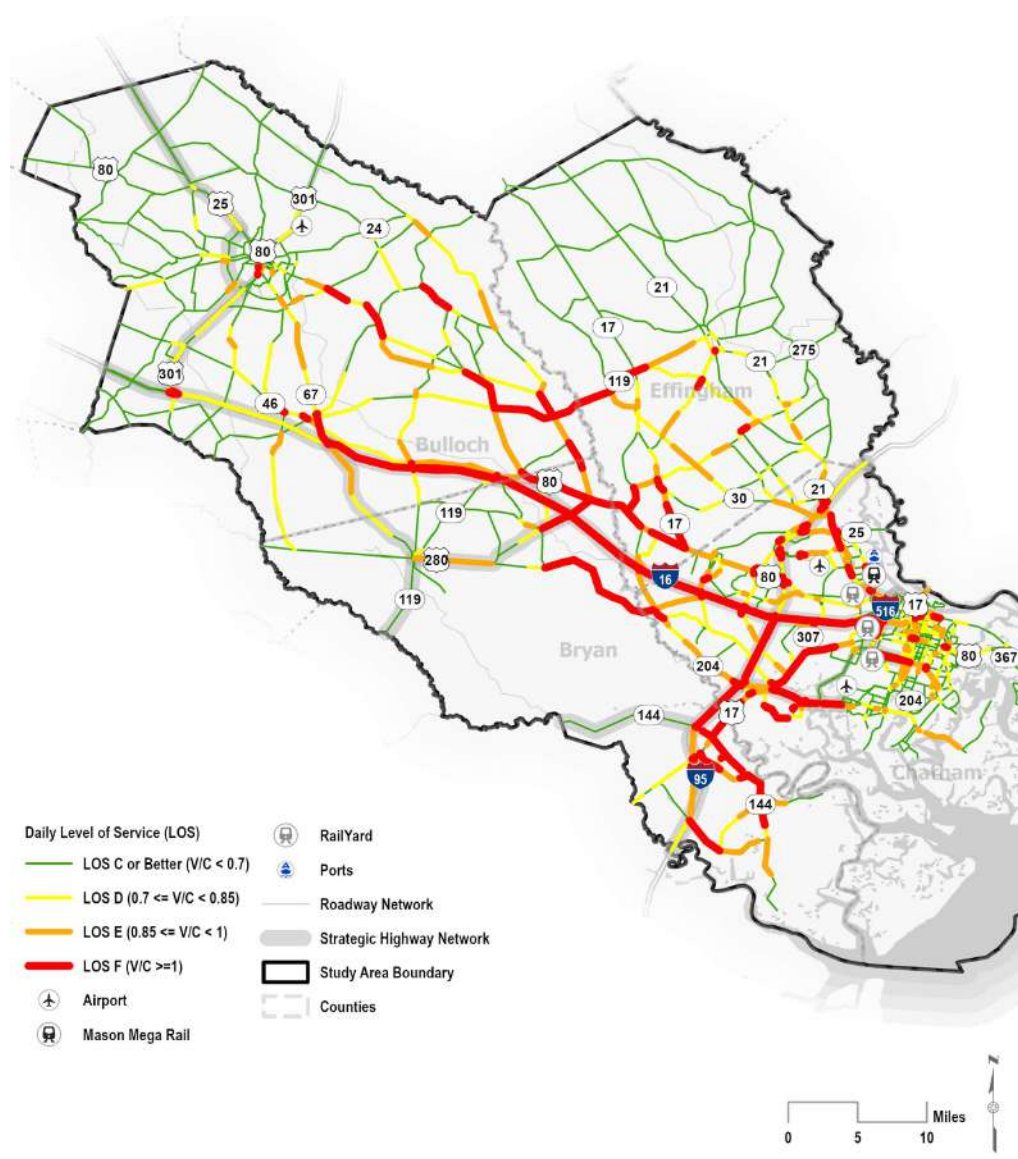
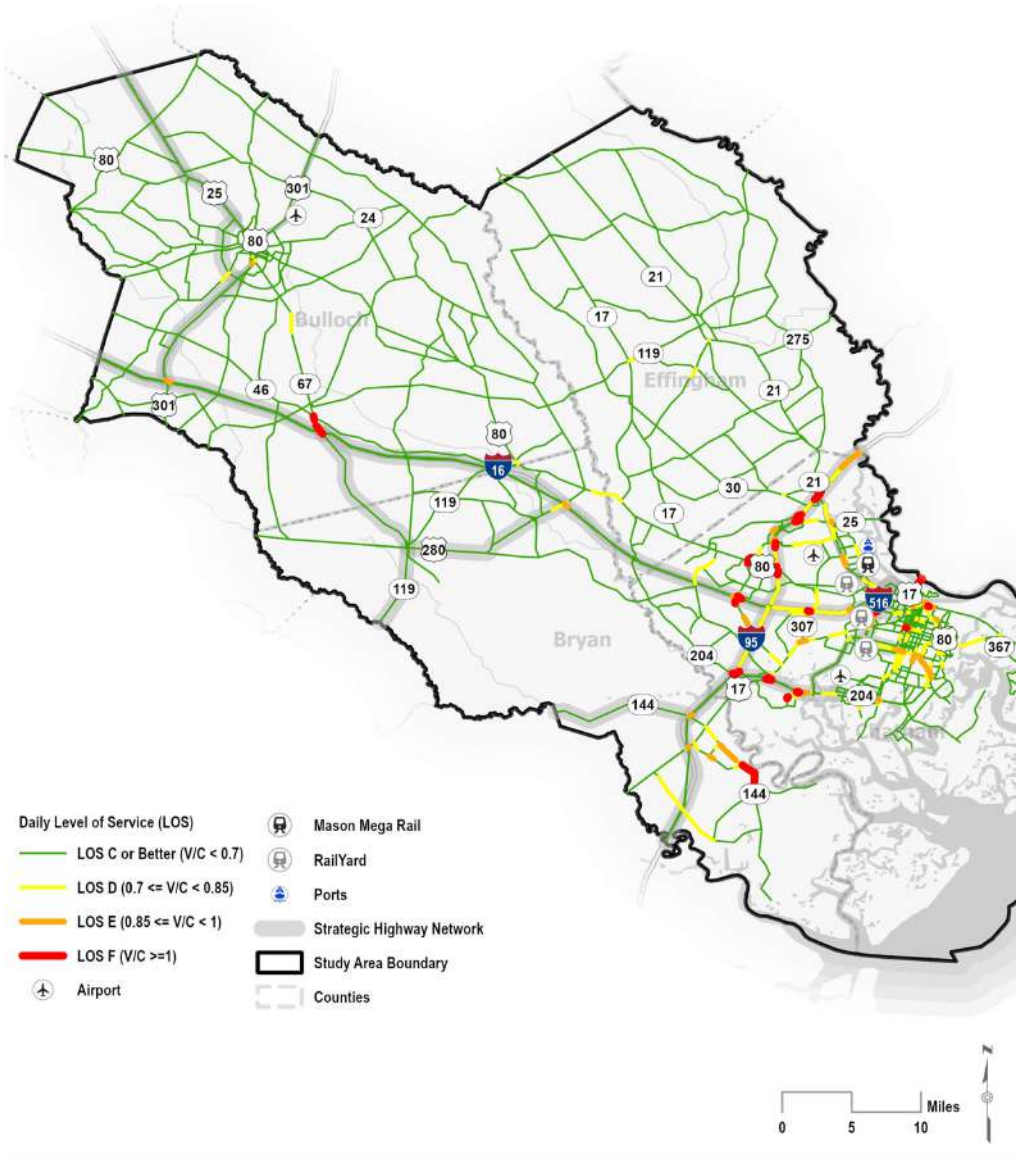
Distribution

**Food and
agriculture**



Note: Data as of WSP update on Oct 27th 2022; Lines indicate annual freight flows over 300K units

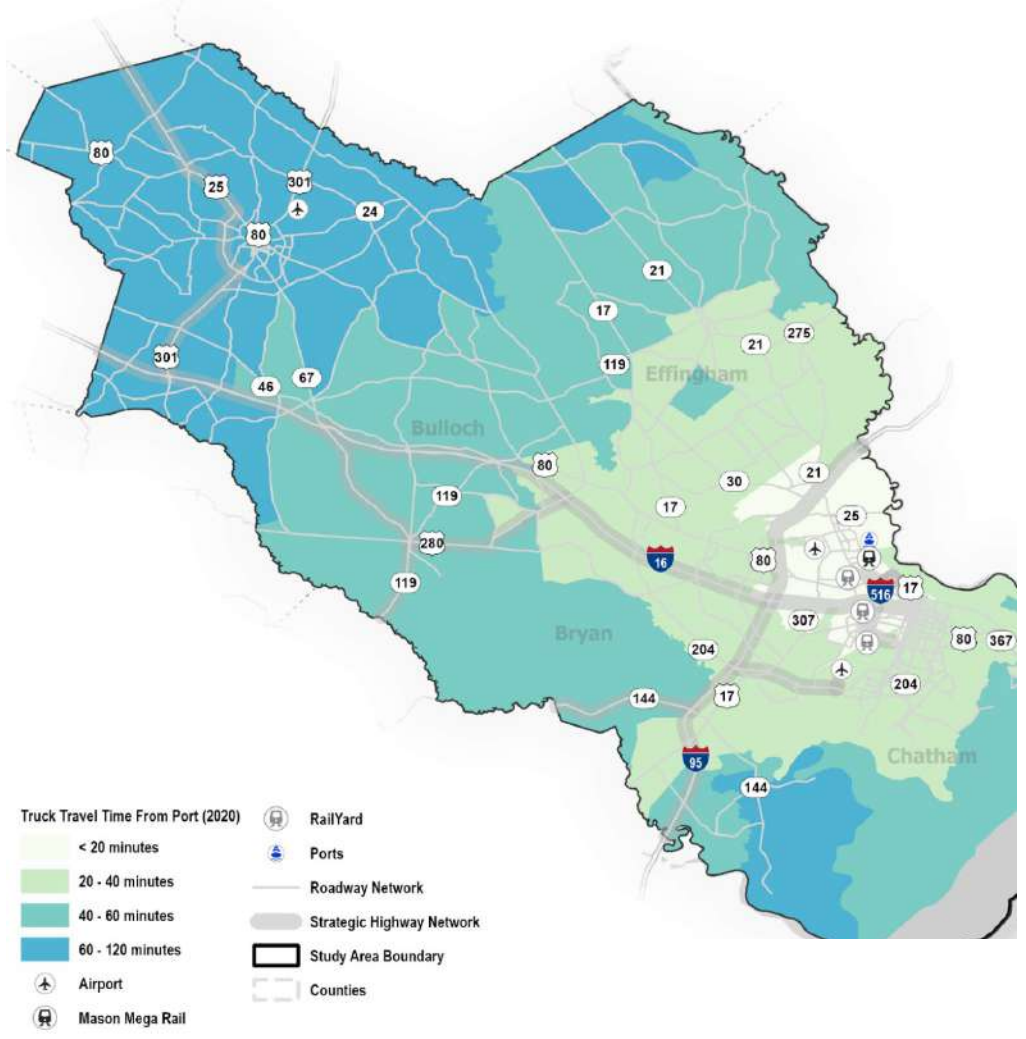
Coastal Empire Study 2020-2050 ~ \$1.4B Plus



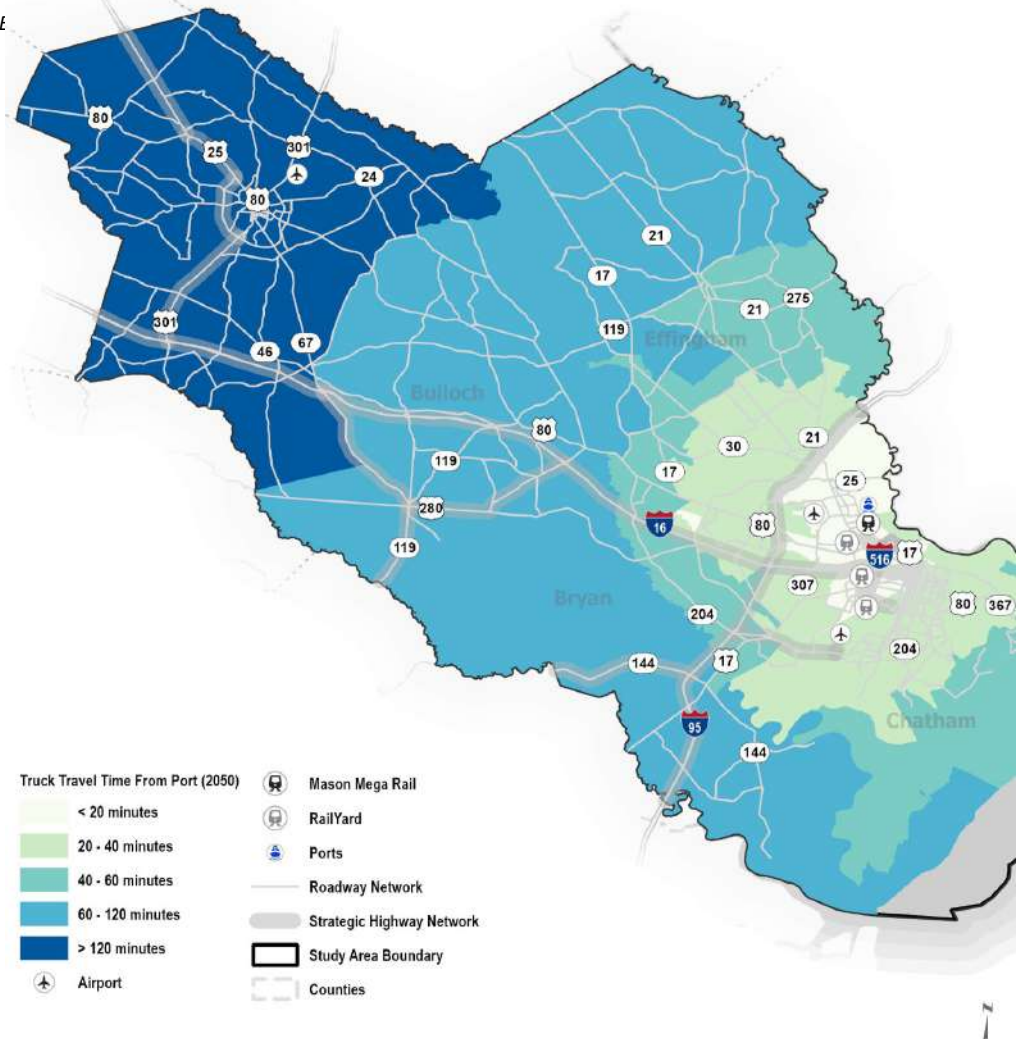
Travel Time (2020 vs. 2050)

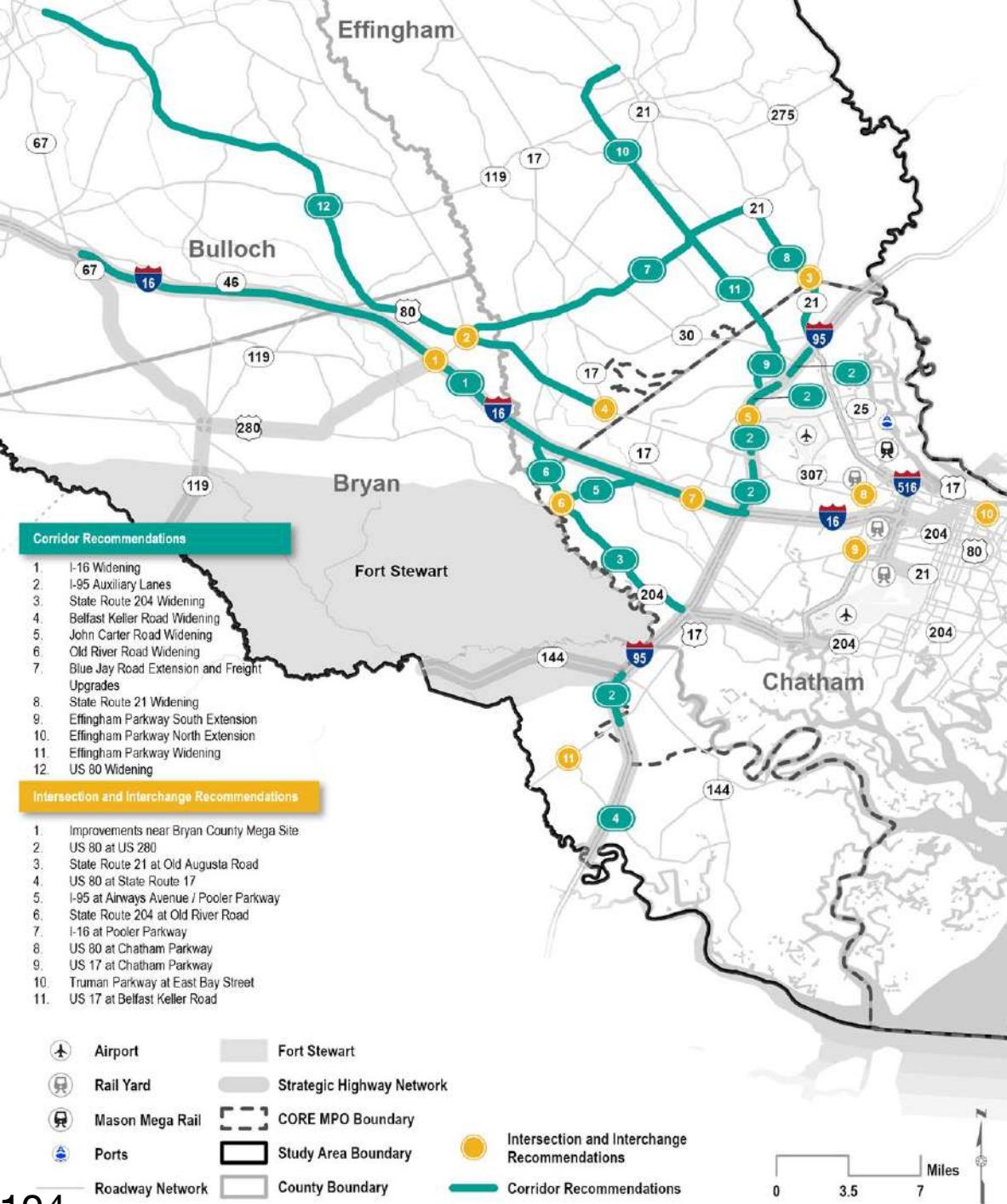
Under no build conditions, in 2050

- <5% of available industrial space would be within a 20-minute drive from the Port.
- **40%** of the available industrial space would be a **1+ hour drive** from the Port.

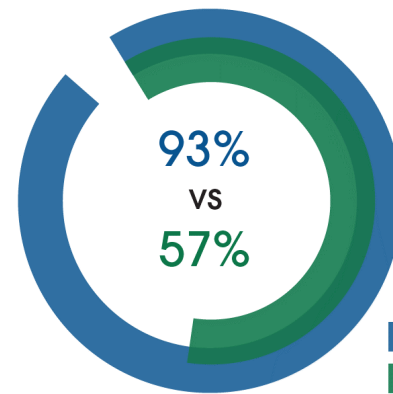


Source: CORL





With proposed improvements by 2050...



36% more industrial space is within a 1-hour drive from the Port.

- with proposed improvements
- without proposed improvements



58% reduction in vehicle hours of delay for the region.

Total Proposed Investment: **\$1.4B Plus**

**Based on planning-level cost estimates in 2022 dollars.*

Annual Funds for New Projects

Total planning level cost estimates from all Freight Plan recommendations (projects and pipeline), including NHFP: **approximately \$90B**

GDOT: \$81B

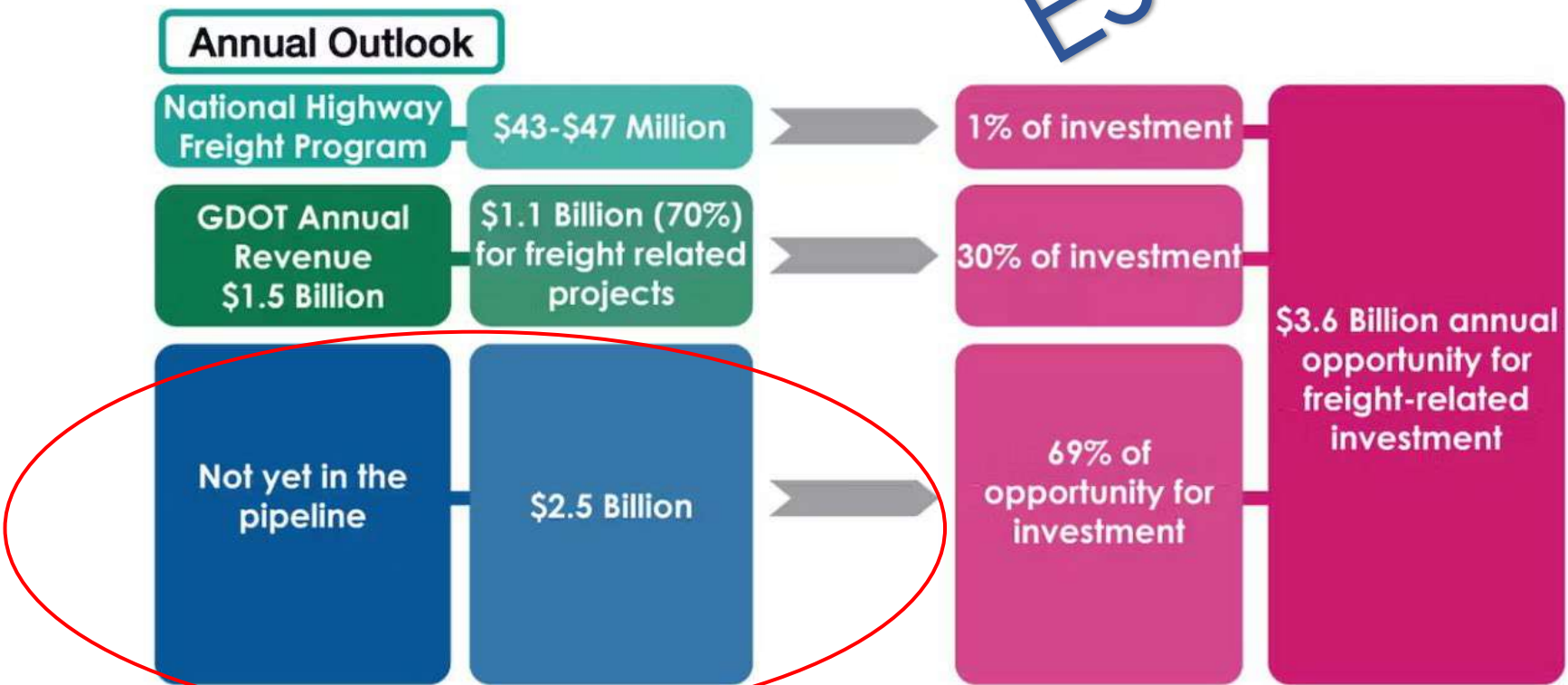
Other Entities: \$9B (e.g. railroads, air cargo, private truck parking)

Out of estimated \$81B under **GDOT:**

Already in pipeline: \$26B

Additional not yet in pipeline: \$55B

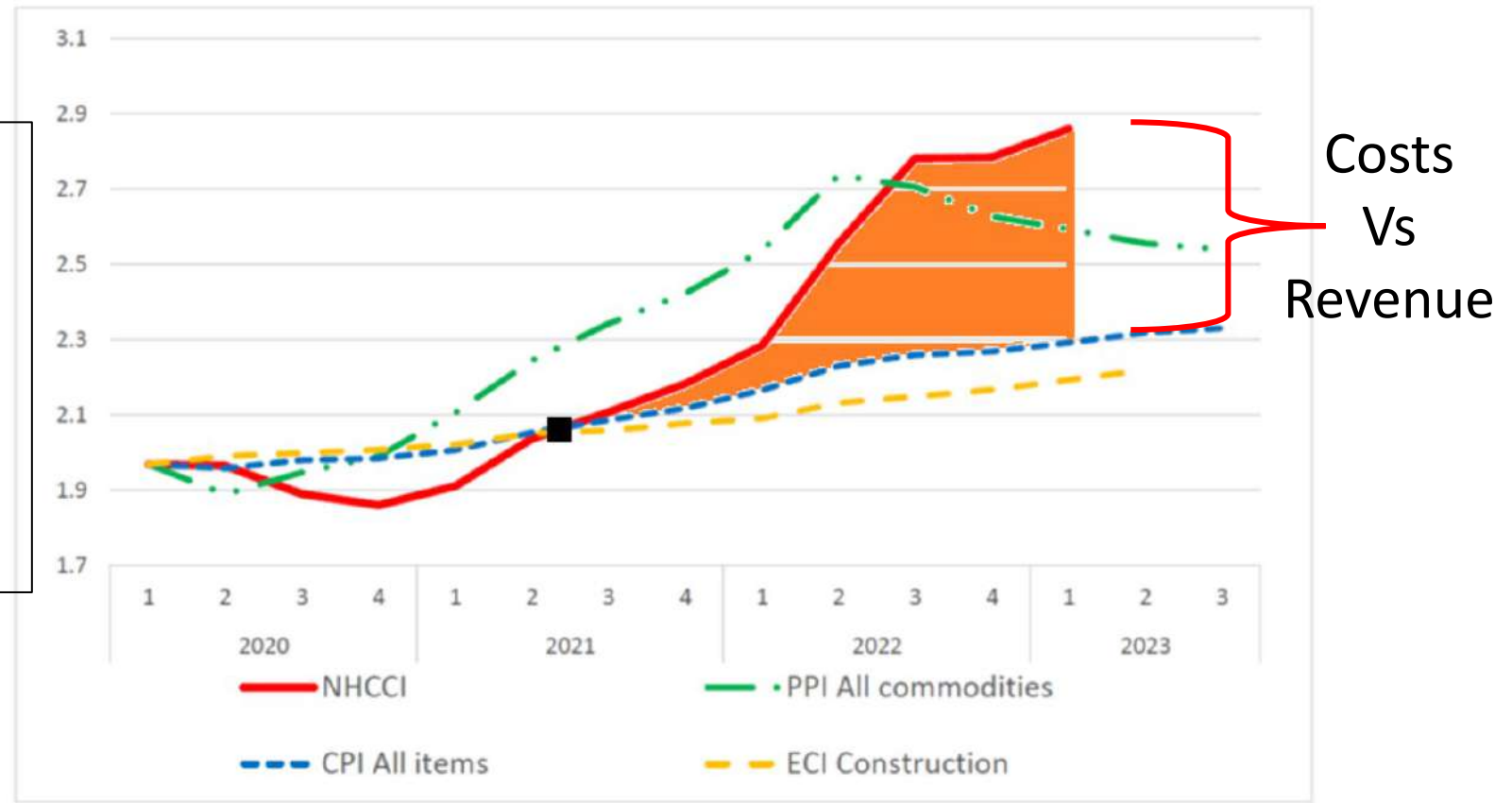
ESTIMATED



Acknowledging Realities

**Project Bid Information
(Dec 20 to Oct 23)**

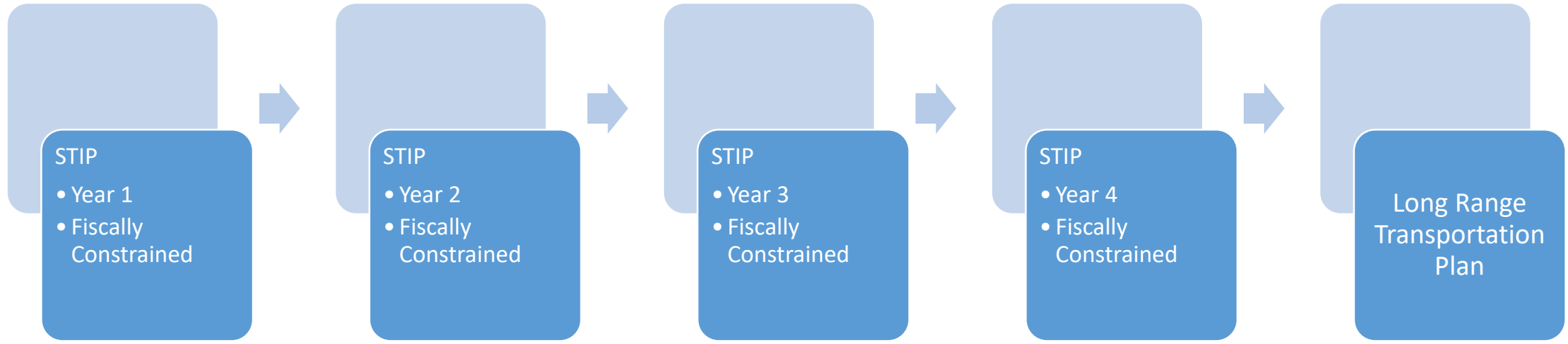
- Resurfacing: + 80%
- Bridge only + 61%
- Roundabouts + 114%
- Widening + 118%



Source: FHWA and BLS Data
Figure 1. Comparison of NHCCI with PPI, CPI, and ECI (rebased to NHCCI 2020 Q1).

Acknowledging Realities

Statewide Transportation Improvement Program (STIP)



Project Cost Estimate Increases
4 year Fiscally Constrained Plan



Projects Shift
out of STIP

#1 State to Do Business: Staying on Top

State	Per Capita	Annual Budget	Budget Surplus to State DOT
GA	\$469	\$4.1B	
FL	\$658	\$10.2B	\$4B (+\$3B next FY)
TN	\$425	\$2.4B	\$3.3B
VA	\$650	\$8.1B	\$6.3B
MS	\$593	\$1.2B	\$0.62B





**“The future is not something we enter.
The future is something we create.”**

—Leonard I. Sweet



STATE TRANSPORTATION BOARD

DECEMBER 2023 COMMITTEE MEETINGS

December 13, 2023