File #: 2016-0748, **File Type:** Motion / Motion Response **Agenda Number:** 35.

EXECUTIVE MANAGEMENT COMMITTEE
OCTOBER 20, 2016

SUBJECT: FEDERAL FREIGHT FUNDING PROGRAM UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on **Federal Freight Funding Program Update.**

ISSUE

At the August 25, 2016 Metro Board meeting, the Board unanimously approved Motion #52 by Directors Garcetti, Knabe, Antonovich, Solis, Dubois and Fasana (**Attachment A**) that directed the CEO to provide an update on federal freight funding opportunities at the October Metro Board of Directors meeting, including efforts made for the first year of the federal FASTLANE grant competition, lessons learned and strategies to secure future FASTLANE funding, and the creation of a Freight Corridor Implementation Working Group (Working Group).

Background

The Fixing America's Surface Transportation Act (FAST Act), a five-year transportation authorization bill funded at $305 billion and signed into law on December 4, 2015, established the Nationally Significant Freight and Highway Projects (NSFHP) program to provide federal financial assistance to projects of national or regional significance. This grant program, also known as the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant program, was authorized at $4.5 billion for fiscal years (FY) 2016 through 2020, with $800 million for FY 16 to be awarded by the Secretary of Transportation and vetted by Congress.

On March 2, 2016 a Notice of Funding Opportunity (NOFO) was published by the Office of the Secretary of Transportation that provided information to solicit applications for FY 16 FASTLANE grants. The NOFO provided eligibility criteria for agencies and projects as well as application requirements. The deadline for grant applications to be submitted was April 14, 2016, providing approximately six weeks for agencies to submit their application(s).

Metro as lead sponsor submitted its maximum of three projects to be considered for a total of $68.8 million in FASTLANE grants. The projects selected for consideration were as follows:

- State Route 71 Freeway Conversion Project (SR 71 Project)
- I-110/I-405 Interchange Improvements Project (110/405 Project)
- Freight Advanced Traveler Information System (FRATIS) project, developed in partnership with the Gateway Cities Council of Governments (GCCOG)

Metro also worked with the California Department of Transportation (Caltrans) to submit an additional application for the Rosecrans/Marquardt Grade Separation Project as one of Caltrans' three FASTLANE project submissions.

In addition to these projects, other agencies in Los Angeles County submitted projects for FASTLANE grants, including the following:

Alameda Corridor-East Construction Authority (ACE)
- Montebello Boulevard Grade Separation
- Durfee Avenue Grade Separation

Cities of Diamond Bar and Industry
- 57/60 Confluence Project

Port of Long Beach
- Middle Harbor Upgrades and Expansion
- Terminal Island Wye Track and Realignment

Port of Los Angeles
- On-Dock Rail Improvements

Overall, the United States Department of Transportation (USDOT) received 212 applications submitted for a total of $9.8 billion for the FY 16 FASTLANE cycle.

On July 6, 2016, USDOT Secretary Anthony R. Foxx submitted a letter to House Transportation and Infrastructure Committee Chairman Bill Shuster (**Attachment B**), Senate Environment and Public Works Chairman Jim Inhofe, and ranking members Congressman Peter DeFazio and Senator Barbara Boxer, respectively, informing them of the 18 projects that would be awarded a total of $759.2 million in FASTLANE grants for FY 16 (**Attachment C**).

Metro's three projects were not selected for a FASTLANE grant for FY 16, nor was any other project in Los Angeles County or in the six-county Southern California Association of Governments (SCAG) region, despite the presence of nationally significant and major freight infrastructure facilities such as:

- The Ports of Los Angeles and Long Beach, which combined constitute the 9th largest port in the world for container traffic and handle 40% of the nation's container traffic
- Major highways like I-710, I-5 and SR-60 that are congested by thousands of trucks a day in support of the movement of freight nationally and regionally
- Two major Class I freight railroad operators moving containers to and from the rest of

the country

The only project selected in California was the State Route 11/Otay Mesa East Port of Entry Project located in San Diego County which received $49.3 million, constituting only 6.5% of the FASTLANE grant funding available for FY 16.

California-particularly Los Angeles County-plays a primary role as the international trade gateway moving goods throughout the country. California's gross state product of $2.46 trillion makes it the world's sixth largest economy following the United States as a whole, China, Japan, Germany, and the United Kingdom.

Los Angeles County's population of 10.2 million would make it the country's eighth largest state (approximately), after Ohio and before Georgia, with a gross county product of $670 billion that would make it the world's 20th largest economy on its own.

Consequently, the outcome for the FY 16 FASTLANE grant cycle has caused concern among local, state, and federal officials. On July 13, 2016, a letter signed by 16 members of Congress raising concerns with the lack of FY 16 FASTLANE grant funding being awarded to the Los Angeles County region was submitted by Congressmember Janice Hahn to Secretary Foxx (**Attachment D**).

In response to the results of the FY 16 FASTLANE grant, and to assist Metro in preparation for competing for federal funding during the remaining four years of the FASTLANE program, Metro Board Directors Garcetti, Knabe, Antonovich, Solis, Dubois and Fasana submitted Motion #52 in August 2016.

DISCUSSION

Motion #52 called for several tasks to be completed, as detailed in Sections A through E (Attachment A). Metro's staff response is as follows:

A. Review MTA's process for selecting the three projects presented for the first year of FASTLANE grants, including the list of projects and selection process.

Metro staff reviewed the different elements of the FASTLANE program to determine which projects would be most competitive to submit for consideration. The review determined the following:

- Pursuant to the FASTLANE program, up to $500 million of the $4.5 billion may be used for freight rail, ports, or other freight intermodal projects that make significant improvements to freight movement on the National Highway Freight Network. Only the non-highway portion(s) of multimodal projects count toward the $500 million maximum. With the exception of the Interstate 710 Freight Corridor project, there are no eligible projects that would match this element.
- Grade crossing and grade separation projects do not count toward the $500 million maximum for freight rail, port and intermodal projects.
- FASTLANE earmarks at least 25% of funding (e.g. $190 million in FY 16) for projects located in rural areas.

- FASTLANE authorizes funding for Intelligent Transportation Systems (ITS) programs that conduct research to advance transportation safety, mobility and environmental sustainability through electronic and information technology applications.
- One of the key requirements in the NOFO is Project Readiness. Projects are required to demonstrate the ability to begin construction **within 18 months** of obligating FASTLANE funding. For the FY 16 FASTLANE cycle, the expected obligation deadline is September 30, 2019.

Future cycles of FASTLANE are expected to follow the same approximate process, thus creating a reasonable guide for project eligibility for upcoming cycles.

FASTLANE Grant Deadlines* for Start of Project Construction

FASTLANE APPLICATION CYCLE BY FISCAL YEAR	REQUIRED CONSTRUCTION START DATE*
2016	September 2019
2017	September 2020
2018	September 2021
2019	September 2022
2020	September 2023

**Extrapolated dates based on FY16 FASTLANE grant deadline to begin construction.*

This sharp focus on projects being “shelf ready” eliminated several projects for consideration for submittal, particularly on major freight corridors I-710, I-5 and I-605 that would not have been ready to go to construction by the FY 16 FASTLANE deadline.

SELECTION PROCESS

Based on the parameters defined in the FASTLANE grant NOFO guidelines, Metro staff found it difficult to identify highly competitive projects for FY 16. However, to seize the opportunity, staff decided to select the projects that could reasonably demonstrate eligibility and be submitted for consideration.

A rigorous two-step screening and selection process was used to identify candidate projects for the FY16 FASTLANE grant funding cycle. The **first step** in the process involved reviewing and compiling a preliminary list of eligible projects, with particular importance attached to existing facilities with the following challenges:

- Constrained roadway geometrics
- High average daily traffic (ADT) and truck volumes
- Levels of Service (LOS) reported to be E (or worse) on designated freight corridors

Emphasis was placed on identifying projects that would do the following:

- Improve mobility
- Facilitate goods movement
- Correct deficient roadway geometrics
- Eliminate bottlenecks
- Enhance truck movement and access.

In addition, non-traditional operational improvement projects that apply new and innovative technologies to support and optimize freight/goods movement, and improve the overall efficiency of the freeway system were also identified.

The **second step** in the selection process involved screening and evaluating the preliminary list of projects against the FASTLANE goals and grant requirements (e.g. review of project schedules, funding, etc.) to develop a final list of candidate projects for submission.

The inventory of highway projects conducted during the screening and selection process for the FASTLANE grant revealed that a number of potentially qualified projects were either delayed in the environmental phase of the project development process, lacked project funding or simply were not project ready. For example, the Interstate 710 Freight Corridor (I-710 South) project, one of our most competitive project corridors based on project impact, **has been in the environmental process since 2008** and will not be cleared until 2018, with a potential construction start date well beyond the September 2019 deadline. Completion of this regionally significant project will also be contingent on funding which has not yet been secured.

Other highway projects considered were also precluded from consideration due to similar circumstances, such as a major funding shortfall or an extended or too nascent environmental process driving a potential construction start date beyond the FY 16 FASTLANE requirement.

After deliberation, staff selected the following projects to be submitted by Metro for the FY16 FASTLANE grant cycle. A brief narrative and other information about the projects considered but not selected for the FY 16 FASTLANE grant cycle funding are included in Attachments A and B.

- **Interstate 110/405 Interchange Improvements Project -** an operational improvement on I-110 that includes construction of an auxiliary lane and other improvements on southbound I-110 at the I-405 interchange.
    - Total Project Cost $ 45,200,000
    - Funds Available $ 18,800,000
    - FASTLANE Grant Request $ 15,000,000

  Justification for eligibility of this project: I-110 is a direct access route to the Port of Los Angeles.

- **State Route 71 Mission Boulevard to SR 60 Conversion Project -** an upgrade of the existing 4-lane expressway to an 8-lane, grade-separated freeway by adding mixed flow lanes

and High Occupancy Vehicle (HOV) lanes and closing off at-grade intersections on the facility.

- Total Project Cost $ 181,500,000
- Funds Available $ 0
- FASTLANE Grant Request $ 40,000,000

Justification for eligibility of this project: Helps eliminate the bottleneck at the SR 71/SR 60 interchange and provides an important link between two major east-west freight corridors (SR 60 and I-10).

- **Freight Advanced Traveler Information System (FRATIS) Project -** applies advanced transportation technologies to optimize truck and terminal operations between the San Pedro Bay Ports and helps improve overall freeway system performance.

  - Total Project Cost $ 23,000,000
  - Funds Available $ 9,200,000
  - FASTLANE Grant Request $ 13,800,000

  Justification for eligibility of this project: The innovative technology used to optimize freight operations would improve the overall freeway system performance and add capacity.

B. Present on lessons learned from the first FASTLANE grant cycle, outlook for the future FASTLANE grant cycles, and strategies for better positioning MTA to secure funding from future FASTLANE cycles.

Lessons learned from FY 16 and strategies for future FASTLANE grant cycles

State DOTs were very successful as lead applicants

FASTLANE allowed a broad spectrum of eligible applicants to submit grant applications, including local governments and political subdivisions of a state or local government in addition to port authorities and state Departments of Transportation. Each eligible applicant was allowed three applications as the lead applicant.

Despite this expanded opportunity for local government agencies to compete for FASTLANE funding, only two were successful in securing a grant - the cities of Seattle and Tukwila in Washington State. The remaining 16 FASTLANE grants were awarded to applications submitted by a state Department of Transportation (DOT) or a Port Authority.

Eleven large projects and seven small projects received a FASTLANE grant. Of these projects, state DOTs submitted successful grant applications for eight large projects and four small projects, for a total of 12 of the 18 FASTLANE grant awards. Port Authorities submitted four successful applications.

Strategy: In future FASTLANE grant cycles, Metro should consider seeking support from Caltrans to serve as lead applicant for at least one of our projects, especially one that is highly competitive and

seeks a large award.

Stand-alone Grade Separation projects were not as successful as expected

Grade Separation projects overall were minimally successful in the FY 16 FASTLANE cycle. Of the 18 projects selected, only two stand-alone grade separation projects (both in Washington State) were selected for funding, for a total of $50 million (6.6% of total funding available) combined. Another project in Oklahoma with a grade separation feature was also selected for funding.

Three grade separation projects in Los Angeles County - two submitted by ACE and one by Caltrans for the Rosecrans/Marquardt Project - were unsuccessful in this FASTLANE round. Metro submitted the Rosecrans/Marquardt Project for a USDOT Transportation Investment Generating Economic Recovery (TIGER) grant as well, and subsequently secured a $15 million TIGER grant for this vital safety and capacity project in the Gateway Cities subregion.

Grade separations have enjoyed success in previous federal authorization bills, given their role in improving highway safety and mobility more so than providing enhanced capacity for freight railroad activity. While other factors, including geographical diversity, may have played more significant roles in final project selection, understanding USDOT project priorities up front could be helpful.

Strategy: In future FASTLANE grant cycles, Metro should consider incorporating grade separation and bridge replacement/repair projects into larger corridor projects wherever possible and practical instead of submitting projects as stand-alone grade separations to provide for a stronger application.

Rural Projects Were More Successful than Expected

The FAST Act included direction that at least 25% of each fiscal year's FASTLANE grants be set aside for projects - whether large or small - located in rural areas, defined as an area outside of a U.S. Census Bureau designated urbanized area with a population over 200,000. [23 U.S.C. 117(i)].

For the FY 16 cycle of FASTLANE grants, $268.5 million was allocated to eight rural projects - constituting over 35% of funding available, well above the 25% minimum.

Los Angeles County did not submit a project that qualified as rural, primarily because nearly all of Los Angeles County is located in what is considered an "urbanized area". However, certain portions of unincorporated North Los Angeles County outside the city limits of Lancaster, Palmdale, and Santa Clarita are considered rural according to FASTLANE rules and could yield a project that could compete for funding from this portion of the FASTLANE program, which could be as much as $1.5 billion of the $4.5 billion available over its five-year span, that would otherwise go to the rest of the country.

Strategy: Metro should consider working with Caltrans District 7 and Los Angeles County to develop an eligible rural project to compete for a FASTLANE grant in future fiscal year cycles. To provide maximum flexibility for Metro, this discussion should determine whether such a project should be submitted by Metro or Los Angeles County as the lead applicant.

Multimodal Projects Performed Well

FASTLANE provides up to $500 million total over the life of the grant program (FY 16 to FY 20) for non-highway portions of multimodal projects to be used for freight rail, port, or other freight intermodal projects that make significant improvements to freight movement on the National Highway Freight Network. This provision requires that these portions funded by FASTLANE must provide public benefit.

Seven of the 18 projects selected for a FASTLANE grant included a multimodal element that qualified for this funding, including the Atlantic Gateway project in Virginia which received the largest award ($165.0 million) overall and had a $45.0 million non-highway multimodal component.

Strategy: Metro should consider working with Union Pacific, BNSF, the Port of Los Angeles and the Port of Long Beach to determine if there are opportunities to combine project elements into a multimodal project that would be deemed more competitive for a FASTLANE grant and access the remaining $326.5 million (65.3%) of the $500.0 million capacity for these types of project elements.

Large Projects received 90% of FASTLANE funding, as anticipated

FASTLANE provides guidance that grants will be divided into large and small projects, with specific requirements for determining under which category a project will fall. Regardless of project size, FASTLANE grants may not exceed 60% of future eligible project costs.

Of great importance is that under FASTLANE, 90% of funding ($4.05 billion over five years) is made available for Large Projects, with 10% set aside for Small Projects. The definition for Small and Large Projects, how they fared in the FY 16 FASTLANE cycle, and how Metro's projects were categorized is found in the following chart:

FASTLANE Grants: Project Size Categories		
Project Size	**Small**	**Large**
Minimum Grant Award	$5 million	$25 million
Project Cost	Under $100 million	$100 million or more
Portion of FASTLANE funding cycle available	10%	90%
Overall Amount Awarded in F	$75.92 million (10%)	$683.28 million (90%)
Number of Projects Awarded Funding	7	11
Average Project Award	$7.59 million	$62.12 million
Urban Projects	3 of 7 (42.9%)	7 of 11 (63.6%)
Rural Projects	4 of 7 (57.1%)	4 of 11 (36.4%)
Metro FASTLANE Grant Applications	**Small**	**Large**

FRATIS	$23.0 million Project Cost $13.8 million Request	
110/405	$45.2 million Project Cost $15.0 million Request	
SR 71		$181.5 million Project Cost $40.0 million Request

$100 million cost threshold applies to California projects per the FASTLANE Notice of Funding Opportunity (pp. 9-10, Attachment B)

Of the three grants Metro submitted for FASTLANE awards in FY 16, two of the grant applications (FRATIS and 110/405) were considered Small Projects and competed against other Small Projects nationally, while only the SR 71 Project was eligible for a Large Project FASTLANE grant award.

Strategy: Metro should consider submitting at least two Large Projects per FASTLANE cycle, leaving the third project open for a Small Project (like FRATIS), in order to have the best opportunity to access the 90% of funding available for Large Projects.

Outlook for future FASTLANE grant cycles

The remaining four years of FASTLANE grants (FY 17-20) will provide up to $3.7 billion in funding for which Metro will have an opportunity to compete. Given the requirements for project readiness for construction within 18 months of obligation of a FASTLANE grant, some of Metro's larger freight-focused highway projects-such as I-5 South and I-710 South-were not yet ready for submission for the FY 16 FASTLANE cycle.

With each year that passes, more of Metro's projects, especially the larger ones under environmental review, will become eligible to submit for a FASTLANE grant. Additionally, creating early action elements for these larger projects could provide opportunities to obtain FASTLANE funding for larger projects before the entire project can be cleared environmentally.

Metro staff has reviewed the list of current highway projects that would be considered eligible for future FASTLANE cycles and has identified several - including early action projects - that could contend for a future FASTLANE grant award (**Attachment F**). Staff will continue to seek opportunities to expand this list of projects for future freight funding opportunities.

FAST Act National Highway Freight Program formula funds - California

In addition to the FASTLANE grant program, the FAST Act also authorized the National Highway Freight Program (NHFP) which allocates funding to each state by formula. These funds are designed to improve the condition of and performance of the National Highway Freight Network.

California will receive up to $582.36 million with an allocation provided each federal FY, according to the legislation.

California's Share of NHFP Formula Funds					
FY 16	FY 17	FY 18	FY 19	FY 20	**TOTAL**
$106.3 M	$101.7 M	$110.9 M	$124.8 M	$138.7 M	**$582.4 M**

To date these funds have not yet been distributed, as the process by which they will be allocated within the state has been a focus of discussion and legislation in Sacramento over the past year.

Metro has a strong interest in securing these funds for goods movement projects within the region. Of particular interest for Metro's FASTLANE strategy is the potential for these funds to be used as matching funds for FASTLANE grant applications, thus creating additional opportunities to provide a financial strategy to support future FASTLANE grant applications.

On September 28, 2016 Governor Brown vetoed AB 2170 (Frazier) that sought to allocate these funds through the Trade Corridor Improvement Fund (TCIF) process administered by the California Transportation Commission (CTC). The Governor's veto message provided direction to the California State Transportation Agency to work with the CTC and the author to ensure these funds are allocated to high-priority trade projects as soon as practicable.

Metro will continue to develop a strategy to access these funds in support of the region's goods movement priorities and in accordance with the process laid out by the state.

C. Establish a Freight Corridor Implementation Working Group which includes representatives from the following:

1. MTA Deputy Executive Officer for Goods Movement
2. Representatives from the Gateway Cities Council of Governments
3. The I-5 Joint Powers Authority
4. Caltrans District 7
5. Southern California Association of Governments (SCAG)
6. Alameda Corridor-East Construction Authority (ACE)
7. Alameda Corridor Transportation Authority (ACTA)
8. Port of Long Beach & Port of Los Angeles

On September 13, 2016, Metro CEO Phil Washington sent a letter to the leadership of each of the agencies identified in Section B to request a high-level representative be selected and confirmed by September 23, 2016 for the Working Group.

Each agency responded by the deadline and provided its representatives **(Attachment F)**.

Following the identification of a representative from each stakeholder agency, Metro set up the Working Group's first meeting on October 13, 2016.

D. Activation of "charter" for the Working Group, including but not limited to, the following:

1. Development of early action implementation projects with advanced environmental planning in place
2. Identification of actions to accelerate and expedite the Early Action Projects which shall include Public Private Partnership (P3) opportunities and strategy
3. Preparation of a strategic action program targeted to access the maximum amount of federal freight formula funds apportioned by FHWA to the state, including proposed criteria for the State to use in a project selection process, i.e., Trade Corridor Improvement Fund (TCIF)

At the first meeting of the Working Group the "charter" will be discussed, with the outcome of the discussion presented by oral report to the Metro Board in October.

E. A comprehensive review of federal advocacy in support of Metro's FASTLANE grant applications, including an assessment of our communications, outreach, and strategies employed to secure these grant funds.

Summary:

The Los Angeles County Metropolitan Transportation Authority's (Metro) Federal Affairs Team strategically advocates for all of Metro's federal grant applications by seeking support through the key steps of educating our congressional delegation, relevant congressional committee members, officials at the White House and USDOT, and by building a coalition of stakeholders to express support for the projects submitted for funding opportunities. As a result of Metro's strategic efforts with respect to federal grants over the last several years, our agency has had the most successful track record in the nation with respect to securing federal transportation grants.

With respect to the USDOT's FY 16 FASTLANE grants cited in Motion #52, Metro's Federal Affairs staff coordinated with Metro's Planning Department staff to identify key aspects of the project applications that include cost, financing, scope, project partners, goals, and project justification/benefits. This information was used to develop suggested draft support letters and to create easy to understand fact sheets for each grant application. These fact sheets and draft support letters assisted Metro's staff in explaining the projects and to garner support from elected officials and stakeholders. Once all materials were developed for each project application, Metro's team reached out to request support letters from the congressional members that represent the projects within their congressional district as well as California's two U.S. senators which represent all projects that Metro submits for federal funding.

Actions:

Congressional Outreach - Metro's staff used a combination of meeting with both District and Washington, DC offices to inform our congressional delegation of the projects that we had applied for under the FASTLANE Grant program and to request letters of support for each of the projects. The fact sheets and suggested draft support letters were provided to each office and Metro staff followed up to answer any supplemental questions those offices had on the projects. Metro received letters of support from U.S. Senator Dianne Feinstein, Congresswoman Maxine Waters, Congresswoman Hahn, and Congresswoman Torres - all members who represent areas that would be favorably impacted by our FASTLANE projects. Lastly, Metro staff met and advocated for our projects with key

staff on the relevant congressional committees that worked to create the FASTLANE program within the FAST Act - specifically, the U.S. Senate's Environment and Public Works Committee and the U.S. House Transportation and Infrastructure Committee.

White House and U.S. Department of Transportation - Metro staff met with the White House Intergovernmental Affairs Office, Office of Management and Budget and with U.S. Transportation Secretary Anthony Foxx to advocate for Metro's FASTLANE projects and answer any and all questions related to our grant requests. In addition, Metro staff communicated support letters we received from our congressional delegation and stakeholders to key staffers within the Obama Administration.

Stakeholder Outreach - Metro's staff worked with a wide range of stakeholders to build awareness within Congress of the need to improve the movement of freight in and across Southern California. In addition, Metro coordinated with the Coalition of America's Gateways and Trade Corridors in Washington, DC to advocate for our specific grant applications as well as to advocate for the USDOT to select projects with the strongest performance measures that would have the greatest impact for the funding being awarded.

Conclusion:

Through the strategic approach of advocating for Metro's FASTLANE projects before Congress, the Administration, and with local, regional and national stakeholders, Metro developed a base of support for Metro's FASTLANE applications. While we were not successful in winning an award this year, we look forward to developing an advocacy strategy for the next round of FASTLANE grants in order to be successful in future years.

Similar to the FASTLANE grant program, Metro has not won TIGER Grant awards every year the program has been offered, but by employing proven, coordinated advocacy strategies, Metro has won five out of the eight rounds of TIGER Grant funding as well as securing the largest TIGER Grants awarded in California for the past three years in a row. We have employed similar advocacy strategies with respect to our New Starts grants, which has resulted in our agency securing nearly five times our historical annual share of New Starts funds ($300 million annually).

F. Presentation of an interim report and recommendations by the working group to the October MTA Board meeting of the Board of Directors.

As the first meeting of the Working Group was scheduled for October 13, 2016 this report will be provided under separate cover to the Board.

DETERMINATION OF SAFETY IMPACT

No impact to safety exists as a result of this report. Success in acquiring federal funding for freight movement projects in Los Angeles County will provide opportunities to improve the safety of the highway and rail system in Los Angeles County.

ALTERNATIVES CONSIDERED

Alternatives for FASTLANE strategies will be developed within the Working Group and in consultation with various Metro departments to secure as much funding as possible with every freight funding opportunity that becomes available.

NEXT STEPS

With receipt of this report by the Board, staff will continue to develop recommendations through the Working Group and prepare for securing funding from the FASTLANE federal freight grant program, the Freight Formula funds allocated to California, and additional funds wherever possible to implement the recommendations of the Working Group.

ATTACHMENTS

Attachment A - August 25, 2016 Motion #52 (File #2016-0487)
Attachment B - July 1, 2016 Letter from USDOT Secretary Foxx to Chairman Shuster
Attachment C - US DOT Proposed FY 2016 FASTLANE Project Awards
Attachment D - Letter from Federal Delegation to USDOT Secretary Foxx
Attachment E - Future FASTLANE Grant Candidate Project Information
Attachment F - Metro Freight Corridor Implementation Working Group Roster

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Phillip A. Washington
Chief Executive Officer

File #:2016-0632, **File Type:**Motion / Motion Response

Agenda Number:52.

EXECUTIVE MANAGEMENT COMMITTEE
AUGUST 18, 2016

Motion by:

MOTION BY GARCETTI, KNABE, ANTONOVICH, SOLIS, DUBOIS & FASANA

August 18, 2016

Federal Freight Funding Program Update

In December 2015, Congress passed a multi-year surface transportation-funding bill known as the Fixing America's Surface Transportation Act (FAST Act).

The FAST Act contains provision, National Highway Freight Program (NHFP) which provides funds to support freight related projects.

The funds are both apportioned a formula basis to the states and distributed on competitive basis under provisions of the FASTLANE program.

This year, eighteen projects were selected nationwide to receive $760 million in total FASTLANE grant dollars.

Of the twenty-four projects that California submitted to USDOT for funding, nine of which were located in Los Angeles County, only one project received FASTLANE grant money-SR 11 Enrico Fermin to Otay Mesa East Point of Entry Improvement Project in San Diego, a project that promotes faster border crossing by commercial trucks at the U.S.- Mexico border.

The six-county area that stretches from Ventura to Imperial Counties and include Los Angeles, Riverside, Orange and San Bernardino Counties did not receive a single funded project.

Yet, the Ports of Los Angeles and Long Beach make up close to 40% of the nation's freight movement at approximately $400 billion dollars a year and the volume of goods is expected to more than double over the next thirty years.

Being that the FAST Act authorized the FASTLANE Program for $4.5 billion dollars through 2020 with competitive years for projects each year, it is incumbent upon this Board to approach these grant

opportunities with the utmost urgency in planning and strategy to allow us to reduce congestion and pollution and move freight more efficiently through the region.

Over the authorization period of the FAST Act the Federal Highway Administration (FHWA) is anticipated to apportion to the State of California over $500 million of freight formula related funds.

In response to provisions of the FAST Act the U.S. Department of Transportation has released an "Interim National Multimodal Freight Network", which includes major freight and goods movement corridors of national significance, including I-5 and the I-710 (south).

The Federal Highway Administrator recently stated: "I-5 is key to international commerce since it reaches U.S. borders with both Canada and Mexico. The interstate links some of America's largest urban areas, industrial operations, agricultural communities and freight facilities to the nation and to Pacific Rim markets, fueling the West Coast's strong economic recovery and low unemployment rate."

There is an urgent need for MTA to demonstrate a strong leadership role in accessing the maximum amount of FAST Act federal freight funds apportioned to California in order to support the implementation critical and congested national freight infrastructure projects located in the I-5 and I-710 (south), the County's freight corridors along with implementation of the innovative zero emission technology program outlined in the Metro "Pilot Project."

MOTION by Garcetti, Knabe, Antonovich, Solis, DuBois and Fasana that the Board direct the CEO on the following:

A. Review MTA's process for selecting the three projects presented for the first year of FASTLANE grants, including the list of projects and selection process.

B. Present on lessons learned from the first FASTLANE grant cycle, outlook for future FASTLANE grant cycles, and strategies for better positioning MTA to secure funding from future FASTLANE cycles.

C. Establish a freight corridor implementation working group which includes representatives from the following:

1. MTA Deputy Executive Officer for Goods Movement
2. Representatives from the Gateway Cities Council of Governments
3. The I-5 Joint Powers Authority
4. Caltrans District 7
5. Southern California Association of Governments

6. Alameda Corridor East Construction Authority ("ACE")

7. Alameda Corridor Transportation Authority ("ACTA")

8. Port of Long Beach & Port of Los Angeles

D. Activation of "charter" for the working group, including but are not limited to, the following:

1. Development of early action implementation projects with advanced environmental planning in place.

2. Identification of actions to accelerate and expedite the early action projects which shall include a Public Private Partnership ("P3") opportunities and strategy.

3. Preparation of a strategic action program targeted to access the maximum amount of federal freight formula funds apportioned by FHWA to the State, including proposed criteria for the State to use in a project selection process, e.g., Trade Corridor Improvement Program (TCIF).

E. A comprehensive review of federal advocacy in support of MTA's FASTLANE grant applications, including an assessment of our communications, outreach, and strategies employed to secure these grant funds.

F. Presentation of an interim report and recommendations by the working group to the October MTA Board meeting of Board of Directors.

THE SECRETARY OF TRANSPORTATION
WASHINGTON, DC 20590

July 1, 2016

The Honorable Bill Shuster
Chairman
Committee on Transportation and Infrastructure
U.S. House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

I am pleased to submit this notification to Congress, prepared in accordance with Section 1105 of the Fixing America's Surface Transportation (FAST) Act, with proposed Fiscal Year 2016 Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grants, authorized by the FAST Act's Nationally Significant Freight and Highway Projects program. The FAST Act requires written notification of proposed grants to the House Committee on Transportation and Infrastructure and the Senate Committee on Environment and Public Works at least 60 days before making a grant. This notification includes an evaluation and justification for each project and the amount of the proposed grant award.

I have sent a similar letter to the Ranking Member of the House Committee on Transportation and Infrastructure and to the Chairman and Ranking Member of Senate Committee on Environment and Public Works.

If I can provide further information or assistance, please feel free to call me.

Sincerely,

Anthony R. Foxx

Enclosure

FASTLANE FY 2016 Proposed Awards

Pursuant to Section 1105 of the FAST Act, the Department is providing this list of proposed awards to the authorizing committees of jurisdiction. The list must remain with the committees for 60 days before issuing the awards.

The U.S. Department of Transportation conducted a thorough and fully documented review process to choose projects that will have significant regional and national impacts by reducing congestion, expanding capacity, using innovative technology, improving safety, or moving freight more efficiently.

This list of proposed Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant awards is the culmination of a thorough technical assessment of 212 applications requesting a total of $9.8 billion, more than 10 times the available amount. Due to funding limitations, we were only able to fund a small percentage of the excellent, eligible applications.

Interstate 10 Phoenix to Tucson Improvements

Arizona Department of Transportation
Pinal County, Arizona, Rural

Proposed Grant Amount: $54,000,000

Project Justification

The Arizona Department of Transportation will be awarded $54,000,000 of a $157,500,000 project to make improvements along I-10 between Phoenix and Tucson. The corridor has three bottleneck areas where I-10 is only two lanes in each direction. Additionally, two interchanges within the corridor have substandard geometric features such as narrow lane widths and inadequate acceleration and deceleration lanes. In the summer and fall, dust storms create hazardous conditions for motorists and pose a public safety risk because they are quick-moving and hard to predict. The project will 1) Realign and widen approximately four miles of I-10 from two to three lanes in each direction near Picacho, including utility relocation, two new bridges, drainage, traffic signals, and lighting; 2) Widen approximately three miles of I-10 near milepost 196 from two to three lanes in each direction, including two bridges and construction of auxiliary lanes; and 3) Install dust storm early warning technology along I-10. The application included a fourth improvement, preliminary engineering and planning for widening I-10 from milepost 160 to milepost 187 but this is not included in the proposed award.

Project Evaluation

Between Tucson and Phoenix, I-10 carries as many as 120,000 vehicles per day and as many as 30 percent of the vehicles are trucks. The corridor averages 10,000 units (165,000 tons) of freight per day. By addressing geometric deficiencies along the corridor, including narrow ramp width, short acceleration/deceleration lengths, and insufficient design speeds, the project is expected to reduce traffic fatalities and serious injuries, generating safety outcomes. Additionally, implementation of the Intelligent Transportation System (ITS) dust storm warning system is expected to significantly reduce the frequency and severity of accidents due to dust storms. Since 2000, eight fatalities and more than 50 crashes occurred in the section of roadway slated for the dust early warning technology. The crash rate is estimated to reduce by half as a result of system construction, improving safety outcomes. By reducing delay and allowing for more efficient through speeds, the project is expected to generate time travel savings, which generates significant mobility benefits.

SR-11 Segment 2 and Southbound Connectors

California Department of Transportation and San Diego Association of Governments
San Diego County, California, Urban

Proposed Grant Amount: $49,280,000

Project Justification
The California Department of Transportation, in partnership with the San Diego Association of Governments, will be awarded $49,280,000 in funding to construct SR-11 Segment 2 and Southbound Connectors project. International trade by value has grown by 115 percent since 2003 at the Otay Mesa Port of Entry (POE). Trucks using the Otay Mesa crossing must rely on local roads to access SR-905 and points beyond. The project will construct the final segment of a new freeway (California SR-11) to the future Otay Mesa East Port of Entry, as well as southbound connectors linking SR-125 to both southbound SR-905 (which leads to the existing Otay Mesa POE) and eastbound SR-11. The total project cost is $172,200,000.

Project Evaluation
The Otay Mesa POE is the second busiest commercial border crossing on the U.S.-Mexico border by number of crossings, and the busiest commercial crossing in California. The project is expected to produce significant travel time for cars and trucks traveling across the border at the existing Otay Mesa POE and at the future Otay Mesa East POE. The project will provide substantial mobility and economic benefits to thousands of trucks and cars diverted to a more direct and efficient highway to travel across the border. The project will also expand overall cross-border capacity, reducing congestion and wait times at other San Diego area crossings, which collectively handle 100,000 vehicles and 5,500 trucks daily.

Arlington Memorial Bridge Reconstruction Project

National Park Service and District of Columbia Department of Transportation
District of Columbia, Urban

Proposed Grant Amount: $90,000,000

Project Justification
The National Park Service, jointly with the District Department of Transportation, will be awarded $90,000,000 toward Phase 1 of the reconstruction of the Arlington Memorial Bridge. The Memorial Bridge, which was originally built in 1932, has exceeded its 75-year design life and is structurally deficient, having never undergone a major rehabilitation. It is currently posted with a 10-ton load limit and buses are prohibited from crossing. Without a major overhaul, the project will be closed to vehicular traffic in 2021. Phase 1 will focus on the approach spans, which are the most in need of repairs, at a total cost of $166,000,000. Completion of Phase 1 will allow the bridge to remain open until 2030 while additional actions are taken to complete Phase 2, the reconstruction of main bascule span.

Project Evaluation
The Memorial Bridge currently carries approximately 68,000 vehicles and thousands of pedestrians and bicyclists daily across the Potomac River. As one of six Potomac bridges in the congested Washington metro area, it is a critical link in the region's transportation network. As such, extending the useful life of the bridge contributes significant mobility benefits. If the bridge were closed to vehicular traffic, it would cause approximately 15,000 hours of vehicle delay per day on the regional transportation network. The additional congestion caused by closure of the bridge is predicted to discourage more than 4,000 total

crossings of the Potomac River, reducing regional economic activity. Phase 1 of the project will forestall these negative economic outcomes for at least nine years and allow the project sponsor to pursue funding to complete Phase 2.

Port of Savannah International Multi-Modal Connector
Georgia Ports Authority
Savannah, Georgia, Urban

Proposed Grant Amount: $44,000,000

Project Justification
The Georgia Ports Authority will be awarded $44,000,000 of a $126,700,000 project to reconfigure the Port of Savannah's on-dock intermodal container transfer facilities to bring rail switching activities inside the Port. Current switching on existing rail infrastructure causes traffic backups on two state highways, and prevents all of the containers that are loaded onto railcars one day from leaving the Port that same day. The current inefficient yard arrangement is the port's largest productivity chokepoint. The project includes the following improvements: 1) building two arrival/departure tracks and extending the track east from Chatham Yard to new arrival/departure tracks; 2) rebuilding a bridge over new yard tracks, Pipemakers Canal; 3) extending Chatham Yard arrival/departure tracks into Mason Yard as working tracks as well as two additional arrival/departure tracks; 4) building two new work tracks at Mason Yard, adding high-capacity cranes, and building new storage tracks; and 5) relocating the Norfolk Southern Foundation Lead track parallel to arrival/departure tracks between Mason Yard and Chatham Yard. We estimate approximately $32,000,000 of this project will count toward the five-year $500 million limit for freight rail, port, and intermodal projects, as established in 23 U.S.C. 117(d)(2).

Project Evaluation
In 2015, the Port of Savannah handled more containers than it ever had before, reaching its forecasted 2017 levels. The project will eliminate the current bottleneck, improving the way containerized cargo is transported between the port and cities across the United States, and add enough capacity to handle the port's growth projections well into the next decade. The project will reduce the long wait times for motorists currently associated with the at-grade crossings while trains maneuver in and out of the port.

By bringing rail switching activities inside the port and away from the surrounding community and neighborhoods, the project will reduce highway collisions and related driver injuries and fatalities by reducing potential rail-vehicle grade-crossing collisions and reducing truck traffic on roadways. The project will result in a decrease in the number of times a day that trains cross SR-25 from the 26 to 39 daily occurrences that happen today to just 8 per day. The reduction in risk associated with potential rail-vehicle grade-crossing collisions will also be significant on State Roads (SR) 25 and 21, over which 42,000 vehicles travel daily, and which are designated emergency vehicle access roads for first responders. The project will also build rail capacity at the port and speed service, generating freight mobility and economic outcomes through more direct and efficient movement of containerized freight.

I-10 Freight Corridor Rehabilitation and Expansion (CoRE)
Louisiana Department of Transportation and Development
Lafayette, Louisiana, Rural

Proposed Grant Amount: $60,000,000

Project Justification
The Louisiana Department of Transportation and Development (DOTD) will be awarded $60,000,000 of a $193,508,409 project to replace pavement and add an additional lane on I-10 in Lafayette, Louisiana between the I-10/I-49 interchange and the Atchafalaya Floodway Bridge. Much of this corridor was last paved in the 1960s, resulting in poor pavement condition. This project will include the approximately seven mile west segment and approximately three mile east segment of the corridor; DOTD will complete the middle segment, approximately five miles, as part of a second phase.

Project Evaluation
Interstate 10 from Lafayette to the Atchafalaya Basin has two-lanes in each direction and carried 120 million tons of freight worth $204 billion in 2015. The west segment has an annual average daily traffic (AADT) of 74,591 and the east segment an AADT of 52,240, approximately one-third of which are trucks. Truck traffic is projected to grow from 33 percent to 55 percent by 2038 along this corridor. Repaving and widening I-10 to a three-lane interstate configuration with excellent pavement conditions will add capacity to accommodate that projected traffic growth and improve speeds and travel efficiencies as a result of smoother roadway surfaces. Travel time savings from improved operating network speeds and decreased vehicle operating costs, particularly for freight, generate economic and mobility outcomes.

Conley Terminal Intermodal Improvements and Modernization

Massachusetts Port Authority (MASSPORT)
Boston, Massachusetts, Urban

Proposed Grant Amount: $42,000,000

Project Justification
The Massachusetts Port Authority will be awarded $42,000,000 of a $102,890,000 project to improve the facilities and structures of the Paul W. Conley Terminal in the Port of Boston. Elements of the project include: 1) deepening, strengthening and repairs to Berth 11; 2) constructing Berth 12 fender improvements and backland pavement; 3) implementing refrigerated container storage improvements; and 4) building new gate facilities. These improvements are needed to accommodate larger vessels visiting the port as a result of worldwide expansion of freight movement and ocean carriers maximizing the efficiency of their trade routes. We estimate approximately $42,000,000 of this project will count toward the five-year $500 million limit for freight rail, port, and intermodal projects, as established in 23 U.S.C. 117(d)(2).

Project Evaluation
Over the past several years, the size of the container vessels calling upon the Port of Boston has grown from 2100-5100 TEU vessels to vessels carrying over 8000 TEUs. Because these larger vessels require more substantial berthing facilities, the Conley terminal is undergoing greater stress with each vessel visit. The current facility has outlived its useful life and is in need of total refurbishment. It is expected that vessels visiting the terminal will increase in size more than 150 percent between now and 2019.

The Conley Terminal Project will generate economic and mobility outcomes throughout the region. It will improve the movement of goods by enhancing the state of good repair for existing port infrastructure, eliminating unnecessary trips on severely congested sections of I-95, and enhancing the resiliency of the largest container terminal in New England. The deepening of the berths will improve safety for the vessels in the port and provide the required margin of safety for operation without the risk of grounding.

Optimizing current and future freight movements will help Conley serve as a viable resource for global container shipments, positively affecting traffic congestion and emissions throughout the Northeast.

I-390/I-490/Route 31 Interchange, Lyell Avenue Corridor Project
New York State Department of Transportation
Town of Gates, New York, Urban

Proposed Grant Amount: $32,000,000

Project Justification
The New York State Department of Transportation will be awarded $32,000,000 of a $162,900,000 project to reconstruct the I490/390/NY 390 and the NY 390 and NY 31 (Lyell Avenue) interchanges in the Town of Gates, west of Rochester, New York. The interstate interchange is the busiest in the Rochester/Finger Lakes Region, supporting 200,000 vehicles per day on the combined routes, with trucks accounting for a significant percentage of daily traffic on some ramps. The current configuration results in bottlenecks and crashes due to short multi-lane weaving sections and unsafe merging maneuvers. The project will: 1) replace the NY 31/Lyell Avenue bridge over NY 390; 2) construct northbound I-390/NY 390 ramp improvements; 3) construct southbound I-390/NY 390 ramp improvements; and 4) realign the I-390 eastbound/I-490 westbound interchange ramp to NY 31 to eliminate an offset intersection.

Project Evaluation
By providing two unimpeded I-390 north and south bound through lanes with isolated exit movements, isolating I-490 ramp movements from mainline flow, and realigning the I490/390/NY 390 interchange, the project will improve geometric deficiencies and traffic flow. The standardized movements will reduce accidents and generate safety improvements. The project will eliminate a major regional bottleneck, resulting in time travel savings and mobility outcomes.

US 69/75 Bryan County
Oklahoma Department of Transportation
Calera, Oklahoma, Rural

Proposed Grant Amount: $62,000,000

Project Justification
The Oklahoma DOT (ODOT) will be awarded $62,000,000 of a $120,625,000 project to improve safety and efficiency of high volume freight traffic along the US 69/75 corridor in southern Oklahoma (Calera, Bryan County). The project will upgrade an existing arterial highway with numerous access points and three signalized intersections to make it a fully controlled access facility with grade separations and functional frontage roads. The project also includes a roadway/rail grade separation in the town of Calera to facilitate east-west movements through the town.

Project Evaluation
US Route 69/75 is a bi-national freight corridor connecting the border crossing at Laredo, Texas to Dallas, St. Louis, and the Canadian border. Removing three traffic signals along US 69/75, eliminating two at-grade railroad/local street crossing conflicts, and increasing the speed limit from 55 to 70 miles per hour generates mobility and economic outcomes through improved safety and freight movement for both rail and commercial vehicles. Reducing congestion facilitates travel time and fuel-cost savings. The project's grade separations will generate positive safety outcomes, including crash prevention and increased safety for non-motorized vehicles and pedestrians. The project also promotes community

outcomes through increased connections and access from the new overpasses to link a community divided by rail and road facilities.

Atlantic Gateway: Partnering to Unlock the I-95 Corridor

Virginia Department of Transportation
Commonwealth of Virginia, Urban

Proposed Grant Amount: $165,000,000

Project Justification
The Virginia Department of Transportation will be awarded $165,000,000 to support the Atlantic Gateway project, a corridor approach to improving mobility across the Eastern seaboard. The total Atlantic Gateway project is $905,000,000. The FASTLANE award will be combined with other public and private funding from multiple partners to invest in rail and highway capacity, including constructing approximately six miles of a fourth mainline from the South bank of the Potomac River to Alexandria, extending the express lanes on I-395 north to the Pentagon and on I-95 south to Fredericksburg, and improving general purpose lanes on segments of I-395 to add capacity and improve safety. Other elements of the Atlantic Gateway project include constructing a third main rail line between Franconia and Occoquan, expanding I-95 southbound capacity across the Rappahannock River, rest area reconstruction, and truck parking. We estimate approximately $45,000,000 of this project will count toward the five-year $500 million limit for freight rail, port, and intermodal projects, as established in 23 U.S.C. 117(d)(2).

Project Evaluation
The project will generate substantial time savings for travelers across the corridor. The expanded express lanes will provide a congestion-free option for drivers traveling on I-395 between the Beltway and the Pentagon, on their way to or from Washington, DC. Truck freight movement will also benefit from reduced congestion on I-95 and I-395. CSX freight trains will benefit from additional operational flexibility provided by the new mainline track. For riders on Amtrak and the Virginia Railway Express, the improvements add capacity, which will be critical to future expansions of intercity passenger and commuter rail service. The additional rail capacity for both freight and passenger traffic helps to unlock the benefits of the highway improvements, and vice-versa. The components of the project work together to improve mobility for people and goods throughout the region.

South Lander Street Grade Separation and Railroad Safety Project

City of Seattle
Seattle, Washington, Urban

Proposed Grant Amount: $45,000,000

Project Justification
The City of Seattle will be awarded $45,000,000 of a $140,000,000 project to grade separate South Lander Street over the north/south BNSF rail line. Located south of downtown Seattle, South Lander Street currently intersects with a major freight rail line, near the port, with more than 3,200 rail cars traversing the line per day. In addition to freight trains, there are eight passenger trains and twenty commuter trains per day. These trains result in hours of daily delay for the 12,900 vehicles that cross the at-grade crossing. More than 1,500 people a day use South Lander Street to cross on foot or by bike. The project supports access between Port of Seattle terminals, intermodal facilities, and the state highway system.

Project Evaluation
The South Lander Street Project will reduce delay and establish a reliable corridor for all users, generating significant mobility outcomes. The project also generates significant safety outcomes for passenger and freight vehicles, pedestrians, and bikers. Between 2011 and 2015, the crossing experienced seven serious injuries involving bikers and six accidents involving pedestrians, including two rail-related fatalities. In this same period, the crossing was the site of 85 vehicle collisions, 42 of which resulted in injuries. This grade separation will generate mobility, reliability, connectivity, and safety benefits for the pedestrians, bikers, vehicles, trucks, rail traffic, and port traffic that cross this intersection.

I/39/90 Corridor Project

Wisconsin Department of Transportation
Janesville, Wisconsin, Rural

Proposed Grant Amount: $40,000,000

Project Justification
The Wisconsin Department of Transportation (WisDOT) will be awarded $40,000,000 toward the construction of several components of the I-39/90 Corridor Expansion project, including the approximately four-mile Janesville segment and two other components. Lack of capacity along the corridor creates major delays with travel times increased by 58 to 82 percent during peak periods. The average annual daily traffic volume for this segment is estimated to be between 55,000 and 59,000 vehicles with approximately 28 percent truck traffic. This section of roadway exceeds the statewide averages of truck-related crashes and fatalities. The project is part of a 45-mile corridor project costing $1,195,300,000. The project will reconstruct the roadway to expand a four-lane divided highway into an eight-lane divided highway with a separated concrete median barrier. The project includes eight new bridges and the widening, re-decking, or both of approximately four bridges. Noise walls will be constructed on both sides of the interstate for the residential properties bordering the highway. All signage will be replaced, including approximately three new overhead sign structures. The current interstate grade will be raised to meet standard vertical clearances at the four local streets that pass underneath the mainline. The interchange at Avalon Road will be reconstructed into the first Diverging Diamond Interchange configuration in the State, which increases capacity more than conventional designs while decreasing the opportunities for collision as much as 50 percent from diamond interchanges.

Project Evaluation
In 2013, 67 million tons of freight moved through this segment of I-39/90 and growth projections estimate the annual total will exceed 130 million tons by 2040. By eliminating a highway bottleneck, the project produces travel time savings and increases the capacity and volume of the corridor, generating mobility benefits. The project also generates safety outcomes through the construction of a median barrier wall, which is anticipated to reduce the number of crashes on this segment. Overall community benefits include time savings, noise reduction from noise walls, and better access to community facilities and tourist destinations.

Truck Parking Availability Systems
Florida Department of Transportation
State of Florida, Rural (Small Project)

Proposed Grant Amount: $10,778,237

Project Justification
The Florida Department of Transportation (FDOT) will be awarded $10,778,237 for the $23,983,850 Truck Parking Availability System (TPAS) project. The project will install an Intelligent Transportation System (ITS) to detect available truck parking at approximately 74 public facilities across the entire Interstate System in Florida. In addition, the project will collect information on some private locations. This information will be communicated to truckers via dynamic messaging, 511, website and mobile applications, as well as onboard technology in partnership with WAZE and HERE. This will allow truckers to plan their routes to comply with Federal safety regulations, minimize the time spent looking for parking, and prevent parking in unsafe locations. The project will also allow FDOT and private suppliers to maximize usage of existing truck parking facilities.

Project Evaluation
Florida moves 762 million tons of freight annually, approximately 77 percent of which moves by truck. As the movement of freight by truck increases, so does the demand for truck parking. The project will improve the efficiency of regional freight movement by decreasing the amount of time truckers look for parking at the end of their shifts. This will decrease congestion on the highway system and reduce associated emissions, decrease driver fatigue and associated accidents, and decrease wasted travel time. By providing real-time truck parking information, the project will decrease travel time for commercial vehicles, generating economic outcomes through increased efficiency of truck movements. The project also will generate safety outcomes by decreasing travel time and facilitating hours-of-service compliance. The project features strong partnership activity across the public and private sectors, with anticipated innovation and partnership outcomes in interoperability with other regional truck parking information technologies.

Cedar Rapids Logistics Park
Iowa Department of Transportation
Cedar Rapids, Iowa, Rural (Small Project)

Proposed Grant Amount: $25,650,000

Project Justification
The Iowa Department of Transportation (I-DOT) will be awarded $25,650,000 of a $46,500,000 project to build a full service intermodal facility in Cedar Rapids. Cedar Rapids is located between Chicago, Kansas City, and Minneapolis, yet lacks the intermodal capabilities of many other cities of similar size. The project will construct integrated facilities for a container intermodal terminal; a rail-to-truck transload facility for bulk commodities; and a cross-dock facility for consolidating and redistributing truck loads, as well as loading and unloading containers. We estimate approximately $25,650,000 of this project will count toward the five-year $500 million limit for freight rail, port, and intermodal projects, as established in 23 U.S.C. 117(d)(2).

Project Evaluation
The intermodal facility is designed to optimize the freight transportation network to: minimize cost and travel time and improve supply chain efficiency; establish new truck cross-docking operations to enable greater opportunities to consolidate truck freight for Iowa shippers; and establish new rail container intermodal and bulk transload facilities to enable access to lower-cost rail services for Iowa businesses.

The project will improve the efficiency and reliability of the regional and national movement of intermodal freight. The proposed project will provide Iowa and surrounding states with access to a high capacity, efficient, and cost-competitive facility to move goods from truck to rail and vice versa, generating economic and mobility outcomes. The project is also projected to generate significant safety benefits through avoided crashes and environmental benefits because efficient freight rail movement will reduce emissions.

U.S. 95 North Corridor Access Improvement Project

Idaho Department of Transportation
Kootenai County, Idaho, Rural (Small Project)

Proposed Grant Amount: $5,100,000

Project Justification

The Idaho Transportation Department (ITD) will receive $5,100,000 of an $8,500,000 project for operational improvements along approximately nine miles of US 95 in Kootenai County, Idaho between Interstate 90 and the US 95 intersection with Idaho State Highway 53. The project will correct traffic signal spacing, implement adaptive signal timing, close vehicle-median crossings at non-signalized locations to reduce the number of crossing conflict points throughout the corridor, and provide better connectivity to adjacent local roads and businesses in the corridor.

Project Evaluation

This project will provide operational improvements to eliminate bottlenecks and congestion caused by inefficient traffic signal spacing and access conflict points with adjacent local roads. With this project's improvements to the corridor, travel times are expected to improve over current conditions, generating mobility benefits. Reducing the number of crossing conflicts with mainline traffic movement, will reduce merge-related accidents, generating safety improvements.

Maine Intermodal Port Productivity Project

Maine Department of Transportation
Portland, Maine, Rural (Small Project)

Proposed Grant Amount: $7,719,173

Project Justification
The Maine Department of Transportation will be awarded $7,719,173 towards a $15,438,347 project to provide infrastructure improvements, equipment, and technology investments for the Port of Portland. Currently, cargo is offloaded at Canadian ports and transshipped to the U.S. via truck, causing highway congestion. Improvements to the Port of Portland consist of: 1) removing existing maintenance facility and infill of the wharf; 2) installing new mobile harbor crane and other cargo handling equipment; 3) constructing a highway and rail crossing upgrade; and 4) building a terminal operations and maintenance

center. We estimate approximately $7,122,485 of this project will count toward the five-year $500 million limit for freight rail, port, and intermodal projects, as established in 23 U.S.C. 117(d)(2).

Project Evaluation
By addressing the capacity and infrastructure needs at the Port of Portland, the project will improve freight mobility and relieve highway congestion between Portland and Canadian Ports. Containers brought directly to Portland for U.S. consumption will minimize interstate highway miles and reduce congestion at border crossings. This project will reduce traffic on I-95, highway maintenance requirements, and possible truck-crash related injuries. Capacity and state of good repair improvements for the railroads at the port and the rail line serving the port allow for expansion of intermodal service by rail.

Cross Harbor Freight Program

Port Authority of New York and New Jersey
Jersey City, New Jersey and New York, New York, Urban (Small Project)

Proposed Grant Amount: $10,672,590

Project Justification
The Port Authority of New York and New Jersey will be awarded $10,672,590 of a $17,787,650 project for intermodal rail improvements to help optimize the Port Authority's railcar float system and thus reduce significant existing highway truck traffic in the area. The project includes two components. First, as part of the 65th Street Yard Improvements, the project will extend the existing transloading dock, (increasing its capacity from 3 to 12 railcars), cover the transloading dock with a canopy to protect sensitive cargo from the elements, pave certain areas in the Yard for easier transloading, and install other improvements, including a truck weigh station. Second, as part of the Port Jersey Division Second Track improvements, the project will double-track a portion of the Port Jersey Division of New York New Jersey Rail, LLC ("NYNJR"), currently a single-track freight line (known as the Port Jersey Lead Track) serving a series of local warehouses and distribution centers adjacent to Greenville Yard, build a second track along NYNJR's Port Jersey Division, and shift the interchange of railcars for that line between Conrail and NYNJR out of Greenville Yard and onto the new second track. The application included a Tier II Environmental Review and Preliminary Engineering component consisting of an environmental assessment for Enhanced Carfloat Service and an environmental impact statement for a Rail Tunnel Alternative, but the proposed award does not include funding for that planning component. We estimate approximately $10,672,590 of this project will count toward the five-year $500 million limit for freight rail, port, and intermodal projects, as established in 23 U.S.C. 117(d)(2).

Project Evaluation
In 2008, the Port Authority purchased NYNJR, operator of the last railcar float system in New York Harbor. This system moves freight in loaded railcars, via marine rail barge (carfloat), from Greenville Yard in Jersey City, New Jersey, to 65th Street Yard in Brooklyn, New York, and vice versa. The system has grown from less than 1,000 revenue cars annually to nearly 4,000.

The improved transloading facilities will facilitate more efficient carfloat service, making it more attractive to both shippers and receivers and generating economic outcomes through improved freight mobility. Adding a second track will reduce rail congestion within Greenville Yard. This project is expected to generate economic and mobility outcomes through reductions in highway truck traffic, resulting in travel time savings for highway users in and around the New York/New Jersey area.

Coos Bay Rail Line – Tunnel Rehabilitation Project
Oregon International Port of Coos Bay
Lane, Douglas, and Coos Counties, Oregon, Rural (Small Project)

Proposed Grant Amount: $11,000,000

Project Justification
The Oregon International Port of Coos Bay will be awarded $11,000,000 of a $19,555,000 project to rehabilitate tunnel infrastructure on the Coos Bay Rail Line (CBRL), as current structural, track, and drainage conditions could pose risks to continued operations on the line. The project will improve nine tunnels between a connection with the Union Pacific Railroad near Eugene, Oregon, and rail shippers in the western Lane, Douglas and Coos Counties region of southwest Oregon. We estimate approximately $11,000,000 of this project will count toward the five-year $500 million limit for freight rail, port, and intermodal projects, as established in 23 U.S.C. 117(d)(2).

Project Evaluation
The project will help the port maintain long-term, low-cost rail transportation service to freight rail users served by the CBRL, and to the Port of Coos Bay itself. The project will ensure that structural, track, and drainage conditions in the tunnels do not pose a safety or reliability risk to continued operations on the line, generating economic and mobility outcomes by allowing for efficient traffic flow on the rail line and helping alleviate congestion on US Highway 101, and Oregon State Highways 126, 38 and 42.

Strander Boulevard Extension and Grade Separation Phase 3
City of Tukwila, Washington
City of Tukwila, Washington, Urban (Small Project)

Proposed Grant Amount: $5,000,000

Project Justification
The City of Tukwila, Washington will be awarded $5,000,000 of a $38,000,000 project to construct a grade separated crossing under a freight rail line and an approximately 1,250 liner foot arterial from SR 181 to SW 27th Street, turn lanes, and related facilities in the Green River Valley. Green River Valley's northern portion lacks an east-west corridor, which restricts freight circulation and causes the freeways to be used as connecting arterials. Additionally, Stander Boulevard is currently closed at the freight rail tracks due to the unsafe nature of the grade crossing.

Project Evaluation
The project generates safety outcomes by providing a grade-separated crossing between vehicular traffic and freight and passenger trains and excessive turn movements at key intersections. The project also creates a new east-west link in the Green River Valley, increasing capacity and improving freight mobility by providing an alternate truck route within a quarter mile of I-405 and eliminating delay on other north-south freight corridors. The project removes a freight bottleneck that constrains system performance and capacity, creating travel time savings for roadway users.

U.S. Department of Transportation
Proposed FY 2016 FASTLANE Project Awards

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The U.S. Department of Transportation conducted a thorough and fully documented review process to choose projects that will have significant regional and national impacts by reducing congestion, expanding capacity, using innovative technology, improving safety, or moving freight more efficiently.

This list of proposed Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant awards is the culmination of a thorough technical assessment of 212 applications requesting a total of $9.8 billion, more than 10 times the available amount. Due to funding limitations, we were only able to fund a small percentage of the excellent, eligible applications.

Project Name	Applicant Organization	State	Project Size	FASTLANE Prosposed Award	Total Project Cost	117(d)(2)(A) Limitation*
Interstate 10 Phoenix to Tucson Corridor Improvements	Arizona Department of Transportation	AZ	Large	**$54,000,000**	$157,500,000	-
SR-11 Segment 2 and Southbound Connectors	California Department of Transportation	CA	Large	**$49,280,000**	$172,200,000	-
Arlington Memorial Bridge Reconstruction Project	National Park Service	DC	Large	**$90,000,000**	$166,000,000	-
Port of Savannah International Multi-Modal Connector	Georgia Ports Authority	GA	Large	**$44,000,000**	$126,700,000	$32,000,000
I-10 Freight CoRE	Louisiana Department of Transportation and Development	LA	Large	**$60,000,000**	$193,508,409	-
Conley Terminal Intermodal Improvements and Modernization	Massachusetts Port Authority	MA	Large	**$42,000,000**	$102,890,000	$42,000,000
I-390/I-490/Route 31 Interchange, Lyell Avenue Corridor Project	New York State Department of Transportation	NY	Large	**$32,000,000**	$162,900,000	-
US 69/75 Bryan County	Oklahoma Department of Transportation	OK	Large	**$62,000,000**	$120,625,000	-
Atlantic Gateway: Partnering to Unlock the I-95 Corridor	Virginia Department of Transportation	VA	Large	**$165,000,000**	$905,000,000	$45,000,000
South Lander Street Grade Separation and Railroad Safety Project	City of Seattle	WA	Large	**$45,000,000**	$140,000,000	-
I-39/90 Corridor Project	Wisconsin Department of Transportation	WI	Large	**$40,000,000**	$1,195,300,000	-
Truck Parking Availability System (TPAS)	Florida Department of Transportation	FL	Small	**$10,778,237**	$23,983,850	-
Cedar Rapids Logistics Park	Iowa Department of Transportation	IA	Small	**$25,650,000**	$46,500,000	$25,650,000
U.S 95 North Corridor Access Improvement Project	U.S 95 North Corridor Access Improvement Project	ID	Small	**$5,100,000**	$8,500,000	-
Maine Intermodal Port Productivity Project	Maine Department of Transportation	ME	Small	**$7,719,173**	$15,438,347	$7,122,485
Cross Harbor Freight Program (Rail)	The Port Authority of New York and New Jersey	NY	Small	**$10,672,590**	$17,787,650	$10,672,590
Coos Bay Rail Line - Tunnel Rehabilitation Project	Oregon International Port of Coos Bay	OR	Small	**$11,000,000**	$19,555,000	$11,000,000
Strander Boulevard Extension and Grade Separation Phase 3	City of Tukwila	WA	Small	**$5,000,000**	$38,000,000	-
			Total	**$759,200,000**	$3,612,388,256	$173,445,075

Legend:
Urban: White
Rural: Gray

*Number is estimated and subject to revision based on final negotiated project budgets

Congress of the United States
Washington, DC 20515

July 13, 2016

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Foxx,

We are writing regarding the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) Grant Program. We were surprised to find out that of the eighteen projects selected, none were from the Los Angeles region. If the goal of FASTLANE grants is to provide funding for projects with significant regional and national impacts by reducing congestion, expanding capacity, using innovative technology, and moving freight more efficiently, then applications from the Los Angeles region should have had priority. We ask that you provide our offices with an explanation of the selection process.

As you know, the Los Angeles region is home to the nation's busiest port complex, which includes the Port of Los Angeles and the Port of Long Beach. Together they are responsible for at least 40 percent of all national container cargo trade and account for $310 billion in national economic impact. As a result of the responsibility of transporting our nation's goods, Southern California residents suffer the worst traffic in the country. Annually, Angelenos spend on average 81 hours stuck in their cars on freeways and they are in need of relief.

The Los Angeles region submitted more than a dozen applications for nationally and regionally significant freight projects that tested innovative technology, increased capacity, improved multimodal efficiency and reduced congestion. Without FASTLANE funding, the region will now have to move forward with these projects on their own. It is decisions like these that have forced our constituents to willingly tax themselves in order to meet their transportation needs. It is unfair that rather than reward residents with additional needed aid, they are being penalized.

We will never fully achieve the goals of FASTLANE if the Los Angeles region continues to be ignored. By doing so we are not only hurting the local economy, but the national economy. We look forward to hearing the explanation of the selection process.

Sincerely,

Member of Congress

Member of Congress

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Member of Congress

Member of Congress

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Attachment ~~F~~ E

Future FASTLANE Grant Candidate Project Information

PROJECT NAME	CURRENT PHASE	TARGET DATES		TOTAL COST ESTIMATE	FUNDS AVAILABLE	FUNDING SHORTFALL
		Begin Design (PS&E)	Begin Construction			
Interstate 710 Freight Corridor (I-710 South)	PAED	2018	2023	$8,000,000,000	Measure R Fund Balance[1]	$7,710,000,000
Anaheim Street & PCH Interchange Improvements (I-710 South Early Action)	PAED	2018	2021	$ 300,000,000	Measure R Fund Balance[1]	TBD
Del Amo Blvd Interchange Improvements (1-710 South Early Action)	PAED	2018	2021	$ 124,000,000	Measure R Fund Balance[1]	TBD
Firestone Blvd Interchange Improvements (1-710 South Early Action)	PAED	2018	2021	$ 41,000,000	Measure R Fund Balance[1]	TBD
57/60 IC Confluence Relief	PAED	2018	2021	$ 220,000,000	0	$220,000,000

[1]Balance of I-710 South Measure R allocation in 2nd & 3rd decade (less funds reserved for I-710 South early action arterial projects) is approximately $290,000,000. These funds are available for I-710 South Freight corridor and the I-710 early action freeway projects noted. Board programming action and project fund assignment is required.

Attachment F

Metro Freight Corridor Implementation Working Group

- Gateway Cities Council of Governments:

  GCCOG Engineer – Yvette Kirrin

- The I-5 Joint Powers Authority:

  Technical Advisory Committee Chair – Noe Negrete

- Caltrans District 7:

  District Director and Metro Board Director – Carrie Bowen
  Chief Deputy District Director – Shirley Choate

- Southern California Association of Governments (SCAG):

  Manager of Goods Movement and Transportation Finance – Annie Nam

- Alameda Corridor-East Construction Authority (ACE):

  Chairman and Montebello Mayor – Jack Hadjinian
  Chief Executive Officer – Mark Christoffels
  Director of Government and Community Relations – Paul Hubler

- Alameda Corridor Transportation Authority (ACTA):

  Director of Government and Community Affairs – Connie Rivera

- Port of Long Beach:

  Managing Director, Planning and Environmental Affairs – Rick Cameron
  Director of Transportation Planning - Allison Yoh

- Port of Los Angeles:

  Director of Goods Movement – Kerry Cartwright
  Director of Government Affairs – David Libatique

- Metro:

  Deputy Executive Officer, Goods Movement – Michael Cano