

# **Georgia MPO Conference**

**Oct 2, 2009**



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2009



JIM POWELL / For The Times (7/2/2009)

# SB 200 Timeline Overview

2/19/09	2/20/09	3/27/09	4/3/09	5/11/09	6/18/09	8/19/09
Governor announced Transforming Transportation Investment Act bill	SB 200 introduced in Senate	SB 200 rewritten as a House Trans. Committee substitute	Modified SB 200 passed General Assembly	Governor signed bill effective this date	New DP Appointed By Governor* (awaits confirmation)	PD Confirmed by House Transportation Committee

# Director and Division of Planning

- Develop state-wide strategic transportation plan and the state-wide transportation improvement program(STIP)
- Develop annual capital construction project list for budget submission (which must be included in TIPs and STIP)
- Review and make TIP recommendations to Governor(except ARC), negotiate TIP changes with MPOs
- Collaborate with GDOT on proposed projects and decide to adopt, remove or otherwise include them in GDOT planning documents
- Issue Rules and Regulations to carry out its duties as needed\*

\* **Note:** Any Rules & Regs must be approved by Senate & House Transportation Committees before promulgation.

# Section 7 and 8 Progress Reports & Plan Submittal

Subject	Description	Schedule	From	To
PPP	<i>Report</i> - Projects that afford greatest gains in congestion mitigation or economic development	7/31/09 and each odd year thereafter	Commissioner	GDOT Board
SSTP	<i>Report</i> – Progress Report of SSTP	10/15/09	Director Planning	Governor, Lt Gov, Speaker, and House and Senate Transportation Committee Chairpersons
SSTP	<i>Plan</i> - Provide draft SSTP for comments and suggestions	By 12/31/09	Director Planning	General Assembly and Governor
SSTP	<i>Plan</i> - Return draft SSTP with comments and suggestions	By 2/15/10	Governor and House and Senate Transportation Committee Chairpersons	Director Planning
SSTP	<i>Plan</i> – Submit final SSTP	4/10/10 and every 2 years thereafter	Director Planning	Governor, Lt Gov, Speaker, and House and Senate Transportation Committee Chairpersons
SSTP	<i>Report</i> – Progress on SSTP projects and programs	Semi annually	Director Planning	Governor, Lt Gov, Speaker, and House and Senate Transportation Committee Chairpersons
Major projects	<i>Report</i> - Progress on projects >\$10 million against benchmarks by DP	Semi annually	Director Planning	Governor, Lt Gov, Speaker, and House and Senate Transportation Committee Chairpersons
VE Studies	<i>Report</i> - Savings achieved due to VE studies	Annually	Director Planning	Governor, Lt Gov, Speaker, and House and Senate Transportation Committee Chairpersons

# Statewide Strategic Transportation Plan

- Per SB 200, SSTP must be developed with consideration of 10 listed “investment policies”
  - Growth in jobs, Access to jobs
  - Reduced traffic congestion
  - Improved reliability of commutes
  - Improved freight movement
  - Better land use coordination
  - Market driven demand management
  - Optimize maintenance investments
  - Improved safety
  - Border to Border Interregional connectivity
  - Support local projects that provide connectivity to statewide network

# IT3 STRATEGIC DIRECTION

## GOALS AND OBJECTIVES

### •Supporting Georgia's economic growth and competitiveness

- Improve access to jobs which encourages growth in private sector employment and work force
- Reduction in congestion costs
- Improve efficiency and reliability of commutes in major metropolitan markets
- Efficiency and reliability of freight, cargo, and goods movement
- Provide border to border interregional connectivity
- Support local connectivity to statewide transportation network

### •Ensure safety and security

- Reduce injuries and fatalities on the transportation system.

### •Maximize the value of Georgia's transportation assets

- Optimize Capitol asset management

### •Minimize the impact of transportation on the environment

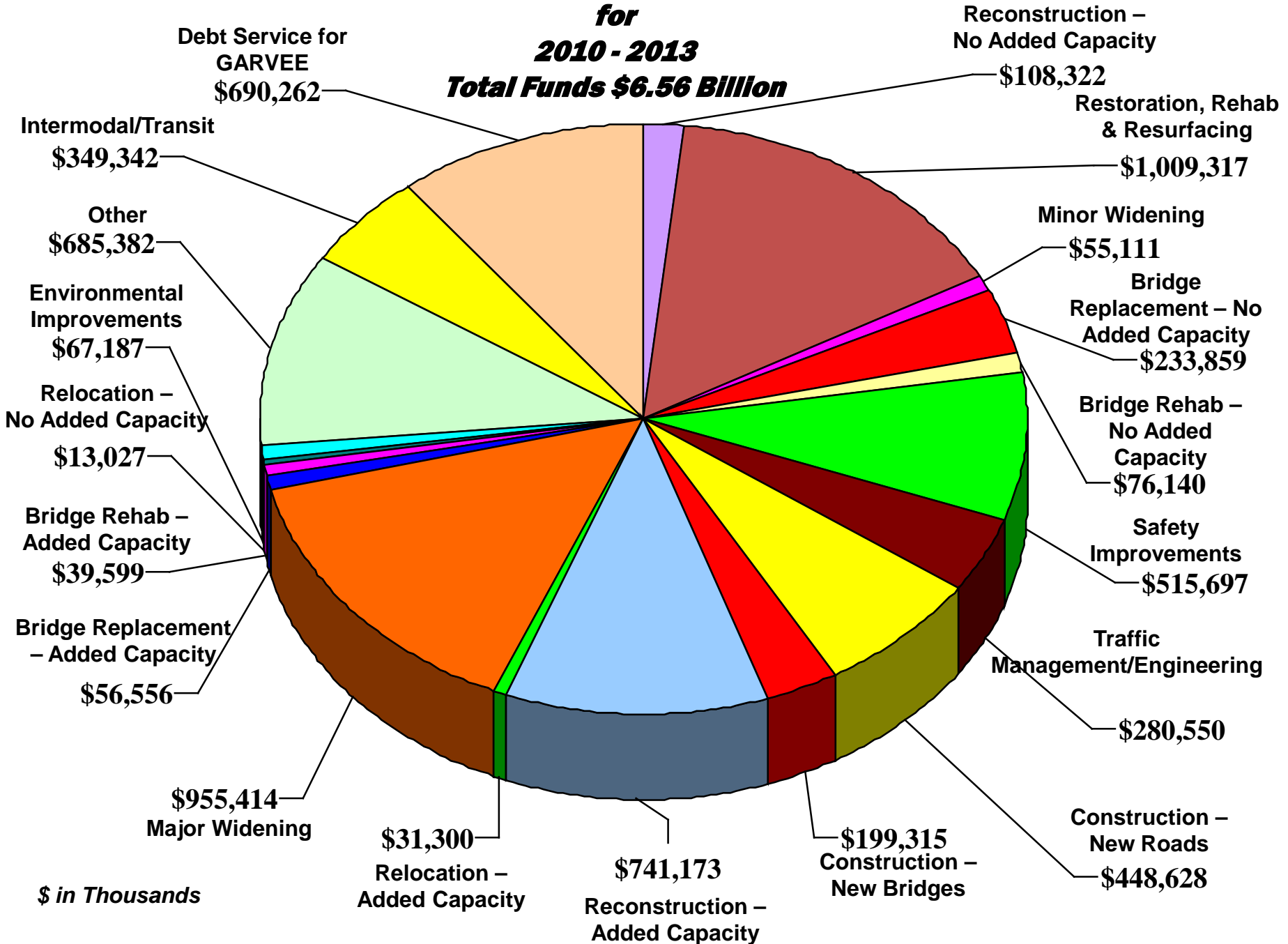
- Reduce emissions, improve air quality statewide, and limit our footprint

# SB 200

## Section 12

- Most Complicated Section!!!
- Must intertwined Legislature into process
- Planning Division allocates money to 3 programs:
  - State-wide transportation asset management program
  - State-wide transportation asset improvement program
  - Local maintenance and improvement grant program
- All GDOT spending data must be posted on website

**STIP Funds by Category  
for  
2010 - 2013  
Total Funds \$6.56 Billion**



# Basic Investment Categories

- **“Have to do” (\$39 billion\*)**: Address today’s burning platform, improving people mobility and economic competitiveness
- **“Ought to do” (\$18-19 billion\*)**: Enable and support clear economic growth engines, primarily through freight and logistics
- **“Nice to do” (\$15-16 billion\*)**: Transform Georgia’s transportation network to include a set of “high-excitement” long-haul rail transit options
- Current course is continued underinvestment, where at most half of the “have to do” programs can be completed. At this investment level, we expect:
  - **Worsening congestion**: Congestion costs per person will be double what they are today in Metro Atlanta, while medium-sized cities will see “Atlanta- or Charlotte-like” levels of congestion
  - **Restricted access to jobs**: Reliable commutes will grow in length, talent pools will shrink by one-third, and existing transit services will be cut or eliminated
  - **Impeded freight flows** as volume grows without corresponding capacity investments
  - **Reduced competitiveness**: Georgia will continue to trail its competitors on GDP and job growth, as its transportation gap widens. Georgia also risks losing its leadership on freight and logistics as other states move aggressively

# At current transportation investment levels (\$12-19B over 20 years), Georgia's outlook is grim

## Category

## 2030 outlook<sup>1</sup>



### Metro Atlanta people mobility

- Per capita congestion costs nearly double today's levels
- Employment center talent pools 33% smaller than today
- Core transit system operating at 70% of current levels
- *Xpress* bus service and other transit systems cut or eliminated



### Medium-sized city and rural area people mobility

- Medium-sized cities at best experience "Atlanta-like" or "Charlotte-like" levels of congestion. At worst, expected population and job growth choked off before that occurs
- Safety improves, but rural job center accessibility remains unchanged (e.g., minimal GRIP investments)



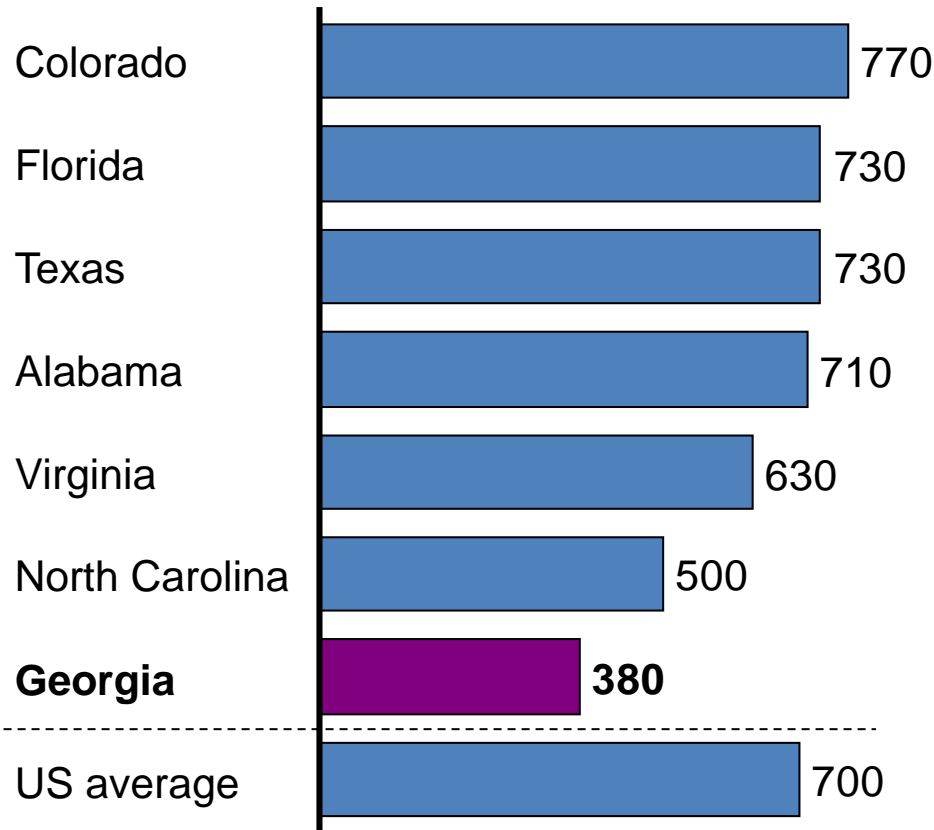
### Freight transport

- Economic upside (GDP and jobs) from port expansion at risk, despite investments in last-mile connectivity
- Other growth opportunities may head to competitors (e.g., VA, NY/NJ) as priority freight corridors see 60% peak traffic increase without corresponding capacity investments

<sup>1</sup> Assumes current resources allocated primarily towards people mobility in metro Atlanta and rest of state, as reflected in Funding Level 1

# In recent years, Georgia has invested ~45% less in transportation than other US states

Total highway and transit resources – 2006\*  
Dollars per capita



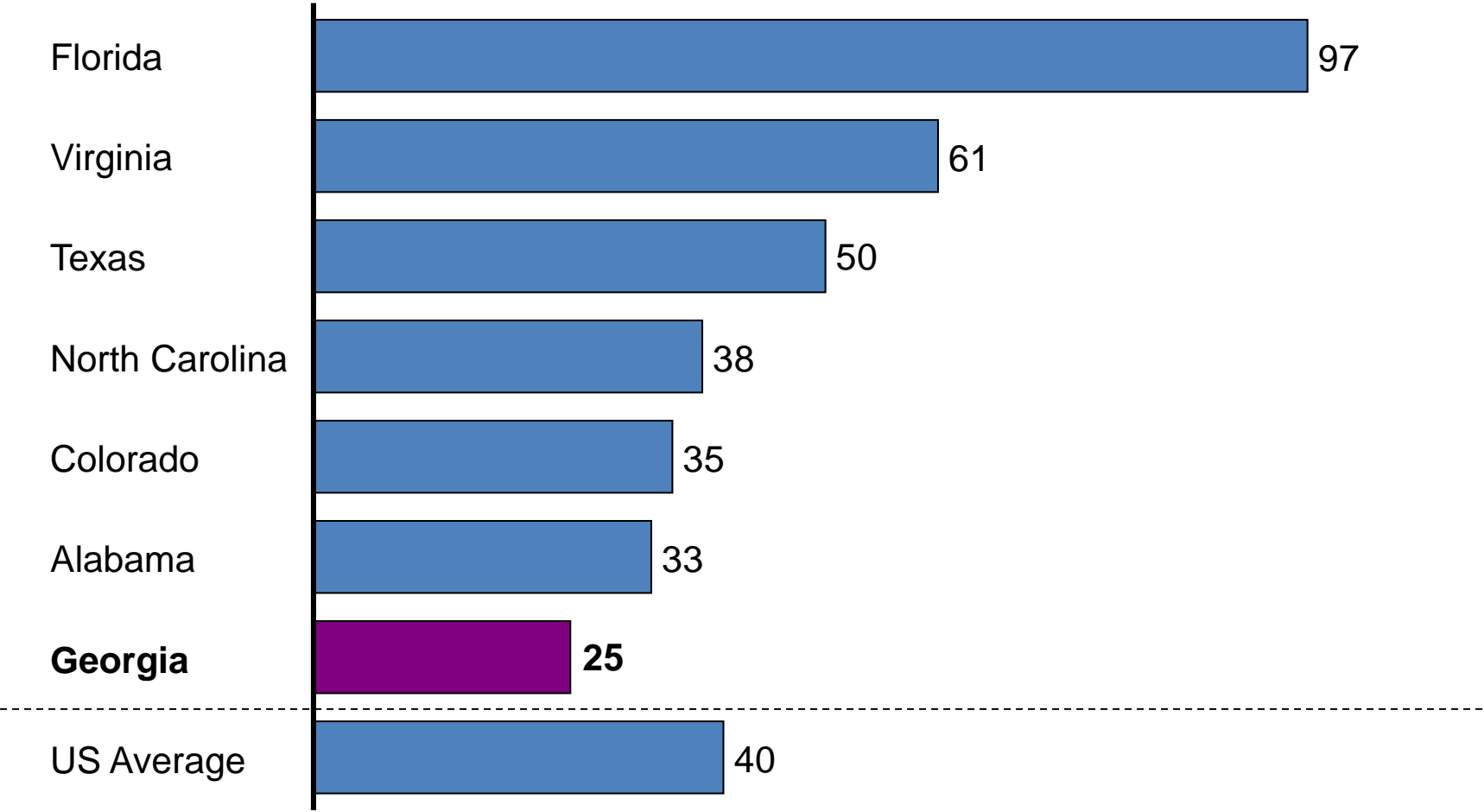
- Georgia has the 2<sup>nd</sup> lowest transportation resources per person in the U.S.
- Tennessee ranks last, with \$354 of transportation revenue per capita

\* Latest local resource figures available for other states are from 2005. The 2006 estimates of local resources are based on historical trends. Transit fares and other revenues are included in local receipts. Excludes proceeds from bonds and revenue generated by transportation that isn't spent on transportation

# On a per center line mile basis, Georgia ranks 35th in total road resources nationally

Road transportation resources – 2006

\$ Thousands / centerline mile



# Georgia only uses two revenue sources to fund state transportation

## Revenue sources used to fund transportation

Revenue Source	AK	AL	AR	AZ	CA	CO	CT	DE	FL	GA	HI	IA	ID	IL	IN	KS	KY	LA	MA	MD	ME	MI	MN	MO	MS
Motor fuel/gasoline tax	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Vehicle registration fees		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Licenses, permits, fees*	X	X					X		X	X	X			X			X	X							
Tolls	X				X	X	X	X	X	X				X	X	X		X	X	X	X	X	X		
General sales tax					X																				
Misc tax/revenues**		X		X	X	X	X																		
<b># of sources</b>	3	4	2	3	5	4	5	3	4	2	3	2	2	4	3	3	3	3	4	4	3	3	3	2	2

Revenue Source	MT	NC	ND	NE	NH	NJ	NM	NV	NY	OH	OK	OR	PA	RI	SC	SD	TN	TX	UT	VA	VT	WA	WI	WV	WY
Motor fuel/gasoline tax	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Vehicle registration fees	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Licenses, permits, fees*				X				X	X			X				X	X					X	X		
Tolls					X	X			X	X	X		X	X	X			X	X	X		X		X	
General sales tax																									
Misc tax/revenues**						X			X		X	X	X		X										
<b># of sources</b>	2	2	2	3	3	4	2	3	5	3	4	4	4	3	4	3	3	3	3	3	2	4	3	3	2

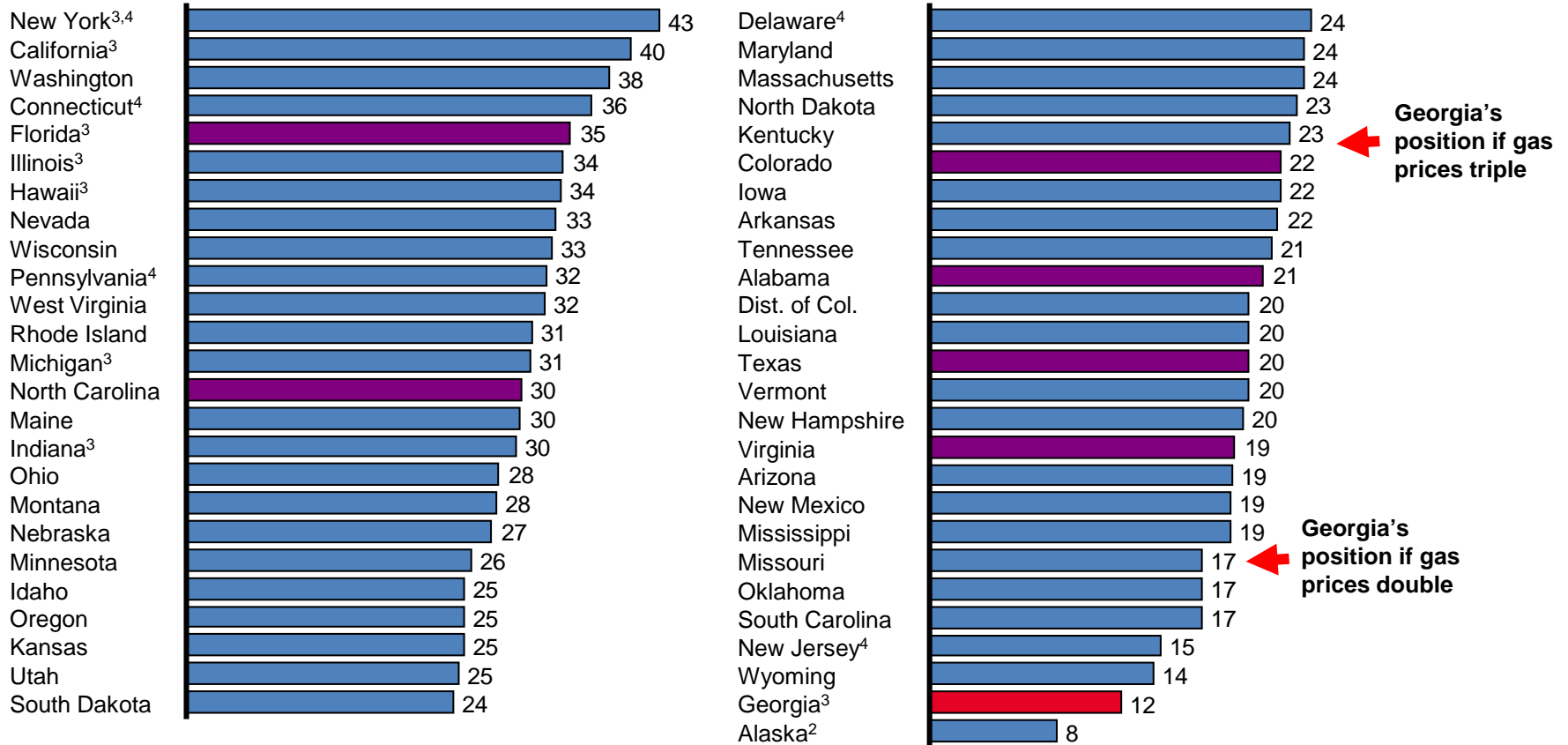
\* "Other fees" include vehicle inspection fees, vehicle rental taxes, vehicle excise taxes, and vehicle weight fees

\*\* "Miscellaneous" includes gaming/lottery revenue, advertising revenue, petroleum business taxes, etc

# Georgia collects almost the least amount from motor fuel taxes...

## Gasoline total tax by state<sup>1</sup>

Cents per gallon, 04/03/09



<sup>1</sup> Totals inclusive of all excise taxes, various petroleum business taxes, sales taxes specifically on gasoline/diesel, Underground Storage Tank (UST) taxes, inspection fees, environmental assurance fees, et al. Does not include federal 18.4 cpg excise tax on gasoline

<sup>2</sup> Alaska's 8 cpg state gas tax suspended through 8/31/09

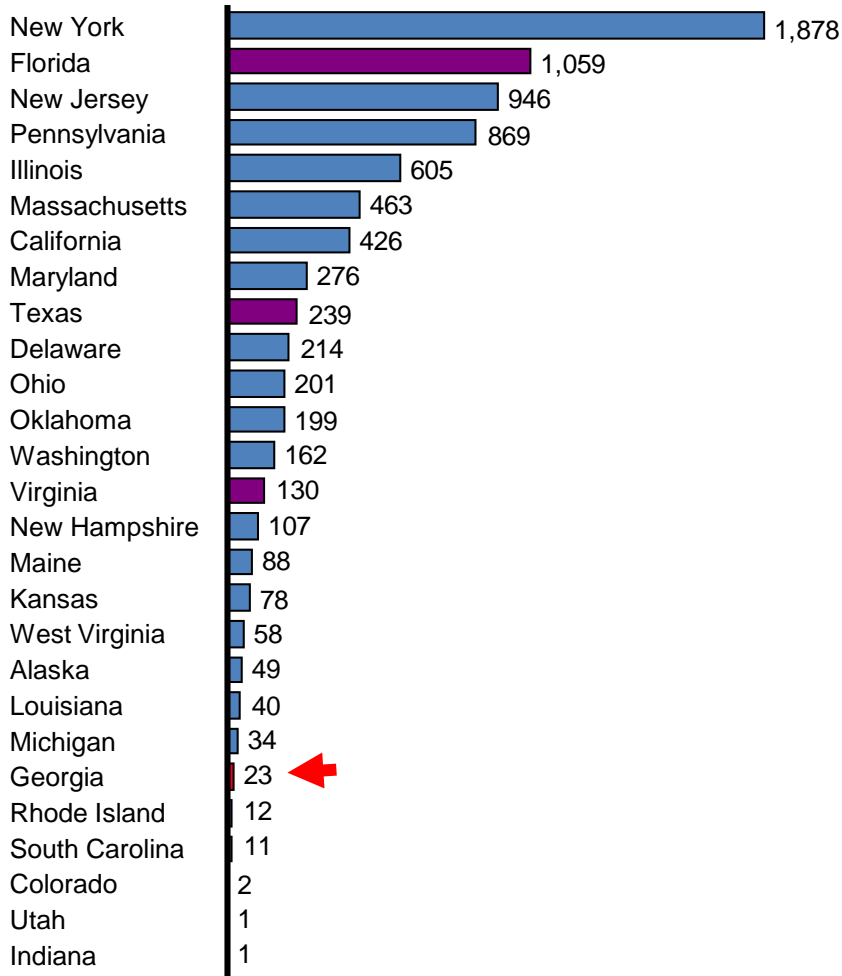
<sup>3</sup> Eight states charge sales taxes on fuel: California, Florida Georgia, Hawaii, Illinois, Indiana, Michigan, and New York; price per gallon calculated based on AAA average prices as of 4/3/09 as compiled by the American Petroleum Institute

<sup>4</sup> Five states have a gross receipts tax or oil franchise tax on gasoline and diesel: Connecticut, Delaware, New Jersey, New York, and Pennsylvania

# ...and collects very little in toll revenue

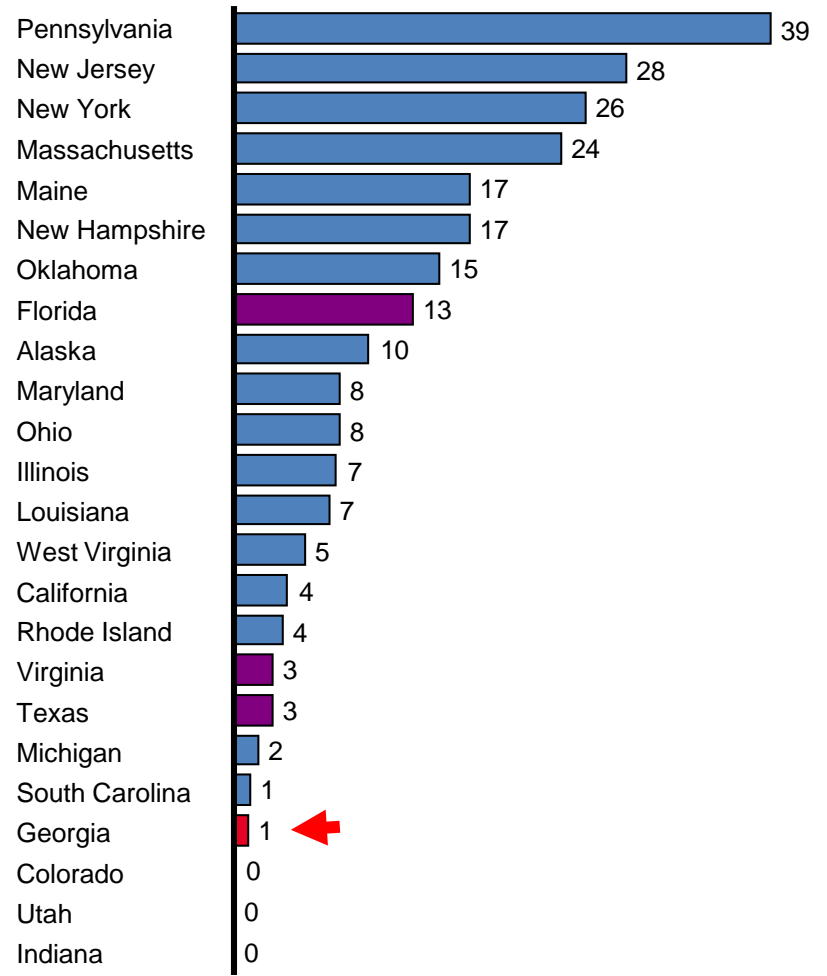
## Toll revenue by state

\$ Millions, 2007



## Toll revenue by state

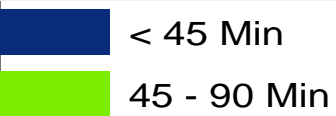
Percent of state transportation budget<sup>1</sup>



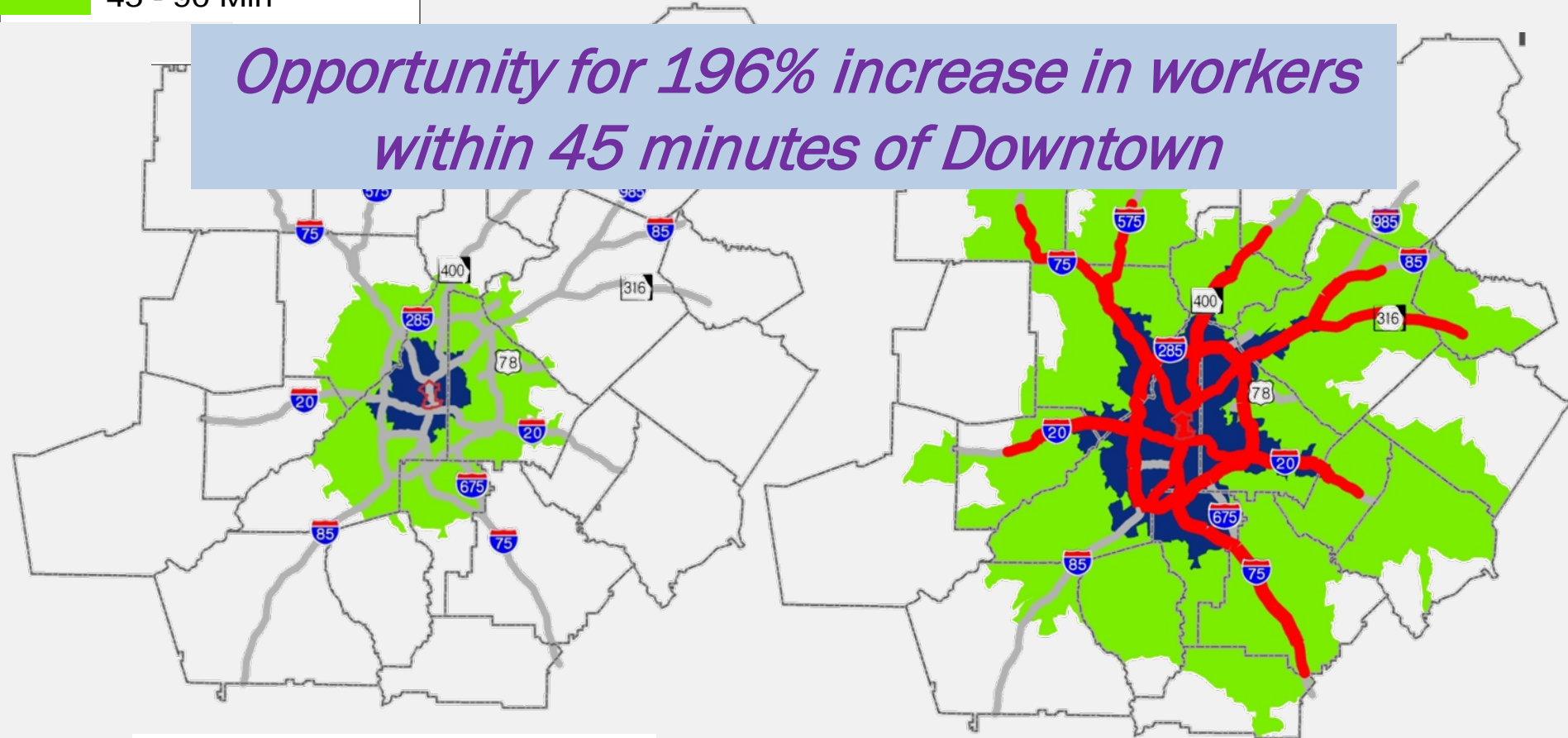
<sup>1</sup> Budget in fiscal year 2008; toll revenue from 2007

# 2030 EMPLOYMENT-SHED ACCESS TO DOWNTOWN/MIDTOWN

Travel Time



*Opportunity for 196% increase in workers within 45 minutes of Downtown*



Employment-shed  
(without Managed Lanes)

Employment-shed  
(with Managed Lanes)

# Public-Private Partnerships P3

- SB 200 eliminates all previous PPI code sections and forms a new framework for Public Private Partnerships :
  - Authorizes the Department to develop rules to assist in the evaluation of P3 proposals and to implement the purposes of the P3 law
  - Requires the Department to develop a biannual P3 project list
  - Requires all P3 projects be solicited and competitively procured
  - Provides that the Department will give quarterly reports to Legislative Transportation Committees on the progress of all P3 projects
  - Creates a P3 Division, which is supported internally by:
    - P3 Steering Committee –includes the Commissioner, two State Transportation Board members and representatives from each major division
    - Working Group –includes advisors and staff that coordinate and execute day-to-day program needs

# P3 Project Planning

## Screening Process

- Worked with Planning Director to identify projects to advance as P3
- Developed a comprehensive project screening protocol
- Completed data collection
- Screened projects reviewed and finalized by the P3 Steering Committee
- Final screened projects to be presented to the State Transportation Board and subsequently shared publicly

## P3 Projects

- Project report submitted to the Board on July 31st per SB 200, including:
  - Managed Lanes System Projects
  - IT3 Capacity Improvement Projects
  - High Speed Rail Projects
  - Intercity Passenger Rail Program Projects
  - Downtown Atlanta Multimodal Passenger Terminal
  - Welcome Centers and Rest Areas

# Success

*Can work only if Director of Planning,  
Commissioner and Board work  
together!!!!!!*