

Transportation Investments in Georgia: A Brighter Future

Todd I. Long, PE, PTOE
GDOT-Director of Planning



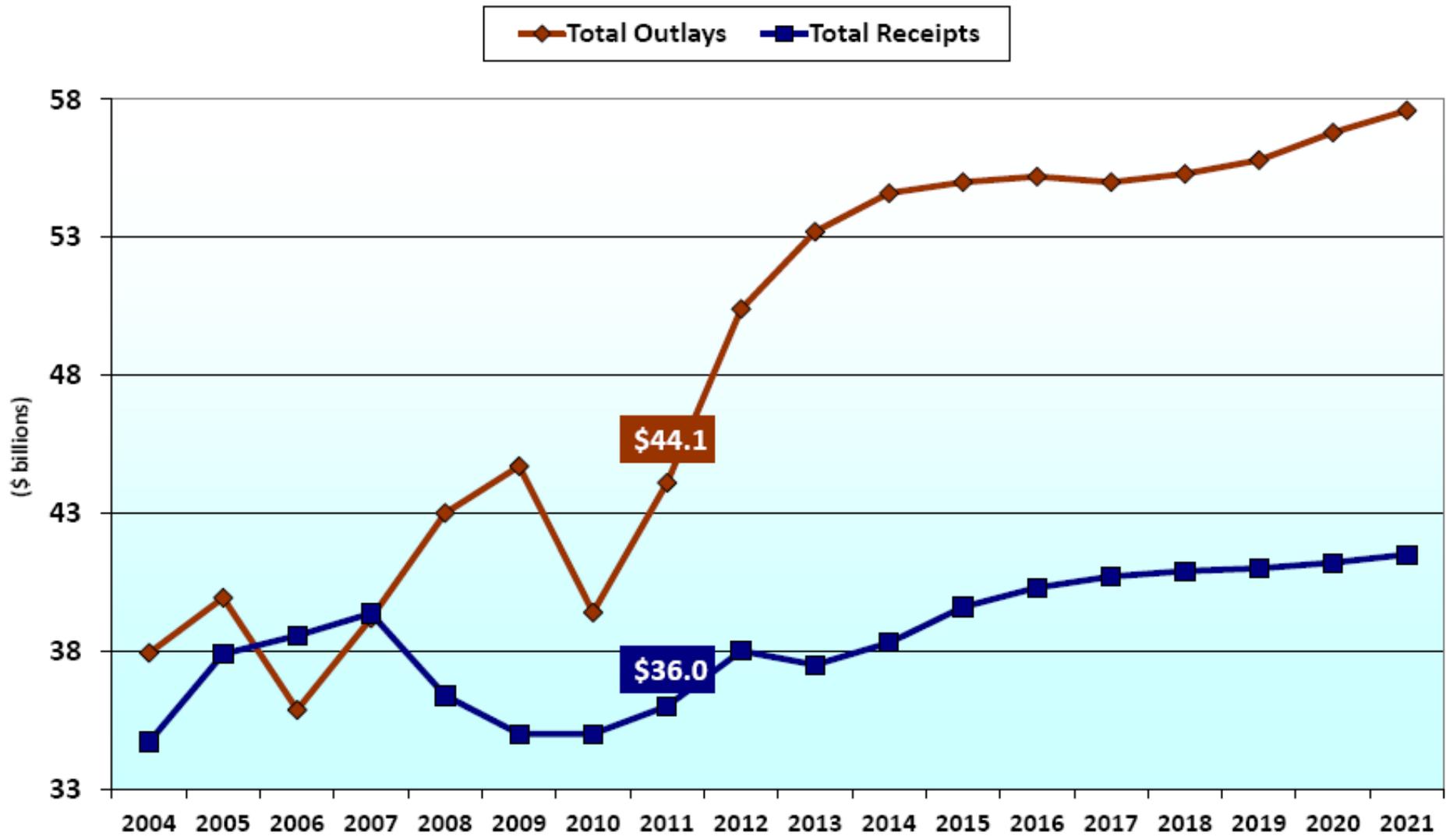
Importance of Funding

- Investing in infrastructure is a proven method to grow the economy
 - 2010 Statewide Strategic Transportation Plan
- Congress has not taken action on Surface Transportation Bill (SAFETEA-LU, multiple extensions since September 30, 2009)
- Current revenue stream is not adequate to meet needs
 - Vehicle gas mileage improving
 - Decrease in Vehicle Miles Traveled:
 - Slow economy
 - People changing housing and job location decisions-alters commute patterns, response to traffic and quality of life issues

National Vehicle Miles Traveled: June 2004-June 2011 (Moving 12 Month Total)



Federal Highway Trust Fund: Receipts and Outlays Discrepancy



Note: From Congressional Budget Office. Excludes \$8.017 billion transfer from General Fund to Highway Account of HTF in September 2008; \$7 billion transfer from General Fund to Highway Account of HTF in August 2009; \$19.5 billion transfer from General Fund to Highway and Mass Transit Accounts of HTF in March 2010.

Georgia's Strategic Transportation Plan

- Georgia invests **less per capita** in transportation than most other states.
- Following big investments (such as the "freeing the freeways" program of the 1980s) Georgia has under invested in transportation, coasting on past success, result:
 - Eroded transportation performance on measures that drive economic competitiveness, like the ability of companies to attract employees from within a 45 minute (peak period) travelshed
- Other states, with greater transportation revenues, have a broader base of revenue sources, such as:
 - Tolls
 - License
 - Sales tax
 - Tag fees
- At the state level, Georgia uses little more than the gas tax to fund transportation. Georgia's state gas tax is the second-lowest in the U.S.

“Plan B” Traditional Fund Sources

(Federal and State Gas Tax Revenues- State Transportation Improvement Program-STIP)

- Transportation needs far exceed available funds
- Congressional District Balancing requirements
- Matching projects with available funding categories
- Lack of future federal funding certainty
- STIP makes funding assumptions that may not come true
- Federal process impedes project delivery (NEPA, 4F, etc)

“Plan B”

Next Federal Transportation Bill

- Desire to maintain current funding levels; however, federal outlays exceed federal gas tax receipts
- Try to increase rate of return for Georgia
- Reduce the number of highway programs
- Increase funding flexibility between different programs
- Streamline reviews and approval processes

Plan A

***Transportation Investment Act
of 2010***

AKA HB 277

MIKE LUCKOVICH

PITTSBURGH JOURNAL-POST OPINION ©
ATLANTA 7-28-0

METRO ATLANTA
TRANSPORTATION HELL
ENTRANCE

THE PENNY SALES
TAX INCREASE WILL
PAY FOR AN EXIT..

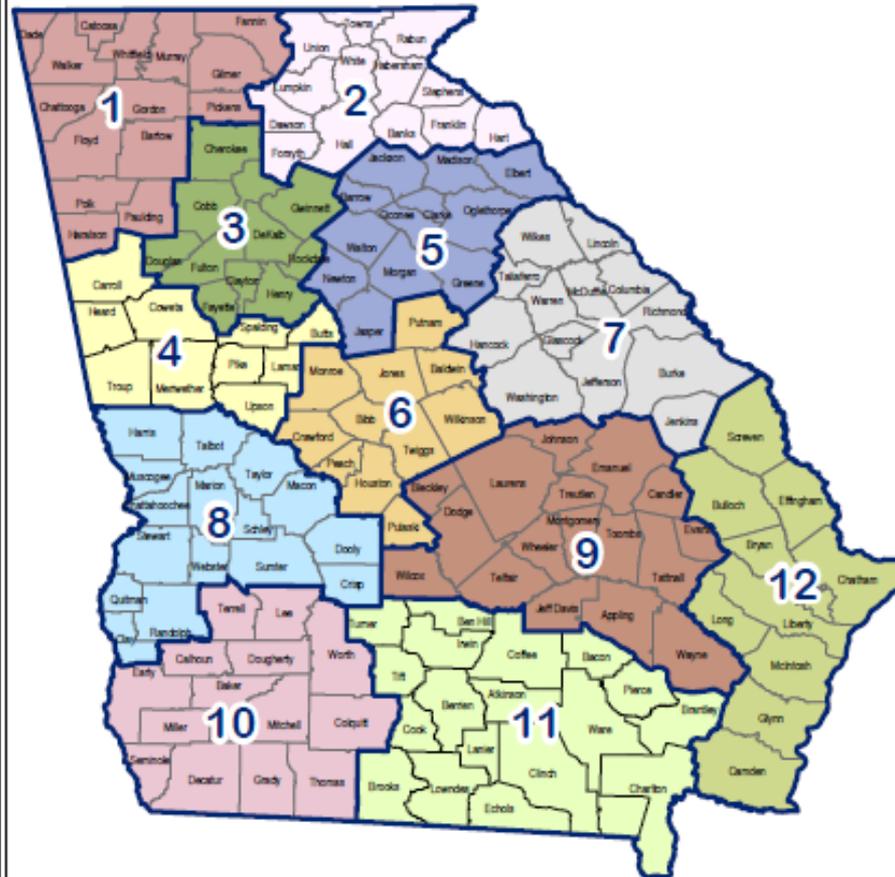


The Georgia Approach: quick overview

- **Transportation Sales and Use Tax**
 - Creates 12 Special tax districts based on RC boundaries
 - Each District can levy 1% sales tax for up to 10 years
 - Individual Counties cannot opt out
 - Money raised in District stays in district
 - Money is not subject to Congressional District Balancing
 - Criteria established by Roundtable
 - Roundtables ultimately select projects
 - Vote in July 2012 (Primary Election)
 - Funds start flowing in 1st quarter of 2013

Regional Commissions

State of Georgia



Effective July 1, 2009

Source: Georgia Department of Community Affairs, April 2009



Base Case Forecast Total Collections (2013-2022)

June 14, 2011 Estimate

<u>Regional Commission</u>	<u>Amount (\$Millions)</u>
1. Northwest Georgia	1,487
2. Georgia Mountains	1,260
3. Atlanta	8,468
4. Three Rivers	947
5. Northeast Georgia	987
6. Middle Georgia	876
7. Central Savannah River Area	841
8. River Valley	594
9. Heart of Georgia	398
10. Southwest Georgia	530
11. Southern Georgia	670
12. Coastal	1,608

“Project Definition”

- Proceeds of the tax may be used on administration, engineering, property acquisition, construction, maintenance, and operations.
- 'Project' means, without limitation, any new or existing:
 - Airport
 - Bike lane
 - Bridge
 - Bus and rail mass transit systems
 - Freight and passenger rail
 - Pedestrian facilities
 - Port
 - Road
 - Terminals
 - All activities and structures useful and incident to providing, operating, and maintaining the same.

“The Different Pots”

Regional Pot

- 75% of the Region’s proceeds (except in ARC which is 85%)
- Will be used to fund all projects on the final project list approved by the roundtable and ultimately the citizens of the region
- GDOT responsible for project delivery except for transit in ARC region where GRTA is responsible.

Local Pot(“Home Rule”)

- 25 % of the Region’s proceeds (except in ARC which is 15%)
- Divided among all local governments within the district based on the “LARP formula”
 - 1/5th Population
 - 4/5th Centerline Miles
- Discretionary transportation money to be used for any transportation project

Projects Selected by Regional Roundtables

- Consists of 2 members from each county
 - Board of Commission Chairman or Sole Commissioner (if applicable)
 - Mayor elected by Mayors of each County
 - *For Atlanta Roundtable, Mayor of Atlanta is in addition to a Mayor from Fulton and DeKalb Counties*

Project Selection Process

Unconstrained Example Investment List

- Developed by GDOT with input from MPOs and local jurisdictions
- List developed by June 1 2011

Constrained Draft Investment List

- Director of Planning and Executive Committee collaborate to develop constrained list(June-August 2011)
- Submitted to Roundtable by August 15, 2011

Constrained Final Investment List

- Executive Committee to hold public hearings on Constrained Draft Investment List
- Roundtable review and approve by October 15, 2011

ALL 12 REGIONS APPROVED LIST!!!

Select Project Types by Region

(Note: some projects are captured in multiple categories)

Region	Road Widening	Bridge	Safety/Traffic Ops	Rail	Maint	Transit	Bike/Ped
Atlanta	39	31	46	3	0	25	7
CSRA	14	16	24	0	22	2	19
Coastal	15	24	13	0	1	8	8
GA Mtns	26	6	21	0	0	2	8
HOG	4	5	1	0	753	0	0
Middle	14	12	20	3	5	5	8
Northeast	19	15	18	0	4	2	17
Northwest	19	15	35	2	3	2	15
River Valley	3	7	6	0	2	1	2
Southern	16	15	10	2	6	0	3
Southwest	6	15	10	1	16	2	12
Three Rivers	15	15	24	1	22	4	16
Totals	190	176	228	12	834	53	115

TIA and Leveraging Federal-Aid Funding by Region

Region	100% TIA	TIA+ Federal-Aid	Total
Atlanta	135	22	157
Central Savannah River Area	72	12	84
Coastal	63	12	75
Georgia Mountains	53	10	63
Heart of Georgia	757	7	764
Middle	58	18	76
Northeast	55	15	70
Northwest	89	16	105
River Valley	21	2	23
Southern	39	19	58
Southwest	65	4	69
Three Rivers	92	8	100
Total	1,497	145	1,644

Voter Referendum

July, 2012

- Ballot Question

() Yes

() No

Shall _____ County's transportation system and the transportation network in this region and the state be improved by providing for a 1 percent special district transportation sales and use tax for the purpose of transportation projects and programs for a period of ten years.

Project Delivery

- GDOT and GRTA are authorized to determine whether a project should be designed and constructed by the Department, by a local government, or by another public or private entity. It is anticipated that intergovernmental agreements will be needed during the delivery of the project lists.
- Working on RFP for Program Management. Anticipate advertising in spring 2012.

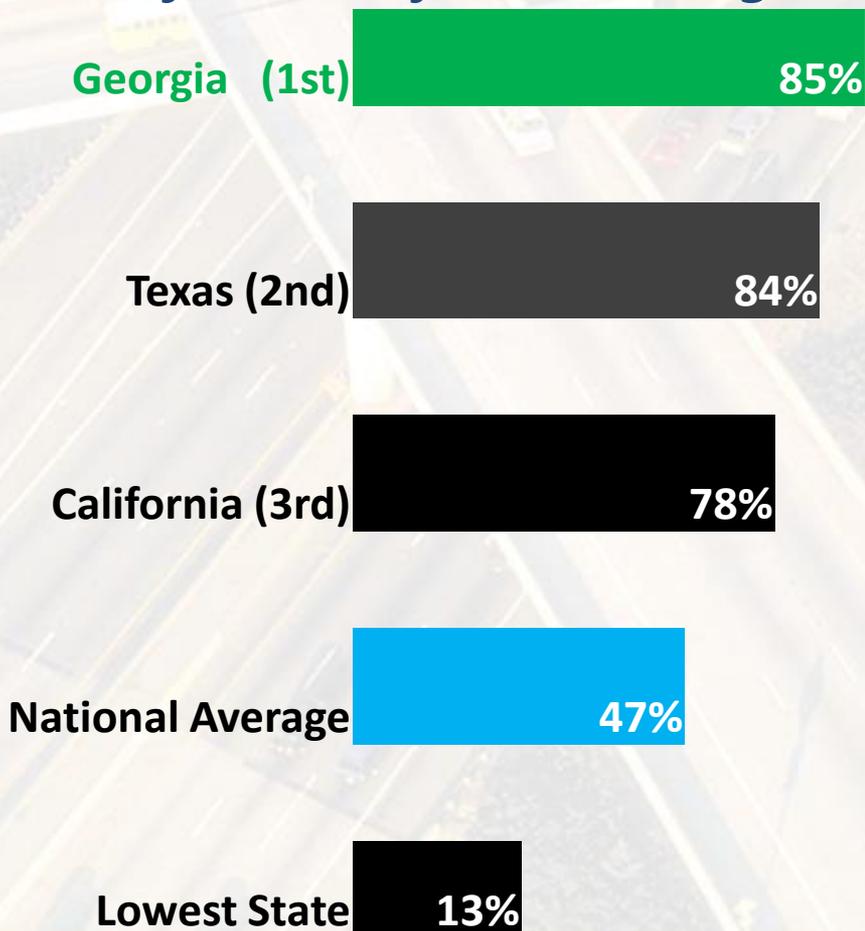
GDOT Let Projects: Construction Award vs. Contract Final Payout

<i>Projects Completed for Fiscal Year Ending</i>	<i>Original Award Amounts</i>	<i>Final Contract Amounts</i>	<i>Percent</i>
June 30, 2006	\$859,183,217	\$871,145,626	101.39%
June 30, 2007	\$890,433,883	\$908,693,302	102.05%
June 30, 2008	\$1,495,482,948	\$1,541,746,748	103.09%
June 30, 2009	\$1,861,762,455	\$1,934,998,334	103.93%
June 30, 2010	\$3,134,538,670	\$3,145,770,545	100.36%
June 30, 2011	\$1,859,506,153	\$1,869,322,728	100.53%

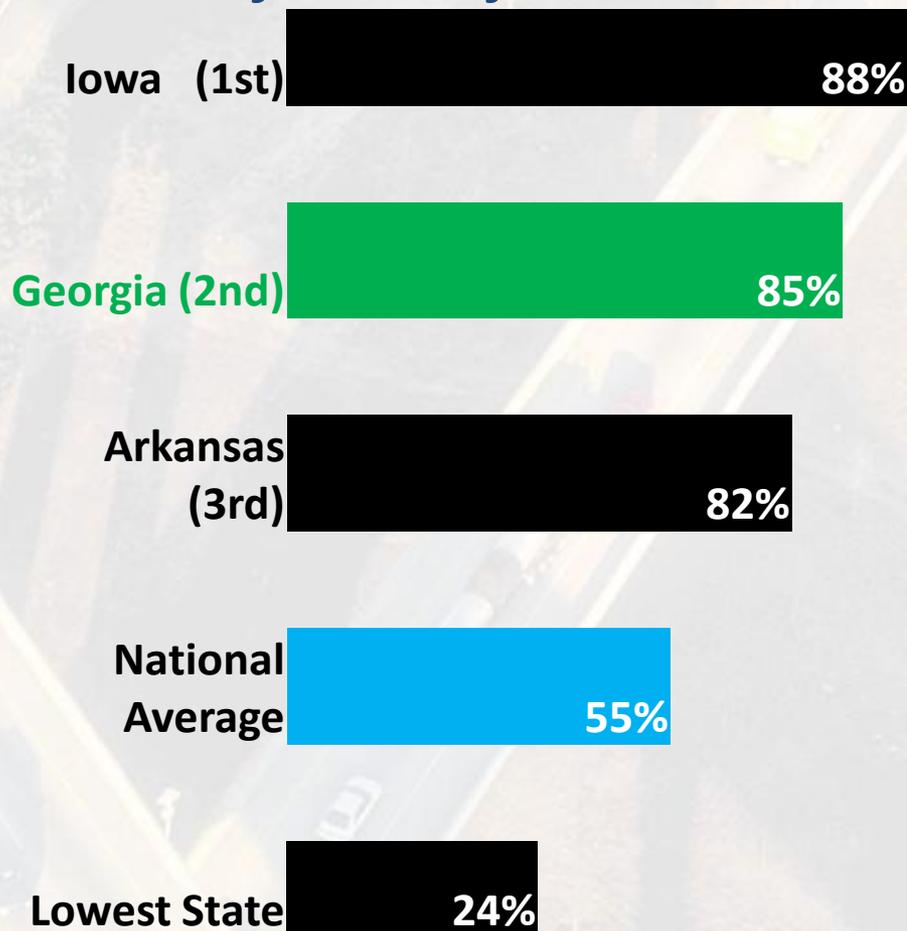
GDOT Construction Delivery Rates

NCHRP Report 20-24(37)A(01)

Percent of CST Projects on Budget



Percent of CST Projects on Time



**NO PENNY
SALES TAX
INCREASE TO
REDUCE AREA
GRIDLOCK**

THE OTHER
PROTESTERS
ARE STUCK
IN TRAFFIC...



Todd I. Long, PE, PTOE
Georgia Department of Transportation
Director of Planning

404-631-1021

www.it3.ga.gov