

IT3 Scenario Results and Implications

State of Georgia

Discussion Document

November 13, 2008

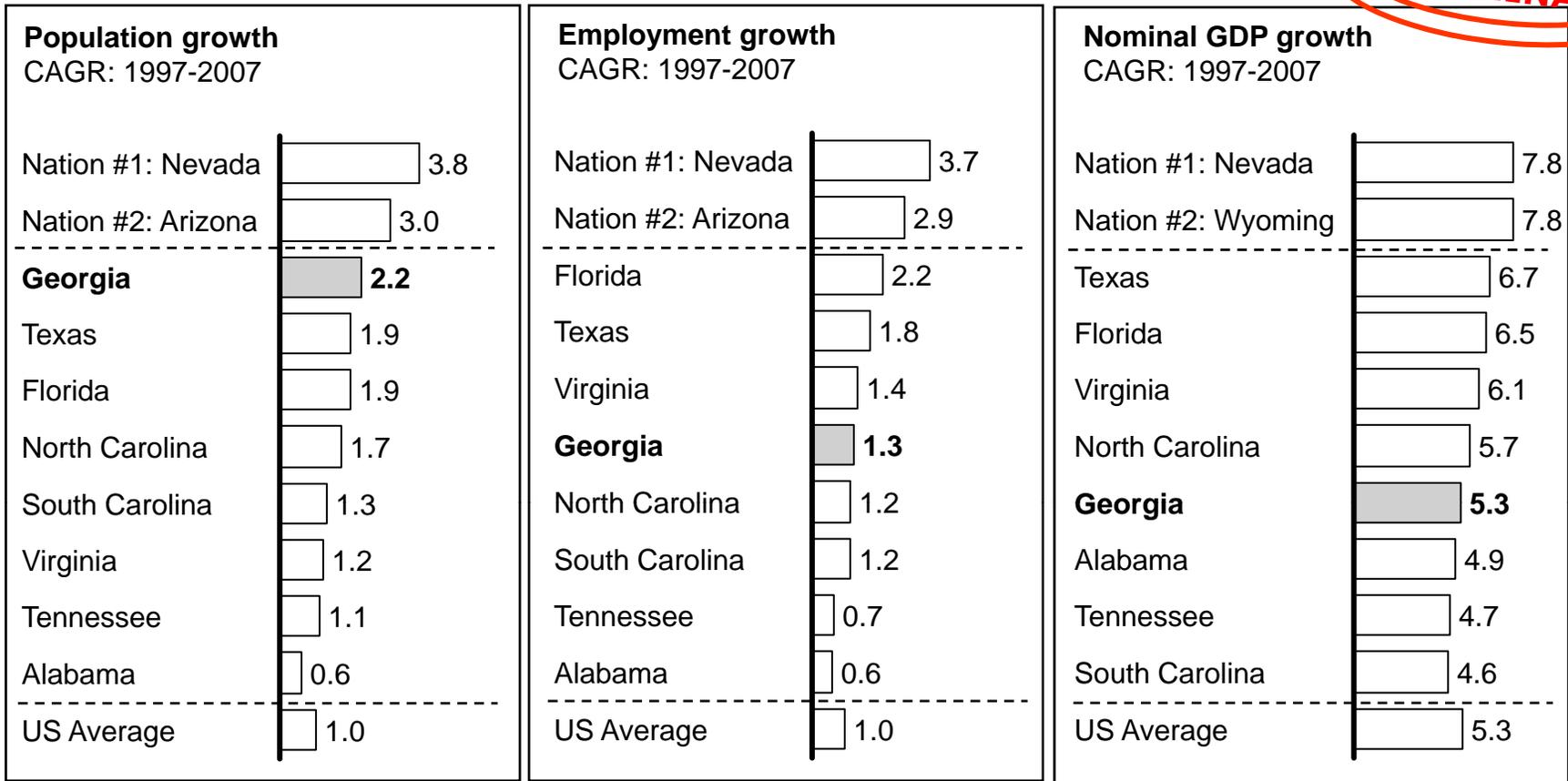
IT3 STRATEGY: KEY FINDINGS



- **Over the last several decades, Georgia's population and economy have grown rapidly, and its transportation investments have played a key role in that success**
- However, over the last 10-20 years, Georgia has undermanaged and underinvested in its assets. The lack of improvement to these assets has contributed to performance gaps on the transportation system and put Georgia's future quality of life and economic growth at risk. Scenarios were developed to find the best solutions
- The economic benefits of changing "business as usual" in transportation are compelling: a disciplined, outcome-focused strategy in 3 categories (people mobility in Metro Atlanta, freight and logistics, and people movement / safety in rest of state) could generate an additional 320,000 jobs over the next 20 years and up to ~\$515 billion in economic benefits to Georgia over the next 30 years
 - In Metro Atlanta, by combining demand management, infrastructure investments, and coordinating those investments with development patterns, Georgia could generate an additional 230,000 jobs over 20 years and \$335-345 in economic benefits over 30 years
 - In medium-sized cities and rural areas, by combining demand management, infrastructure investments, and coordinating those investments with development patterns, Georgia could generate an additional ~90,000 jobs over 20 years and ~\$156 billion in economic benefits over 30 years
 - By capturing the freight opportunity, Georgia could generate ~\$61 billion in economic benefits over 30 years
- The investment costs to achieve these outcomes range from \$141.8-250.7 billion over 20 years. 1/3 to 2/3 of these costs are already covered by existing revenues and the remainder can be addressed through a variety of sources over 20-40 years

GROWTH ACROSS GEORGIA HAS BEEN IMPRESSIVE - POPULATION AND EMPLOYMENT GROWTH HAVE OUTPACED THE US AVERAGE

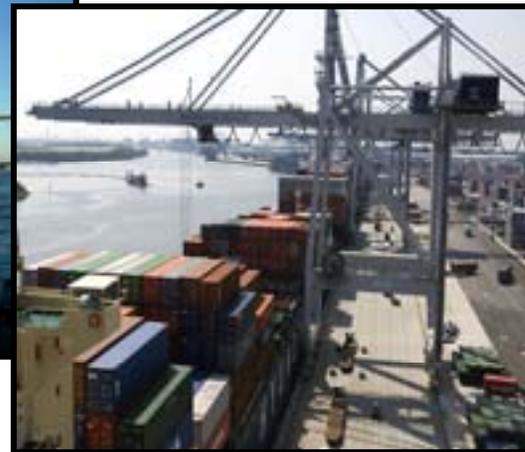
PRELIMINARY



- Georgia had the 4th fastest growing state population in the nation
- Georgia ranked 17th in job creation growth
- Georgia ranked 23rd in GDP growth

GEORGIA'S UNIQUE TRANSPORTATION ASSETS HAVE PLAYED A DISTINCT ROLE IN ATTRACTING EMPLOYERS AND NEW CITIZENS

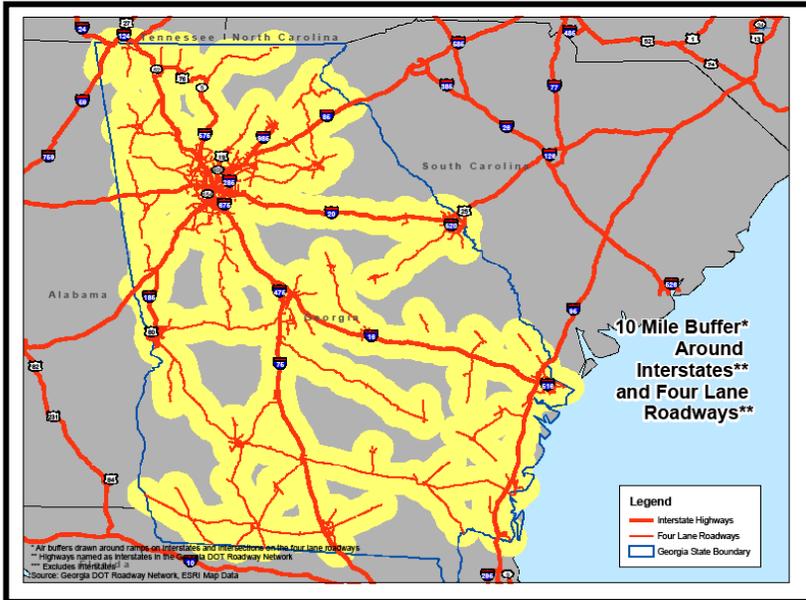
- **Hartsfield-Jackson Airport:** the world's busiest passenger airport



- **Port of Savannah:** the nation's fastest growing container port

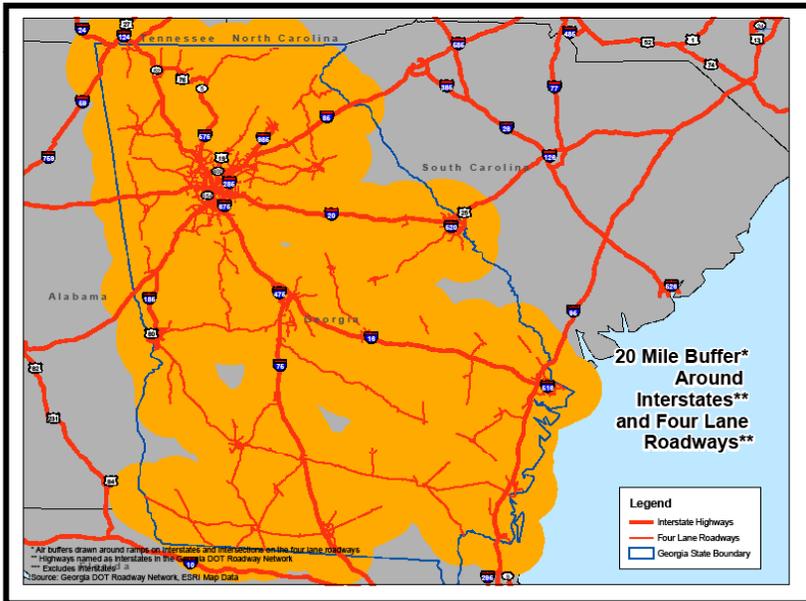
GA'S PAST TRANSPORTATION INVESTMENTS HAVE INCREASED ACCESS TO JOBS ACROSS THE STATE

PRELIMINARY



- **GRIP goal: 98%** of GA's land within 20 miles of a four-lane road; **97% of GA land meets this metric**

- **99% of Georgia's population is within 20 miles of a four-lane road**



IT3 STRATEGY: KEY FINDINGS

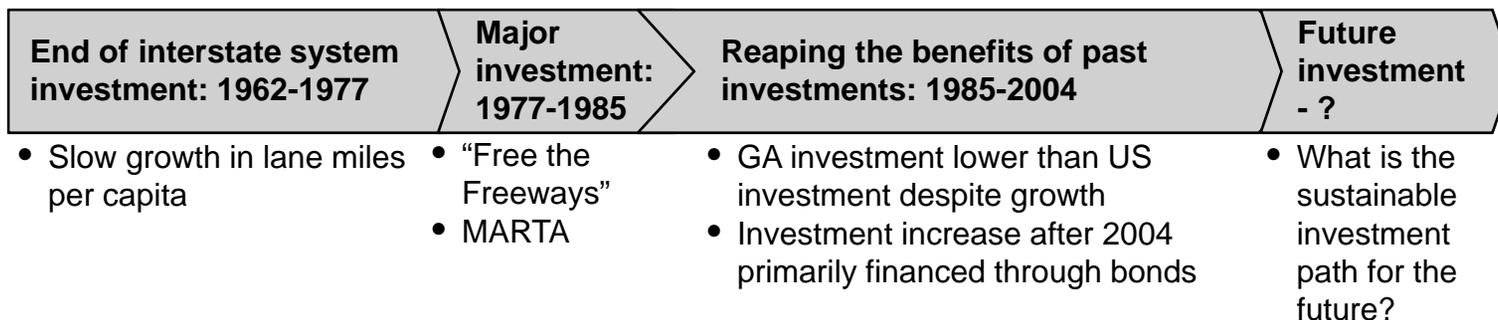
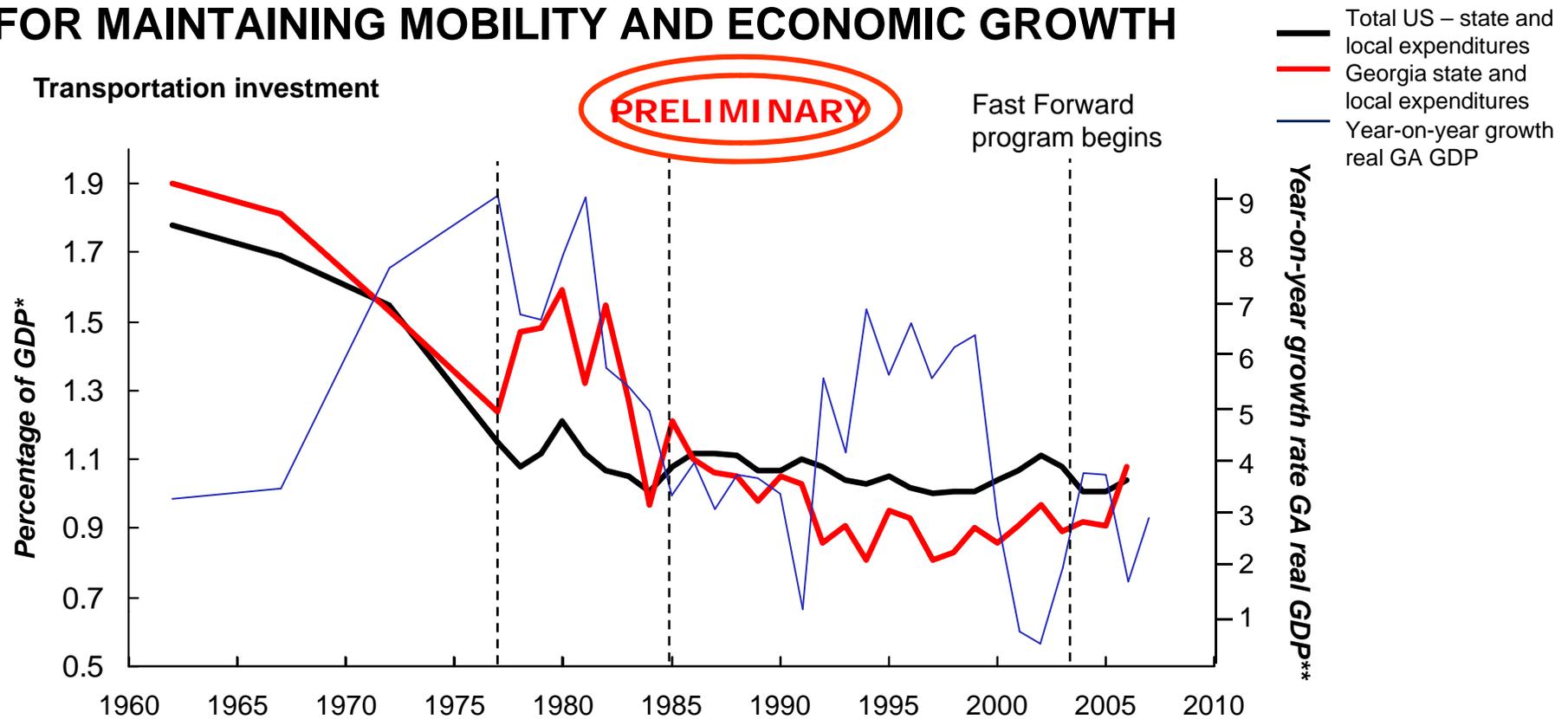


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RESOURCE LEVELS RELATIVE TO GDP HAVE ALSO BEEN INSUFFICIENT FOR MAINTAINING MOBILITY AND ECONOMIC GROWTH



* Used 5-year CAGR to estimate 2001 and 2003 local expenditures data

** GA real GDP growth rate assumptions: 1962-1977 - used 30-year average CPI rate forecasts from 2000-2030 and subtracted from nominal GA GDP growth rate from 1962-1977. 1978-2007 - used GA real GDP growth rate

SCENARIOS ALLOWED US TO TEST THE EFFECTIVENESS OF DIFFERENT STRATEGIES IN A CONSTRAINED, UNCERTAIN WORLD

Why we need scenarios

- Uncertainty around future resources and events
- Not clear how to deliver the most bang for buck
 - Highly complex, interdependent networks
 - Interactions and ripple effects hard to predict
- Need to identify strategies with highest return in each resource level/type

Alternative supply-side actions

- New roads
- New transit (e.g., light rail, express bus)

Alternative demand-side actions

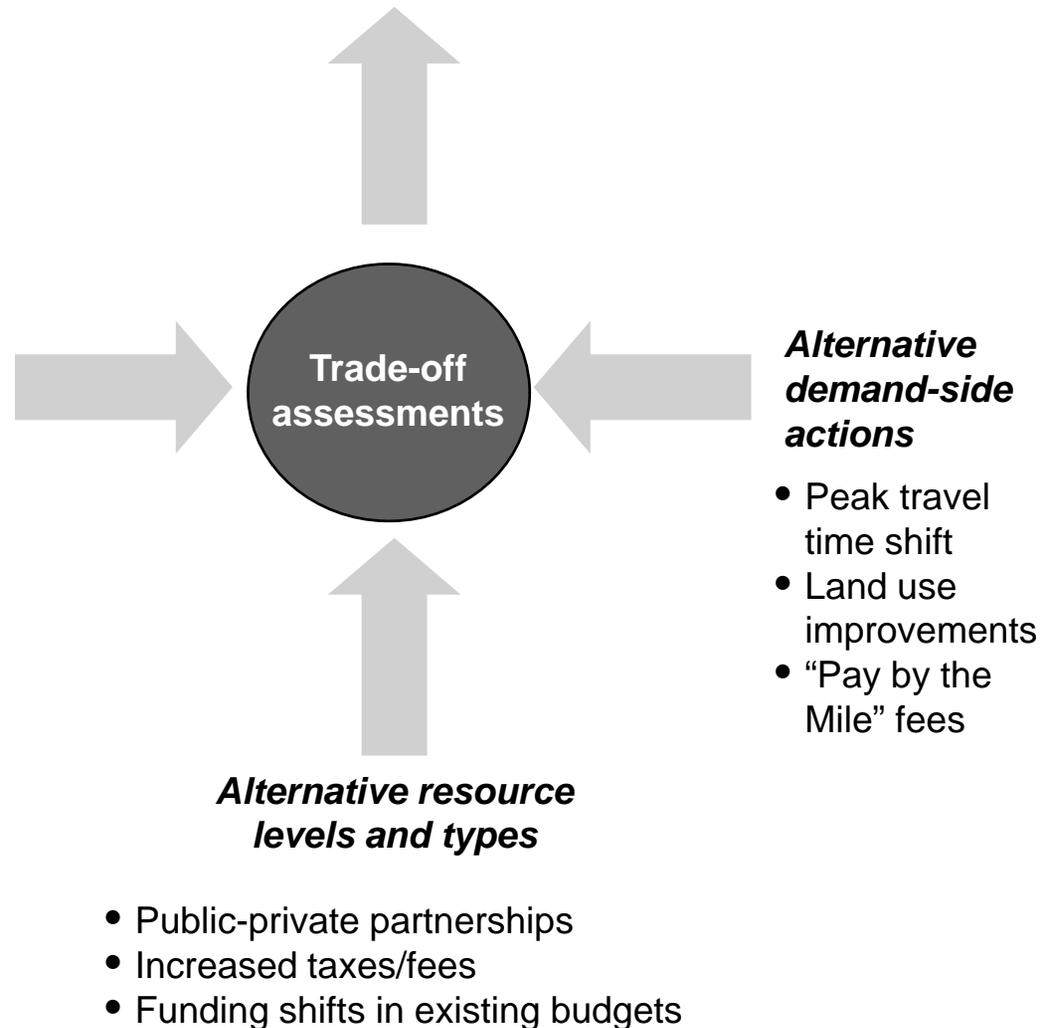
- Peak travel time shift
- Land use improvements
- “Pay by the Mile” fees

Alternative resource levels and types

- Public-private partnerships
- Increased taxes/fees
- Funding shifts in existing budgets

Outcomes:
How much did we move the needle?

PRELIMINARY



IT3 STRATEGY: KEY FINDINGS



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WHAT BENEFITS DO WE RECEIVE FROM DIFFERENT INVESTMENT LEVELS AND DIFFERENT POLICY CHOICES?



1. People Mobility in Metro Atlanta

- Benefits from lower congestion costs, expanded talent pools and access to jobs, and more reliable trips



2. Freight and Logistics

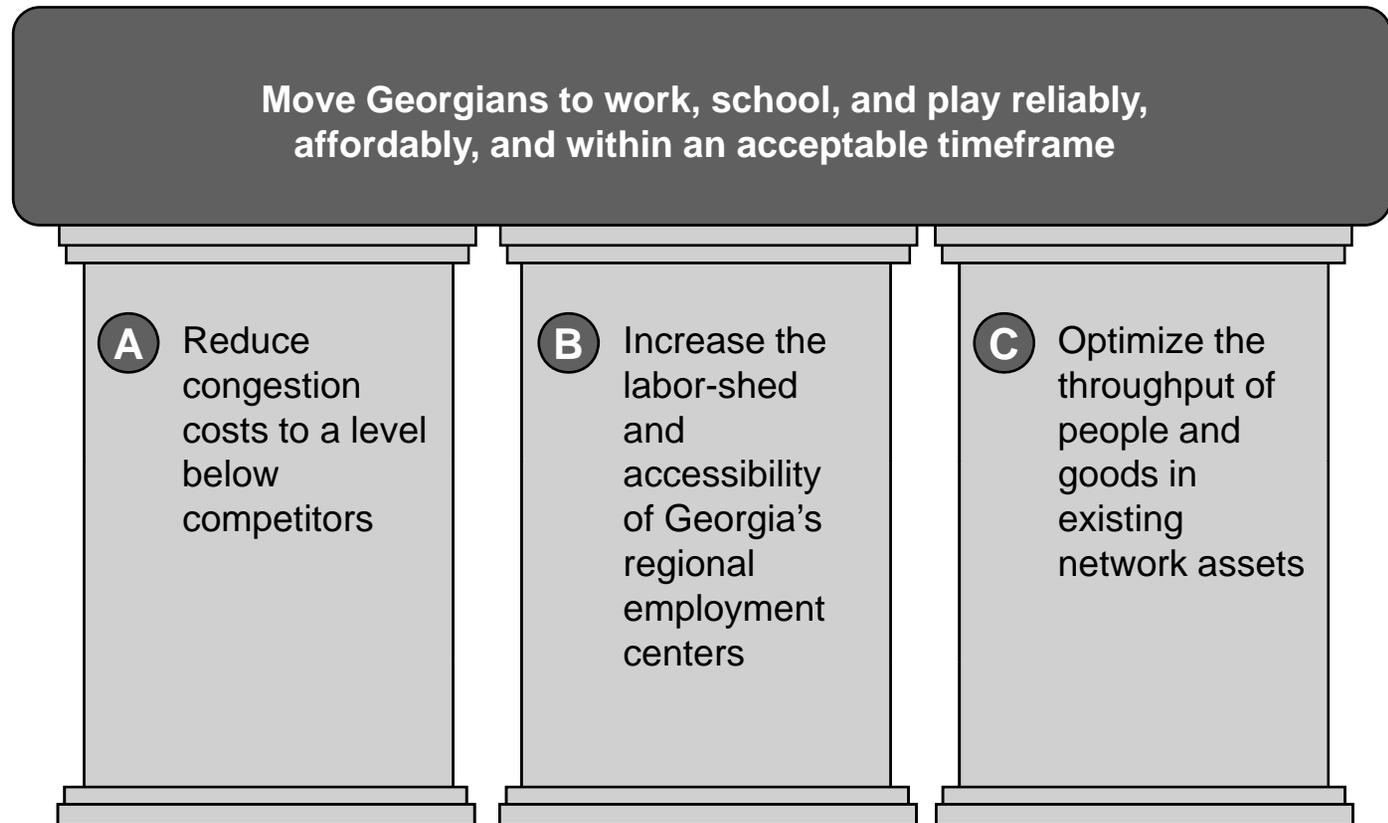


3. People Mobility in Medium Sized Cities and Rural Areas

OBJECTIVES IDENTIFIED AS “RESOURCE TO IMPROVE” ARE CLOSELY RELATED AND MUTUALLY REINFORCING

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Overarching objective:
Defines the desired outcome



Supporting objectives:
Define the levers we are most interested in “pulling” to affect outcomes



METRO ATLANTA SCENARIOS: KEY FINDINGS

PRELIMINARY

- By investing and building \$26-43 billion in infrastructure over the next 20 years, Georgia could generate \$114 billion in additional GDP growth over the next 20 years and an additional 230,000 jobs
- The GDP benefit and benefit from reducing congestion costs become even larger over 30 years, reaching up to \$345 billion in today's dollars
- However, reaping the full benefits requires bringing together 3 equally critical and mutually reinforcing elements:
 - An aggressive demand management strategy
 - Investments in reliable, “connecting” infrastructure
 - Better alignment between where development occurs and where investments are made



4 KEY INVESTMENT/ POLICY CHOICES

Demand management

- 1 • Expanded support for employer-based initiatives
 - Additional support for employers interested in tele-work or compressed work weeks
 - Additional support for employer-based vanpool programs
- “Pay by the mile fees,” congestion pricing, and/or parking fees (shift travel times and depress them)
- Additional investment in incident clearing programs (e.g., HERO, TRIP)
- Conversion of existing HOV lanes to HOT lanes

PRELIMINARY



4 KEY INVESTMENT/ POLICY CHOICES

Infrastructure supply

2 Rapid and reliable “connecting” Infrastructure

- HOT lanes connecting all major employment centers (630 lane miles)
- Express bus system connecting all major centers, leveraging HOT lanes and “fly” ramps for last mile
- Commuter rail to Griffin
- Premium first- and last-mile circulators (e.g., street cars) in the most dense centers
- Additional arterial road capacity that feed and support the centers (600 lane miles)

3 Double down in most congested corridors

- Replace express buses with light or heavy rail in dense corridors
- High capacity road projects in congested corridors (e.g., tunnel between I-675 and GA400, tunnel parallel to I-285 North, Downtown Connector “top”)
- Commuter rail to Athens

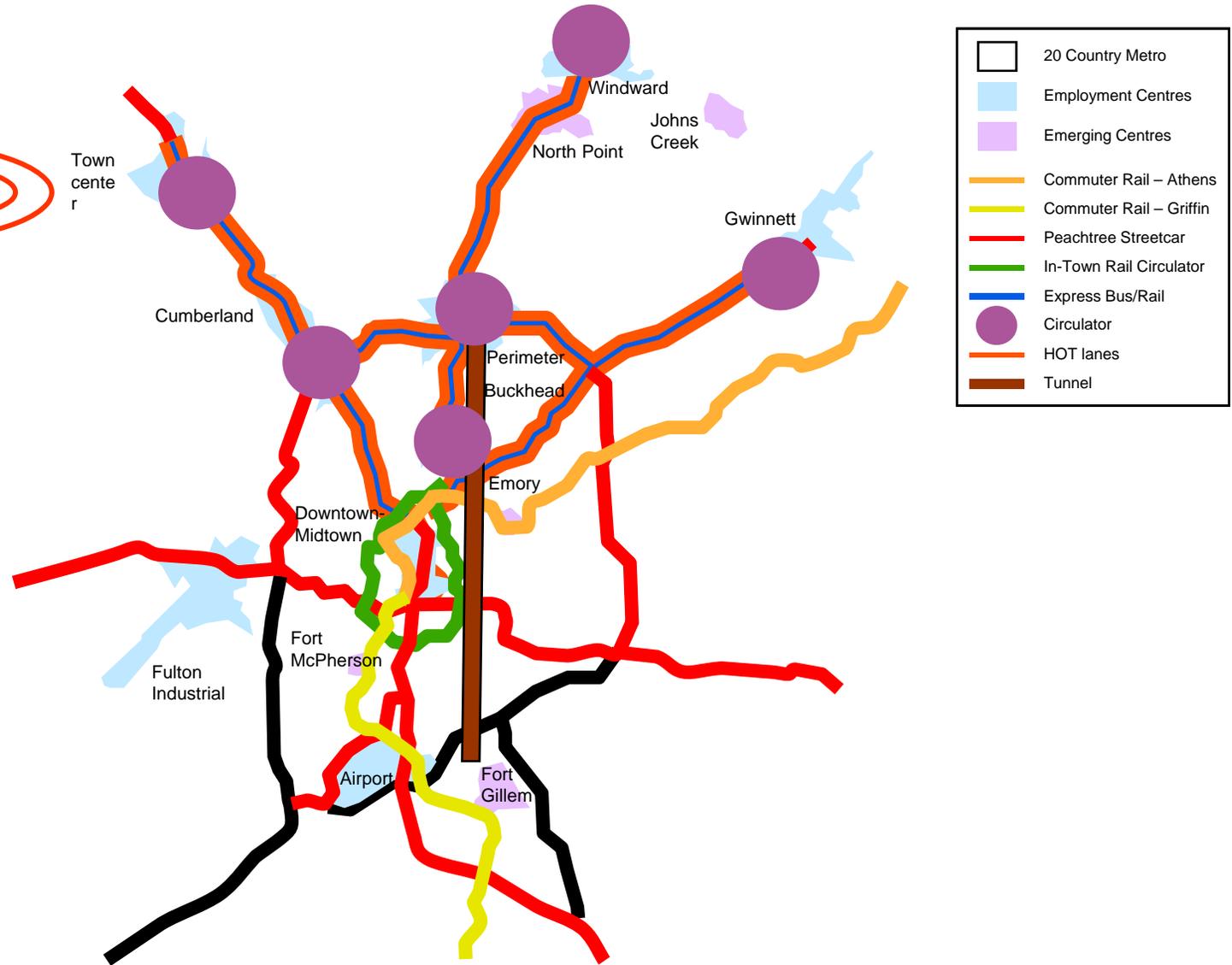
PRELIMINARY



METRO ATLANTA PEOPLE MOBILITY: EXAMPLE MAP OF POTENTIAL INVESTMENTS

ILLUSTRATIVE

PRELIMINARY





4 KEY INVESTMENT/ POLICY CHOICES

Coordinate with development patterns

- 4 • Match investment types to an area's current or planned density (e.g., rail circulators in dense areas)
- Ensure dense areas have a sufficient supply of transit or pedestrian alternatives and that there is sufficient first- and last-mile connectivity
- Manage access to state highways and interstates

PRELIMINARY



INVESTING \$26-\$43 BILLION IN NEW CAPACITY FOR METRO ATL COULD DRIVE UP TO \$345 BILLION IN ECONOMIC BENEFITS

Demand management

Incremental investment
2008 Dollars

- **\$220 million**

Incremental returns
2008 Dollars

- **\$40 billion** over 30 years in reduced congestion costs (wasted time and fuel)

PRELIMINARY

Infrastructure investment, uncoordinated with development patterns

- Base package of reliable “connecting” infrastructure: **\$26.0 billion**
- Doubling down in congested corridors (transit and road): **\$17.2 billion**

- **Additional \$40 billion** over 30 years in reduced congestion costs
- **Additional \$10 billion** over 30 years in reduced congestion costs

Additional GDP growth likely, due to better value proposition to people and employers

Investment coordinated with development patterns

- **\$0** (if the “right” investments are made and market responds)

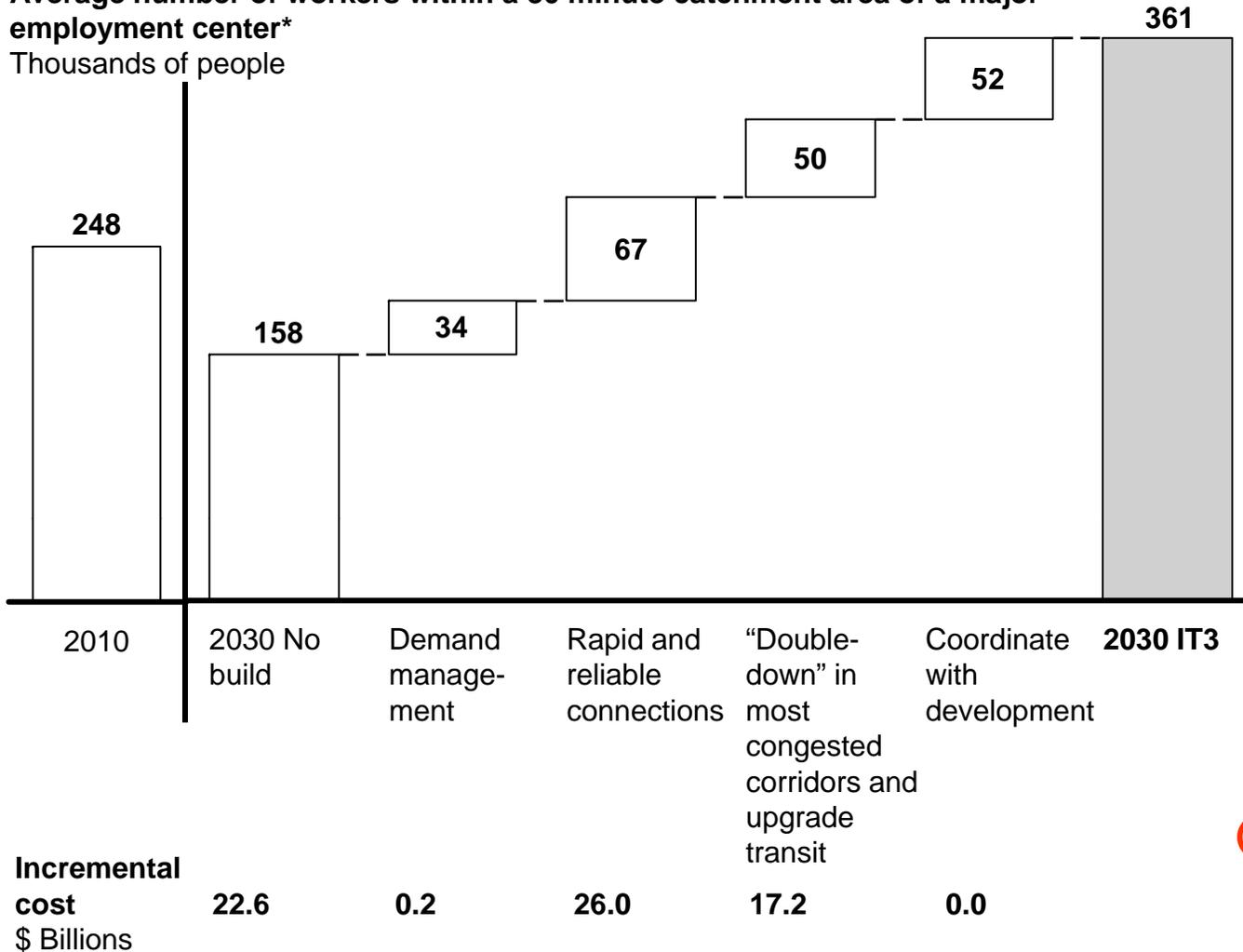
- **\$39 billion** over 30 years in reduced congestion costs

- Reduction in congestion costs alone (\$119-129 billion over 30 years) justifies incremental investment
- Additionally, if these investments support Metro Atlanta’s ability to grow as forecast (versus a loss of 0.25% points below the forecast), the additional growth is worth over 97,000 jobs in the next 10 years and 230,000 jobs over the next 20 years
- Impact on GDP is even more substantial, as benefits compound over time: \$12 billion in the first 10 years, \$114 billion over the next 20 years, and \$216 billion over 30 years



IT3 INVESTMENTS MAKE ATLANTA MORE COMPETITIVE BY EXPANDING REGIONAL “TALENT POOLS”

Average number of workers within a 30 minute catchment area of a major employment center*
Thousands of people



- With investments, demand management, and by coordinating investment with development, the typical employment center’s catchment area expands 45%
- Coordinating the investments with development more than doubles the impact of the investment

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* Major employment centers include Downtown/Midtown, Buckhead, Cumberland Galleria, Perimeter Center, Gwinnett Place, Fulton Industrial Blvd, Airport, Winward Parkway, and Town Center

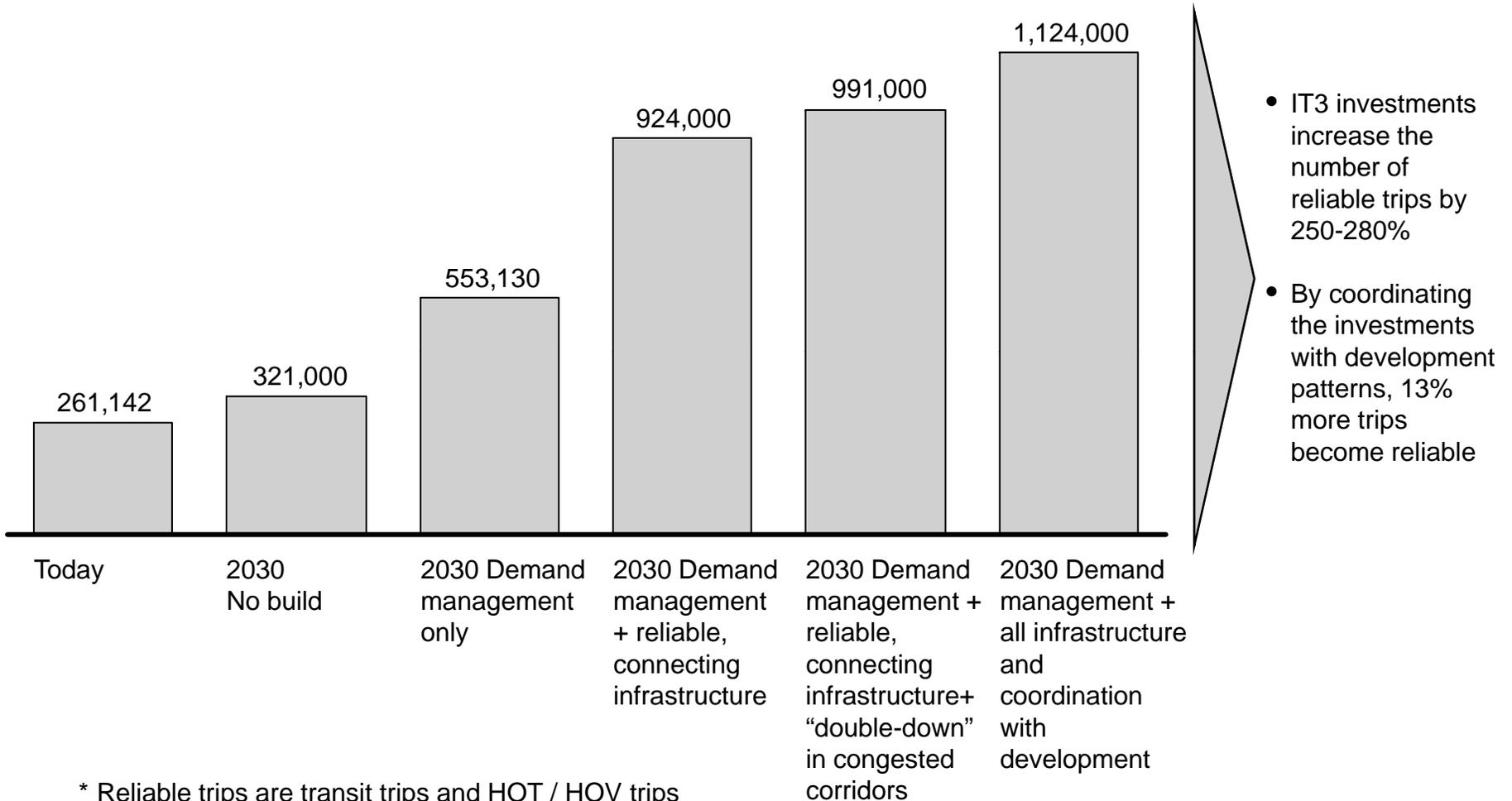
** All costs are in 2008 dollars. “No build” includes the cost of maintaining the existing road network and transit network in “good repair”



IN METRO ATLANTA, INVESTMENTS DRAMATICALLY EXPAND THE NUMBER OF PEOPLE BENEFITING FROM RELIABLE TRIPS

People per day taking reliable* trips
Number of people

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* Reliable trips are transit trips and HOT / HOV trips

Source: Kimley-Horn, McKinsey analysis, ARC Travel Demand Model

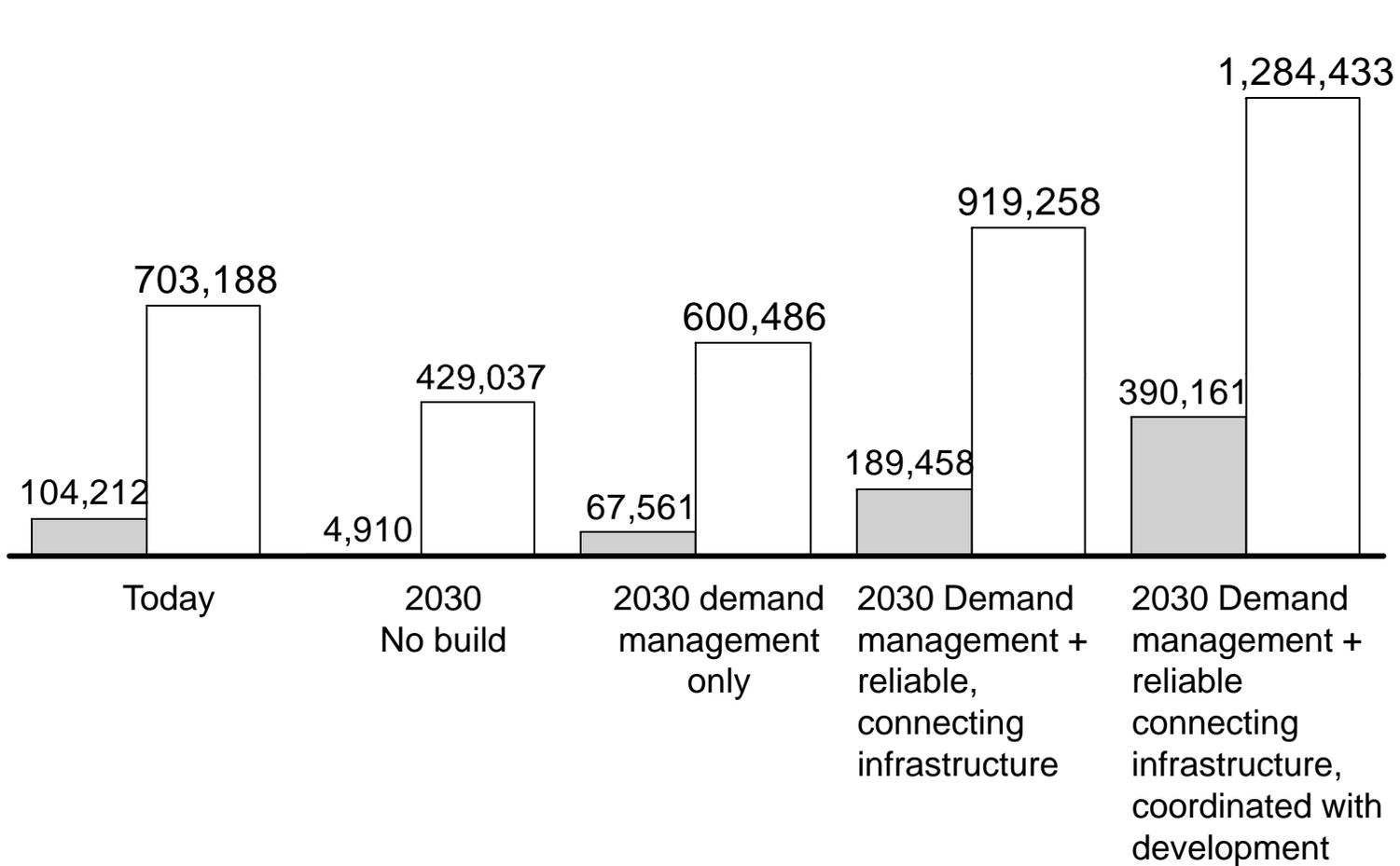


IN METRO ATLANTA, INVESTMENTS DRAMATICALLY EXPAND ACCESS TO JOBS BY CAR...

Number of workers that can reach >500,000 jobs by car in <30 or <45 minutes
Number of people

PRELIMINARY

■ <30 minutes
□ <45 minutes



- With investment, land use, and demand management, the number of people that can reach >500K jobs in <30 minutes nearly triples
- 80% more people can reach >500K jobs in <45 minutes

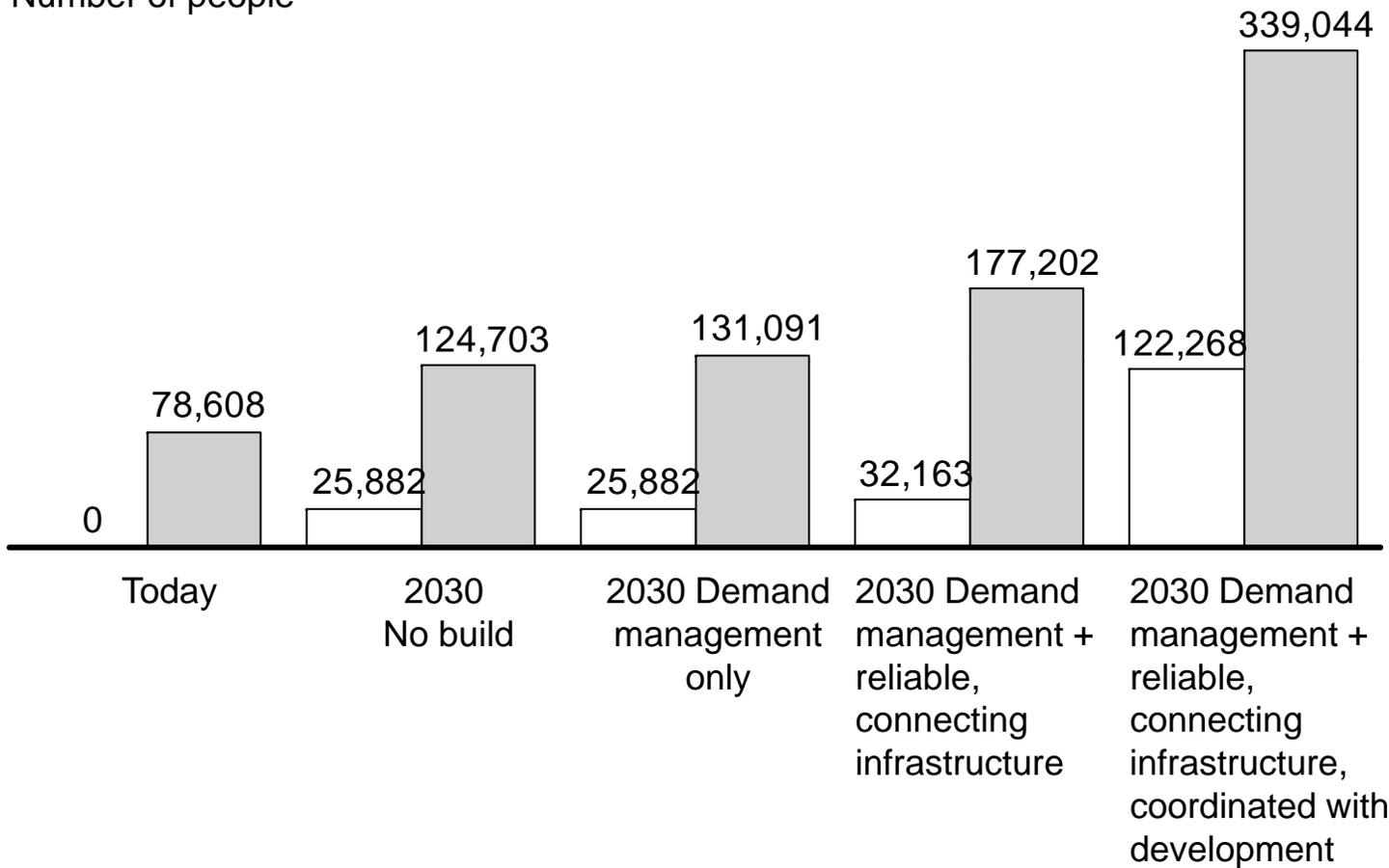


...AND BY TRANSIT

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□ <30 minutes
 ■ <45 minutes

Number of workers that can reach >500,000 jobs in <30 or <45 minutes by transit
 Number of people



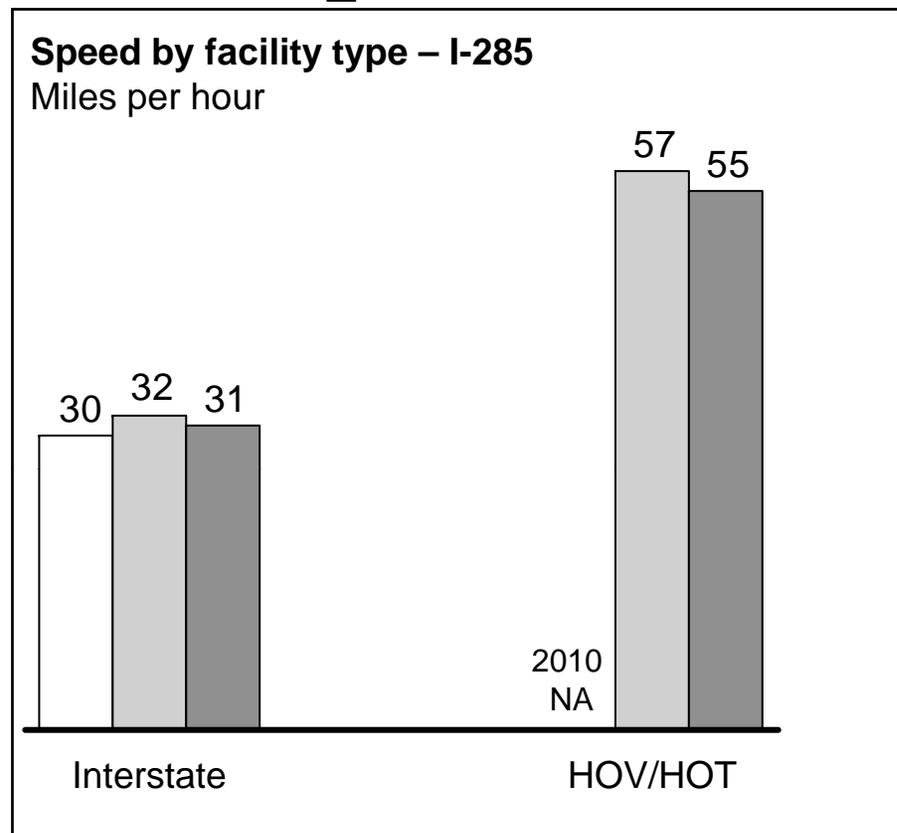
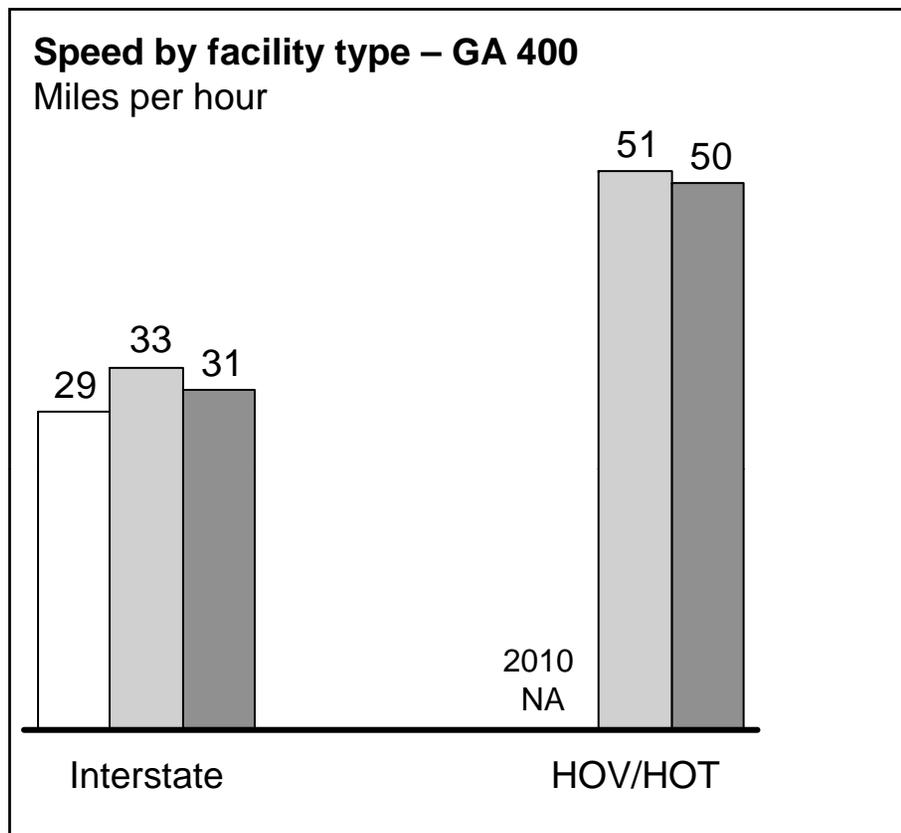
- With investment, land use, and demand management, over 120,000 people can reach >500K jobs via transit in <30 minutes vs. none today
- 330% more people can reach >500K jobs via transit in less <45 minutes



IN THE CORRIDORS WHERE WE FOCUSED INVESTMENT, TRAVEL TIME IMPROVEMENTS ARE EVEN MORE SUBSTANTIAL

PRELIMINARY

- Today
- ▒ 2020 IT3 Investments*
- 2030 IT3 Investments*



* 2020 and 2030 IT3 includes all infrastructure investments, demand management, and coordinating investment with development patterns

WHAT BENEFITS DO WE RECEIVE FROM DIFFERENT INVESTMENT LEVELS AND DIFFERENT POLICY CHOICES?



1. People Mobility in Metro Atlanta



2. Freight and Logistics

- Benefits in congestion cost reduction, travel time savings, and potential GDP impact



3. People Mobility in Medium Sized Cities and Rural Areas



FREIGHT AND LOGISTICS: KEY FINDINGS

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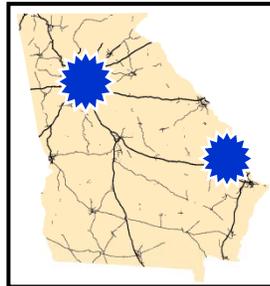
- By investing and building \$18-37 billion in infrastructure over the next 20 years; over the next 30 years Georgia could generate \$58 billion in additional GDP growth and reducing congestion costs by \$3 billion
- Key to investment strategy is focusing investments on navigating metro area congestion, filling the most critical gaps between supply and demand, and ensuring reliable, efficient trips between key origins and destinations
 - “Addressing today’s problems” investments are those that address major bottlenecks (e.g., Atlanta interstate interchanges, first and last mile connectivity at Port of Savannah). The investment required is ~\$510 million over the next 10 years
 - Investments most critical to ensuring future trip reliability and competitive travel times are new limited access bypasses that help navigate metro area congestion and connect major freight origins and destinations in Middle Georgia. These investments would require \$18 billion over the next 20 years
 - Georgia could also choose to invest an incremental \$10-19 billion in new facilities - either in limited access facilities for trucks connecting other origins, in creating new capacity for freight rail, or in both. Further investigation into the feasibility and attractiveness of freight rail investment is likely required



4 KEY INVESTMENT/ POLICY CHOICES

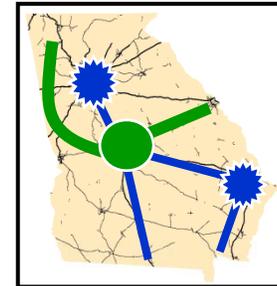
1 “Address today’s problems”

- **New investments:**
 - Last mile connectivity for port
 - Targeted improvements in intersections across the state
 - Grade-separated rail crossings where cars and trains meet
- **Demand management:**
 - Incentives / disincentives to drive through Atlanta during peak period



2 “Get ahead of the curve” (priority truck corridors only)

- **New investments in priority freight corridors:**
 - New investments from “address today’s problems”
 - Three lanes in each direction on highest volume interstates feeding (e.g., I-95, I-75, I-16, I-85 North)
 - Limited access expressways that provide East-West connectivity through middle GA
 - Limited access northwest bypass around Atlanta



PRELIMINARY

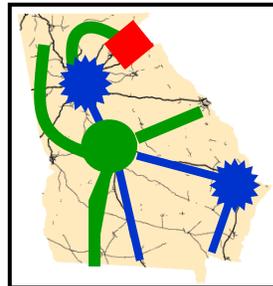


4 KEY INVESTMENT/ POLICY CHOICES

3

“Perfect connectivity” (additional truck corridors)

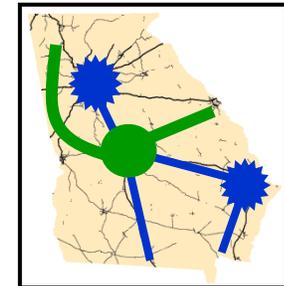
- **New investments:**
 - Additional investment in limited access bypasses connecting other significant (but lower volume) freight origins and destinations (e.g., connecting Augusta and Savannah, Albany and Tallahassee)
 - Investments would likely be made instead of “big bet on rail,” but could be treated as additional



4

“Get ahead of the curve: “big bet” on rail”

- **New investments:**
 - Investments from “address today’s problems”
 - All investments in high priority truck corridors described in option 2
 - Grade separate major at-grade rail crossings (e.g., Howell Mill Junction, Central Junction near port)
 - Invest to create new freight rail lines (e.g., new freight rail lines connecting Savannah and Atlanta)



PRELIMINARY



4 POTENTIAL INVESTMENT PORTFOLIOS DIFFER IN TYPE / EXTENT OF PROJECT INVESTMENT AND RESOURCE ENVELOPE

- 1 Address today's problems
- 2 Getting "ahead of the curve" (truck only)
- 3 Perfect connectivity (additional truck corridors)
- 4 Freight rail investments

Incremental investment
2008 Dollars

Incremental returns
2008 Dollars

• \$510 million

- \$547 million in congestion cost reduction over 30 years
- Additional safety benefits

• \$17.6 billion

- \$2 billion in congestion cost reduction for Atlanta over 30 years (from diverting trucks at peak hour)
- \$500 million in direct benefits to haulers (time savings and fuel savings)

• \$9.6 billion

- \$71 million in time and fuel savings freight haulers

• \$9.7 billion

- TBD (data not available)

A real GDP increase of 0.25% per year over 20 years in the priority corridor counties would generate \$32 billion in economic benefit and \$58 billion over 30 years

PRELIMINARY

- "Priority" corridors have ~10X the volume as other potentially significant corridors and higher benefits in terms of time savings and congestion cost reduction
- However, none of the options (except "address today's problems") can be justified on the basis of "reducing congestion costs" or time savings alone - the business case hinges on whether the investments can drive GDP



POTENTIAL INVESTMENTS IN INTERSTATES AND LIMITED ACCESS EXPRESSWAYS FOR TRUCKS

PRELIMINARY

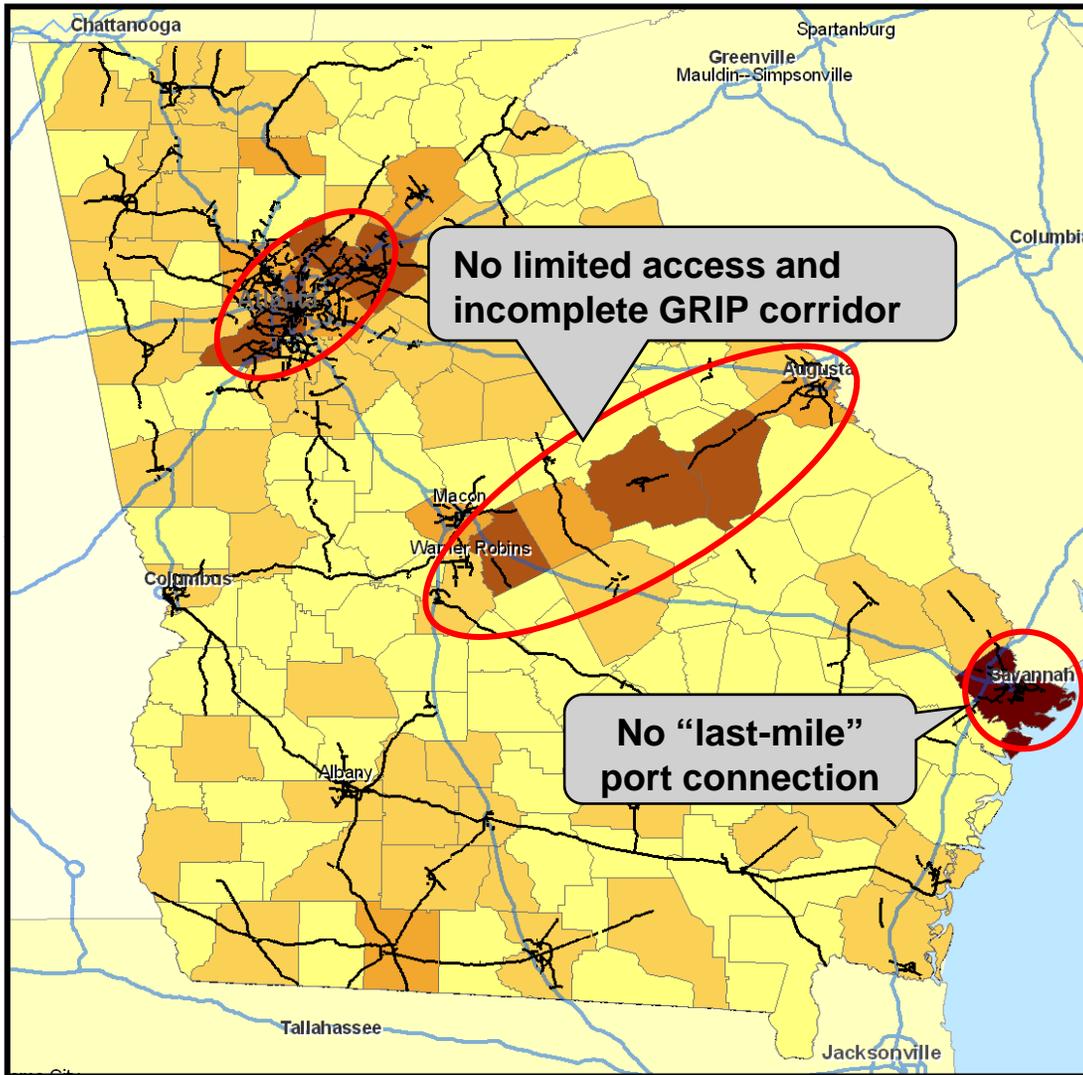
| | Average travel time savings per trip (In minutes, during mid-day peak) | Mid-day peak volume (Trucks per day – 2007) | Total hours per day saved | Cost \$ Billions |
|---|---|--|---------------------------|---------------------|
| 2 Interstate Widenings <ul style="list-style-type: none"> • I-75 • I-85 • I-17 | 5-9 minutes per corridor | 11, 368 | 1,583 | \$4.7 |
| ----- | | | | |
| 2 Northwest Limited Access facility <ul style="list-style-type: none"> • 59 minutes from Savannah to Carrolton/ I-20 West Gateway • 34 minutes from Savannah to Tennessee border | 48 minutes for average corridor trip | 6,450 | 5,160 | \$15.2 |
| ----- | | | | |
| 3 Columbus-Albany-Tallahassee <ul style="list-style-type: none"> • Savings from Columbus to Tallahassee is 58 minutes • Most trips are local | 19 minutes for average corridor trip | 686 | 301 | \$4.2 |
| ----- | | | | |
| 3 Augusta- Savannah <ul style="list-style-type: none"> • 1 hour and 11 minutes from Savannah to Augusta | 40 minutes for average corridor trip | 452 | 217 | \$5.5 |



PRIORITY CORRIDORS FOCUS ON THE 3 HUBS THAT ACCOUNT FOR MAJORITY OF TRUCK VOLUME

PRELIMINARY

Origin of truck tonnage by county



Legend

- 4-Lane Roads
 - Freeway System (State)
- Total Tonnage 2004**
- < 1,000,000
 - 1,000,001 - 5,000,000
 - 5,000,001 - 10,000,000
 - 10,000,001 - 20,000,000
 - 20,000,001 - 25,953,293



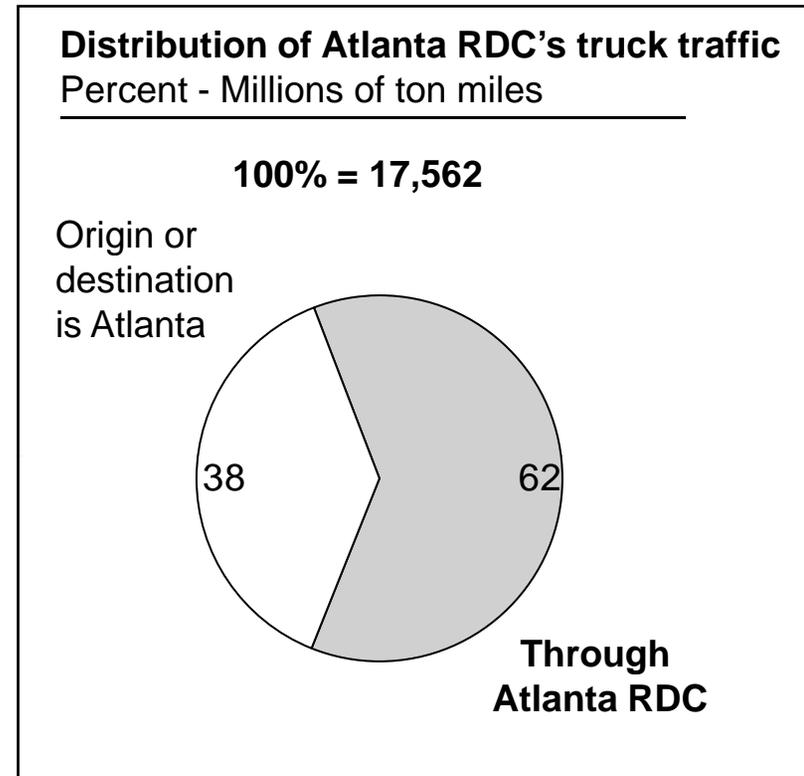
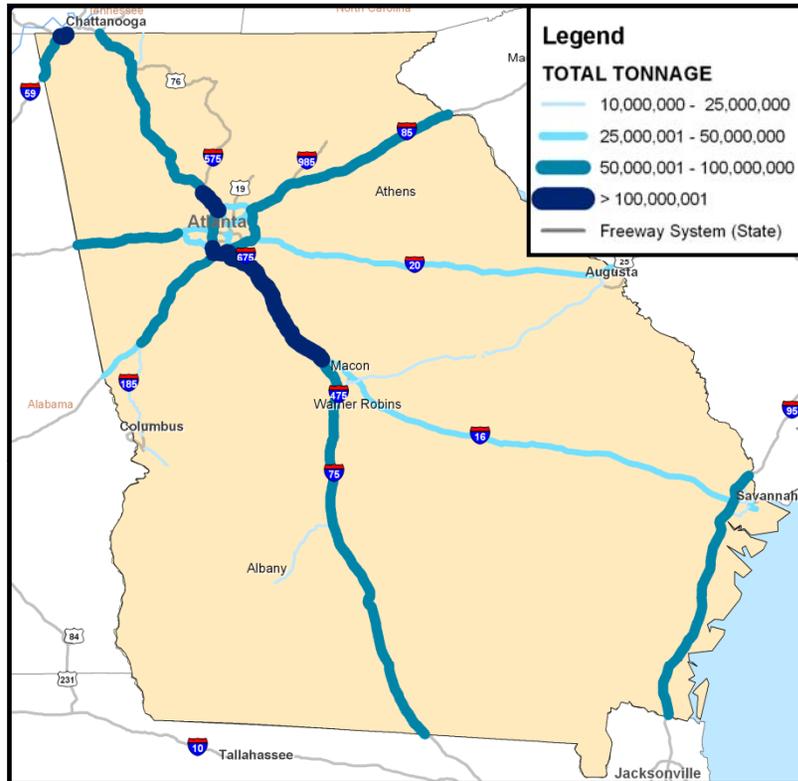
- 3 key corridors emerged:
 - Atlanta
 - Savannah
 - Augusta-Macon corridor
- Approximately 50% of volume is concentrated in these 3 hubs



FOR METRO ATLANTA, BYPASSES ARE APPEALING BECAUSE MORE THAN 60% OF TRUCK TON MILES ARE “THROUGH” MILES

PRELIMINARY

GA “through” freight traffic



Atlanta RDC’s “through” traffic is ~28K trucks per day - equivalent to ~100K cars per day*

* Assumes 17 tons per truck and 3-4 cars per truck



HISTORICALLY, RURAL COUNTIES WITH LIMITED ACCESS ROADS HAVE PERFORMED SIGNIFICANTLY BETTER ECONOMICALLY

10-year growth rate: 1990-2000

| | Population | Income | Employment | |
|--|------------|--------|------------|---|
| Rural Interstate Counties without GRIP | • 23% | • 87% | • 26% | <ul style="list-style-type: none">• Presence of a limited access facility like an interstate is a much stronger driver of economic growth than a GRIP road• Data suggests adding a limited access facility through Middle Georgia could add an incremental 1.2-1.3% of GDP per year over the next 15 years - or more |
| Rural Non-Interstate Counties with GRIP Roads – Middle GA | • 10% | • 67% | • 11% | |
| Rural Non-Interstate Counties with GRIP Roads - Southern GA | • 13% | • 71% | • 17% | |

PRELIMINARY

WHAT BENEFITS DO WE RECEIVE FROM DIFFERENT INVESTMENT LEVELS AND DIFFERENT POLICY CHOICES?



1. People Mobility in Metro Atlanta



2. Freight and Logistics



3. People Mobility in Medium Sized Cities and Rural Areas

- Access to jobs, congestion cost reduction, and potential GDP benefit



MEDIUM-SIZED CITIES AND RURAL AREAS : KEY FINDINGS

- By investing and building \$14* billion in infrastructure over the next 20 years in medium-sized cities, Georgia could generate 86,000 new jobs over the next 20 years and \$156 billion in economic benefit over 30 years
 - As is the case with Atlanta, capturing the full congestion cost reduction benefit requires demand management and coordination with development patterns. Demand management and coordination account for 30-50% of benefits
- Additional investments of \$16-22 billion to expand access to jobs through the completion of the GRIP network and high speed passenger rail are also possible, though the returns are less certain
 - Completion of GRIP would result in an investment of \$16 billion over the next 20 years and raise the percentage of the population that can reach a major employment center in the state from 88% to 91%
 - High speed passenger rail could benefit Savannah, Macon, and Atlanta by linking their labor markets and economies, while also providing significant tourism benefits. However, the \$6 billion (or more) in capital cost can only be justified if you believe the benefit to GDP in those markets is significant (e.g., 0.25% per year over the next 30 years)

PRELIMINARY

* Cost estimates currently being updated by GDOT



3 KEY INVESTMENT/ POLICY CHOICES

1 Complete current RTPs in mid-sized cities

- Implement current long-term transportation plans in medium-sized cities, assuming current development patterns continue
- Test impact of better coordination of transportation and development patterns

2 Complete GRIP corridors

- Complete existing GRIP network
 - Prioritize most heavily travelled freight routes first
 - Leave as universal access
- In corridors where freight traffic is high and no interstate exists, upgrade GRIP corridors to limited access expressways with frontage road access

3 Build high speed inter-city rail network

- Create a high speed rail network connecting:
 - Chattanooga to Savannah
 - Atlanta to Athens
 - One East-West corridor

PRELIMINARY



INVESTING \$14-34 BILLION IN MEDIUM-SIZED CITIES AND RURAL AREAS COULD GENERATE ~\$156 BILLION

PRELIMINARY

1 Current RTP in medium-sized cities

2 Complete GRIP roads

3 Build high speed rail

Incremental investment
2008 Dollars

Incremental returns
2008 Dollars

• **\$13.6*** billion

• **\$44 billion**** in congestion cost reduction for all GA MPOs over a 30 year period
– 30-50% of the benefit comes from coordinating investments with development patterns

• **\$15.6 billion**

Unclear benefits

- No measurable benefit in terms of reducing congestion costs
- No obvious link statistically between GRIP and GDP, job, or population growth
- Would expand the proportion of the rural population that can reach major employment statewide by 3%

• **\$6 billion** in capital

- Primarily benefits Atlanta, Macon and Savannah by linking the labor markets and making the amenities of each city more available to the others
 - E.g., Atlanta gains access to a beach in 2 hours, while Savannah and Macon gain access to Atlanta

A real GDP increase of 0.25% per year over 30 years would generate \$112 billion in economic benefit

* Cost estimates currently being updated by GDOT

** Benefits based on extrapolations from the model results from Augusta, Columbus, Savannah, and Athens to other MPOs

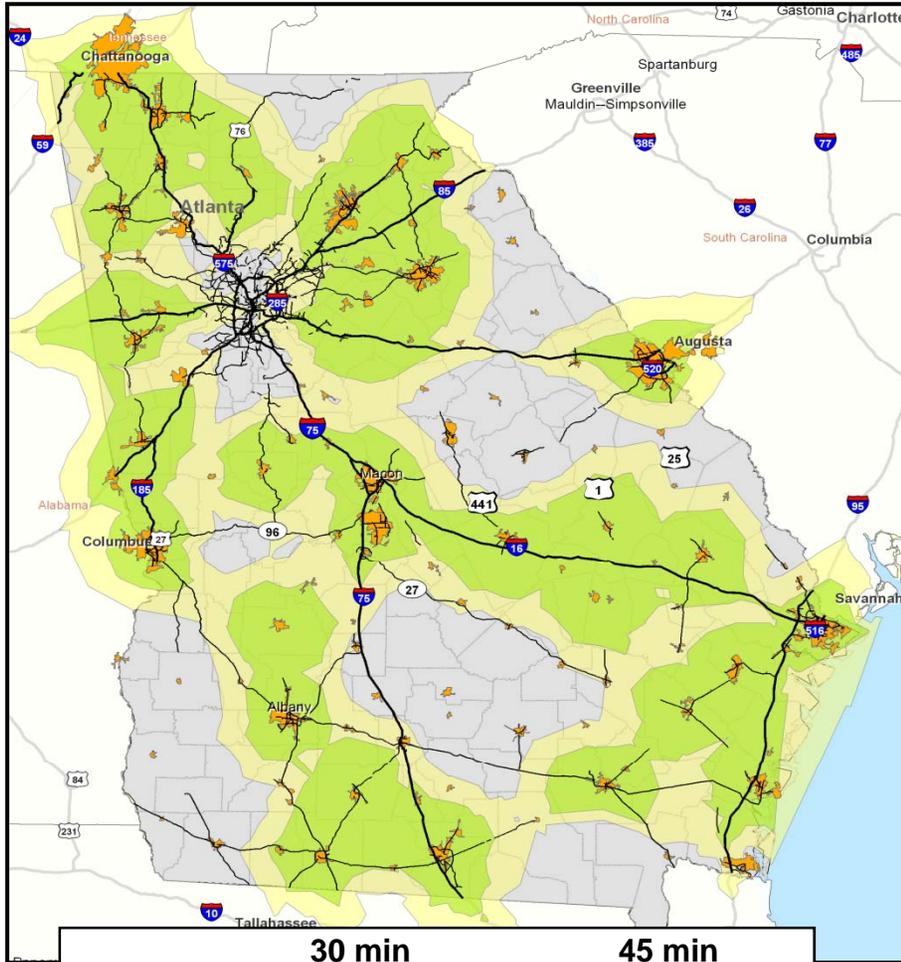


COMPLETED GRIP CORRIDORS WILL INCREASE EMPLOYMENT CENTER ACCESSIBILITY BY ~3%

PRELIMINARY

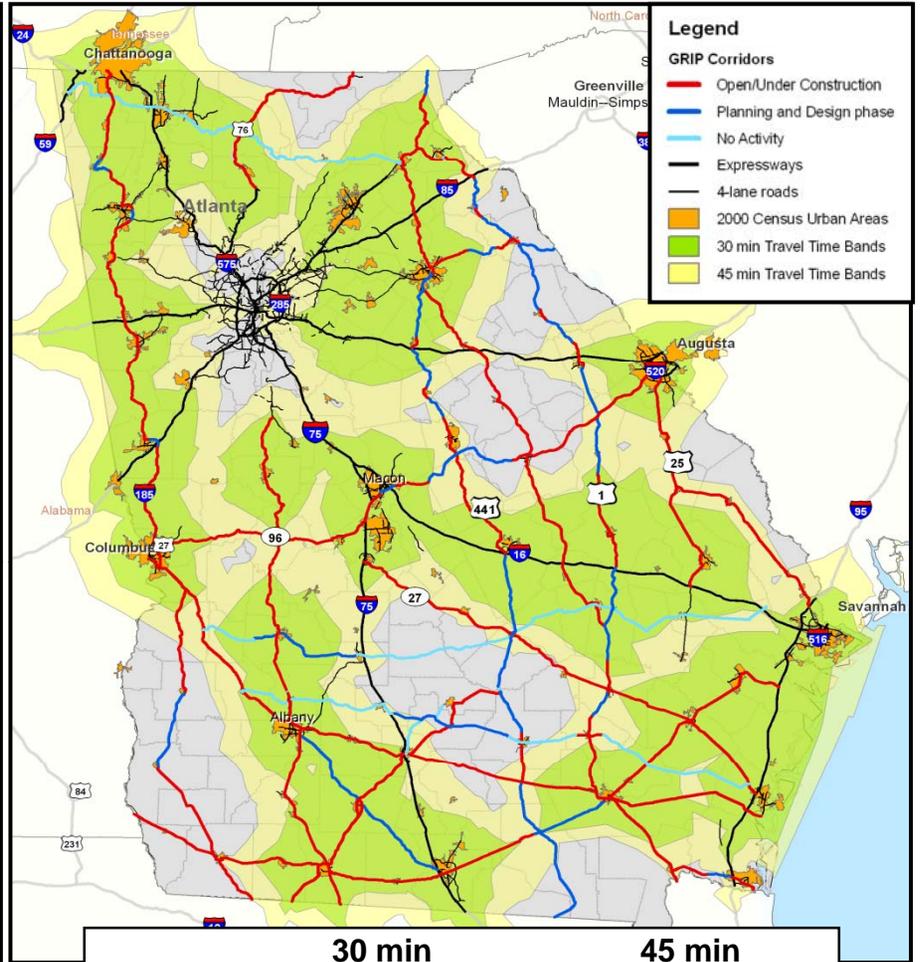
Travel time bands to top regional employment centers

No Build 2030



| | 30 min | 45 min |
|---------------|--------------------|--------------------|
| 2030E* | 6,113,957 (67%) | 8,060,813 (88%) |

Complete GRIP corridors 2030



| | 30 min | 45 min |
|---------------|--------------------|--------------------|
| 2030E* | 6,437,411 (71%) | 8,351,469 (91%) |

* Population CAGR estimated at ~2% for 2030

Source: ESRI Business Analyst, US Census Bureau

IT3 STRATEGY: KEY FINDINGS



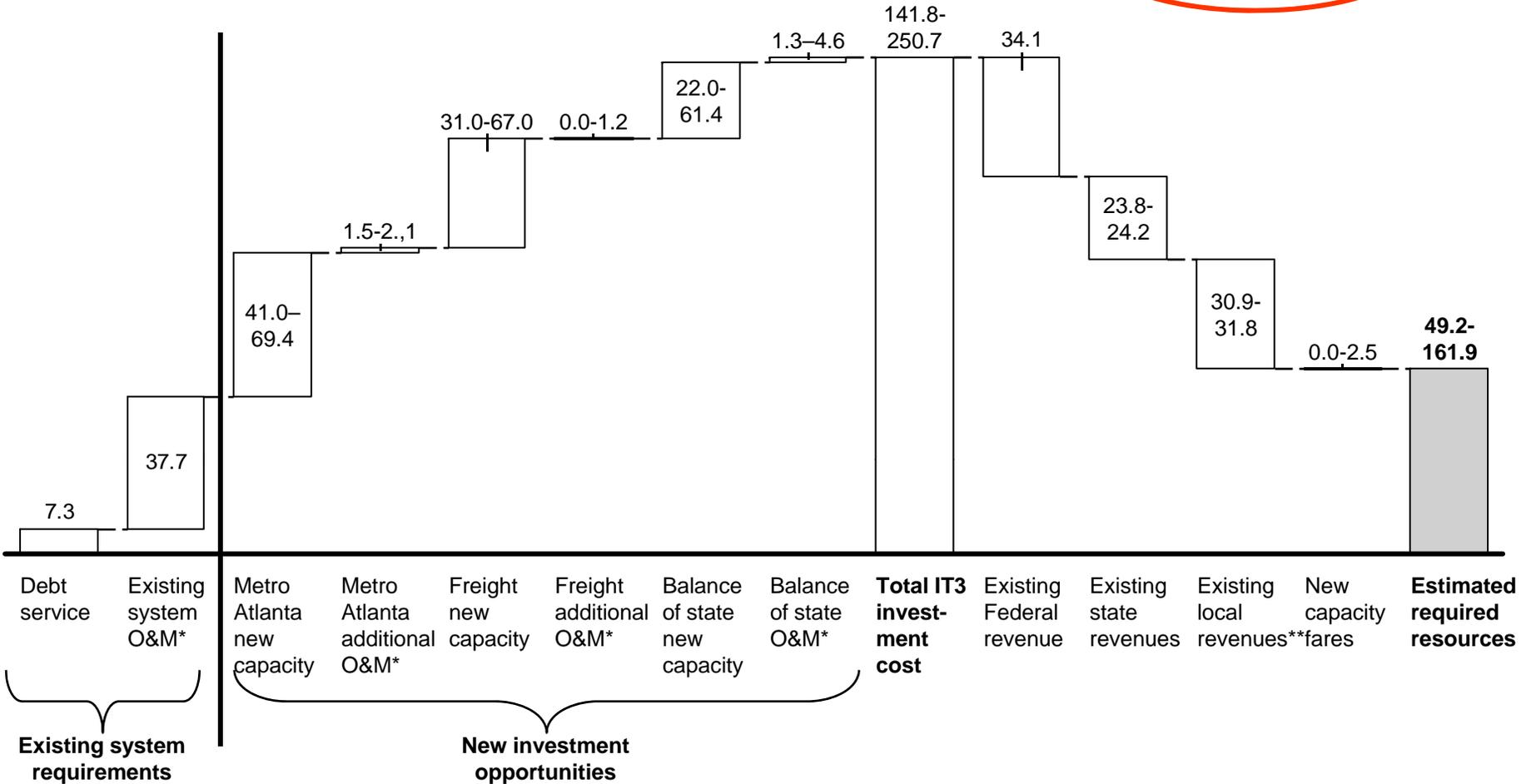
- Over the last several decades, Georgia's population and economy have grown rapidly, and its transportation investments have played a key role in that success
- However, over the last 10-20 years, Georgia has undermanaged and underinvested in its assets. The lack of improvement to these assets has contributed to performance gaps on the transportation system and put Georgia's future quality of life and economic growth at risk. Scenarios were developed to find the best solutions
- The economic benefits of changing "business as usual" in transportation are compelling: a disciplined, outcome-focused strategy in 3 categories (people mobility in Metro Atlanta, freight and logistics, and people movement / safety in rest of state) could generate an additional 320,000 jobs over the next 20 years and up to ~\$515 billion in economic benefits to Georgia over the next 30 years
 - In Metro Atlanta, by combining demand management, infrastructure investments, and coordinating those investments with development patterns, Georgia could generate an additional 230,000 jobs over 20 years and \$335-345 in economic benefits over 30 years
 - In medium-sized cities and rural areas, by combining demand management, infrastructure investments, and coordinating those investments with development patterns, Georgia could generate an additional ~90,000 jobs over 20 years and ~\$156 billion in economic benefits over 30 years
 - By capturing the freight opportunity, Georgia could generate ~\$61 billion in economic benefits over 30 years

- **The investment costs to achieve these outcomes range from \$141.8-250.7 billion over 20 years. 1/3 to 2/3 of these costs are already covered by existing revenues and the remainder can be addressed through a variety of sources over 20-40 years**

CURRENT RESOURCES MAY COVER UP TO 2/3 OF POTENTIAL INVESTMENTS

PRELIMINARY

2010-2030 cumulative revenues and costs by category
 \$Billions (year of expenditure)



* Operations and maintenance

** Local revenues include: MARTA sales tax, MARTA and GRTA transit fares, other urban and rural transit fares, local SPLOSTs, other local revenues, and a portion of local General Fund appropriations spent on highways, streets, and drainage

Source: Georgia SAFETEA-LU, FHWA, FTA, GDOT, GDOT Budget Office, SRTA, GSF&IC, MARTA, GRTA, Metro Chamber of Commerce, GMA, ACCG, GA Department of Revenue, Department of Community Affairs, EIA 2008 Projections, CBO Reports, Global Insight, US Bureau of Economic Analysis, expert interviews

NEXT STEPS

- Determine optimal resource envelope and strategies, given chosen investment levels across scenario families
- Describe pros and cons of particular resource strategies