

# SSTP Update

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# Georgia's Strategic Transportation Plan

- Per SB 200, is Georgia's **first-ever statewide transportation business case**
- Purpose: “inform and guide the overall public dialogue away from the input-based methods of spending government funds to a **new paradigm of results-based investments** in public infrastructure to support economic growth” (p. 12)
- The plan does not favor “planes, trains or automobiles.” It favors performance per taxpayer dollar invested.
  - access to ‘talent pools’
  - reliable 30-45 minute commutes for workers
  - efficient and affordable freight movement
- Financially realistic plan that focuses on value and cost effectiveness. (p. 14)
- Regarding new revenues
  - Indicates **limitations of current resources** and what desired outcomes can be achieved with more revenues
  - 4 investment “portfolios” based on availability and flexibility of resources
  - Recommendation for any **new revenues: strategically deployed & effectively governed**

# Georgia's Strategic Transportation Plan

- Georgia invests **less per capita** in transportation than any other state except Tennessee. After big investments like the "freeing the freeways" program of the 1980s, Georgia "has been under-investing and 'coasting' on past success". This "has clearly eroded the state's transportation performance on measures that drive economic competitiveness," like the ability of companies to attract employees who don't live close to work.
- Other states that spend more draw from **multiple sources** including tolls, and sales taxes and license and tag fees that go to transportation funding. At the state level, Georgia uses little more than the gas tax. And Georgia's state gas tax is the second-lowest in the U.S.

Goal	Objective	Performance metric
<b>1</b> Supporting Georgia's economic growth and competitiveness	Improved access to jobs, encouraging growth in private-sector employment, work force	<ul style="list-style-type: none"> <li>▪ Job creation and GDP growth</li> <li>▪ % of pop. within 30-45 min. drive of employment center</li> <li>▪ % of population that can reach an employment center via transit within 30-45 minutes</li> </ul>
	Reduction in traffic congestion costs	<ul style="list-style-type: none"> <li>▪ Annual congestion cost per peak traveler</li> </ul>
	Improved efficiency, reliability of commutes in major metropolitan areas	<ul style="list-style-type: none"> <li>▪ Average commute time</li> <li>▪ Number/percent of people taking reliable trips per day (peak hour)</li> </ul>
	Efficiency and reliability of freight, cargo, and goods movement	<ul style="list-style-type: none"> <li>▪ Freight demand growth vs. capacity growth</li> <li>▪ Travel times between Georgia "gateways" and key origins and destinations: peak vs. off peak</li> <li>▪ Supply-chain costs by corridor (cost of congestion + direct inventory cost + obsolescence cost)</li> </ul>
	Border to border and interregional connectivity	<ul style="list-style-type: none"> <li>▪ Interstate share of Vehicle Miles Traveled (VMT)</li> <li>▪ % of population within 20 miles of 4-lane highway</li> </ul>
	Support for local connectivity to statewide transportation network	<ul style="list-style-type: none"> <li>▪ Local funding and ownership</li> </ul>
<b>2</b> Ensuring safety and security	Reduction in crashes resulting in injury and loss of life	<ul style="list-style-type: none"> <li>▪ Number of crashes and fatalities per 100 million vehicle miles traveled</li> </ul>
<b>3</b> Maximizing the value of Georgia's assets, getting the most out of the existing network	Optimized capital asset management	<ul style="list-style-type: none"> <li>▪ Percent of state highways with pavements that meet or exceed minimum standards</li> <li>▪ Condition of bridges</li> <li>▪ % of transit assets in "Good Repair"</li> </ul>
	Optimized throughput of people and goods through network assets throughout the day	<ul style="list-style-type: none"> <li>▪ Peak-hour VMT</li> <li>▪ Peak-hour freeway speed: managed lanes, HOV vs. general purpose</li> <li>▪ Freeway accident clearing time</li> <li>▪ Peak-hour mode split (total/markets served by transit)</li> <li>▪ Fare recovery of operating costs: toll lanes, transit services</li> </ul>
<b>4</b> Minimize impact on the environment	Reduce emissions, improve air quality statewide, limit footprint	<ul style="list-style-type: none"> <li>▪ Exceedances of federal 8-hour ozone standard; adherence to GEPA/NEPA guidelines</li> </ul>

# At current transportation investment levels, Georgia's outlook is grim

Category

2030 outlook<sup>1</sup>



## 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



## 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)



## 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

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

SOURCE: GRTA/ARC Travel Demand Model; Kimley-Horn; team analysis

In the end, it is not an either-or choice of rail versus road or urban versus rural, or commuters versus freight. The best performing transportation investment portfolio has a blend of investments that:

- \* keeps our core transit systems operating (eg, MARTA, GRTA, local counties);
- \* upgrades the speed of our interstate system with new managed lane capacity and capability to guarantee a commute time;
- \* complements the managed lanes with new transit options, including bus rapid transit (BRT) and rail-based circulators (streetcars) in major employment centers;
- \* ensures that freight is moved out of the ports and metro Atlanta and on to the final destination with maximum speed and reliability;
- \* positions Georgia to transform the transportation network with additional investments in transit, commuter, freight and high-speed rail as funds are available; and
- \* links land use and development patterns with transportation investment to increase the effectiveness by more than 50 percent to 80 percent.

## Roles of Local Governments and MPOs

- Responds affirmatively to the State's strategy (IT3) with investment thru MPO planning process
- Changes to local land use regulations that coordinate transportation investments with market-driven development patterns (no role for the state in prescribing "land use")
- Expectation to prioritize transit investments and provide operating funds for sustainable & realistic transit systems that support private sector jobs
- Support for HOT lanes implementation (in metro Atlanta)

***Visit***

**[www.IT3.ga.gov](http://www.IT3.ga.gov)**

***to download full plan***

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