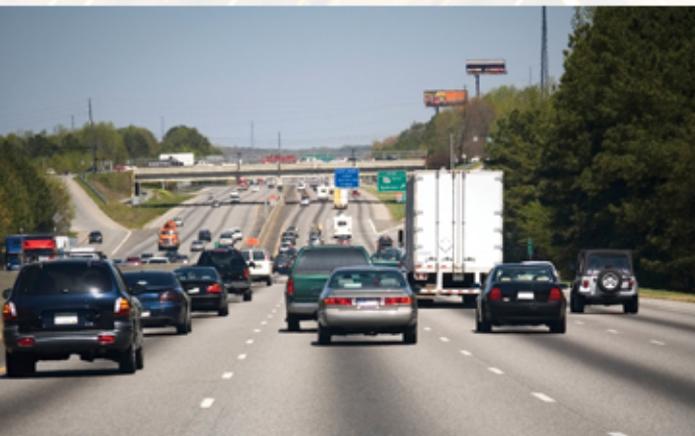




# House Transportation Committee Presentation Georgia Department of Transportation

February 5<sup>th</sup>, 2015



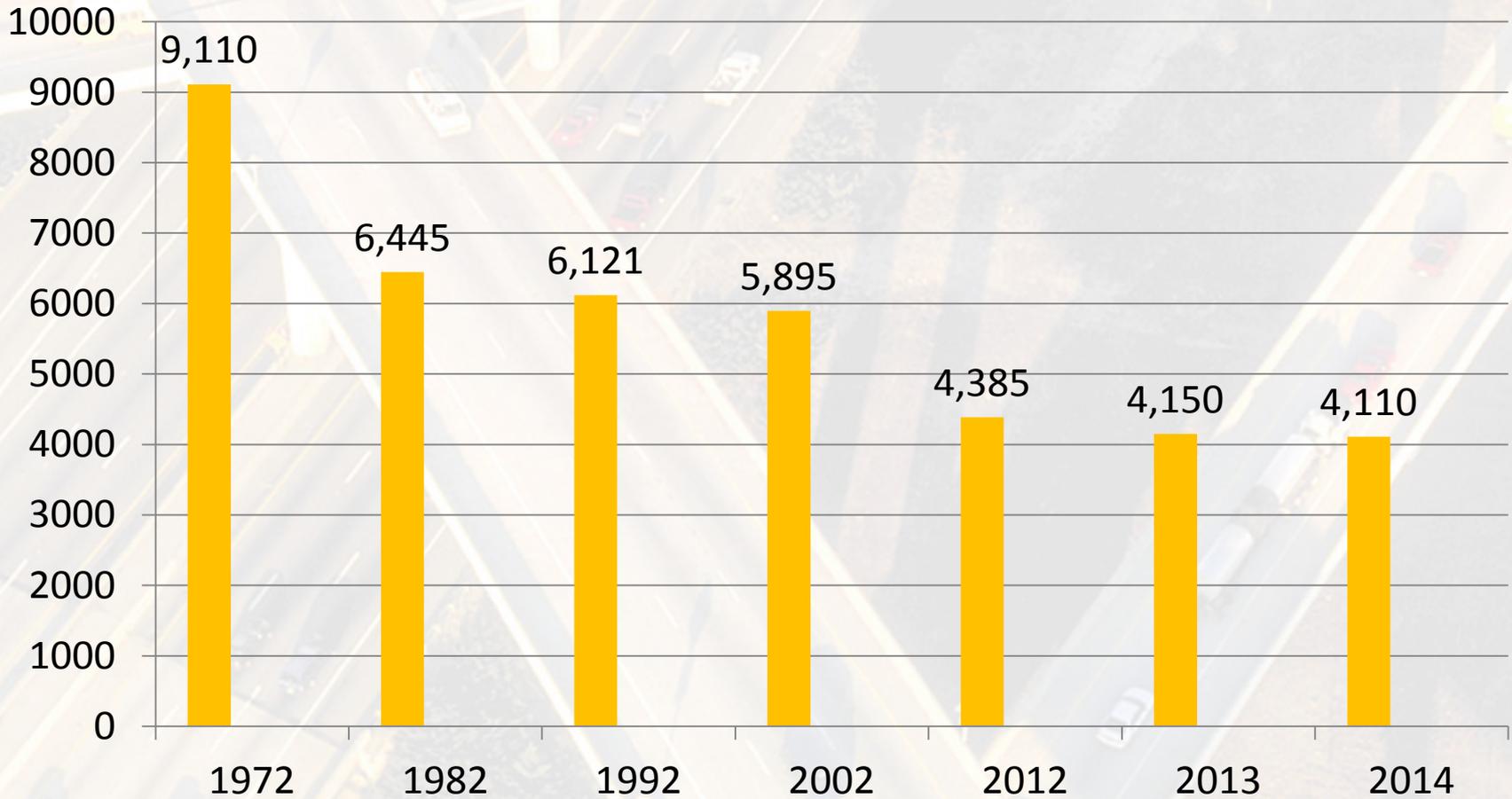
# Transportation in Georgia

- **10<sup>th</sup>** Largest Road System in Nation
  - 17,967 Centerline Miles of State Routes/Interstates
  - 85,738 Centerline Miles of County Roads
  - 17,754 Centerline Miles of City Streets
- **14,666** Bridge Structures
- **4,500** Miles of Mainline & Shortline Railroad
- **4<sup>th</sup>** busiest container port in US (Garden City Terminal)
- **128** Transit Providers
- **103** General Aviation Airports

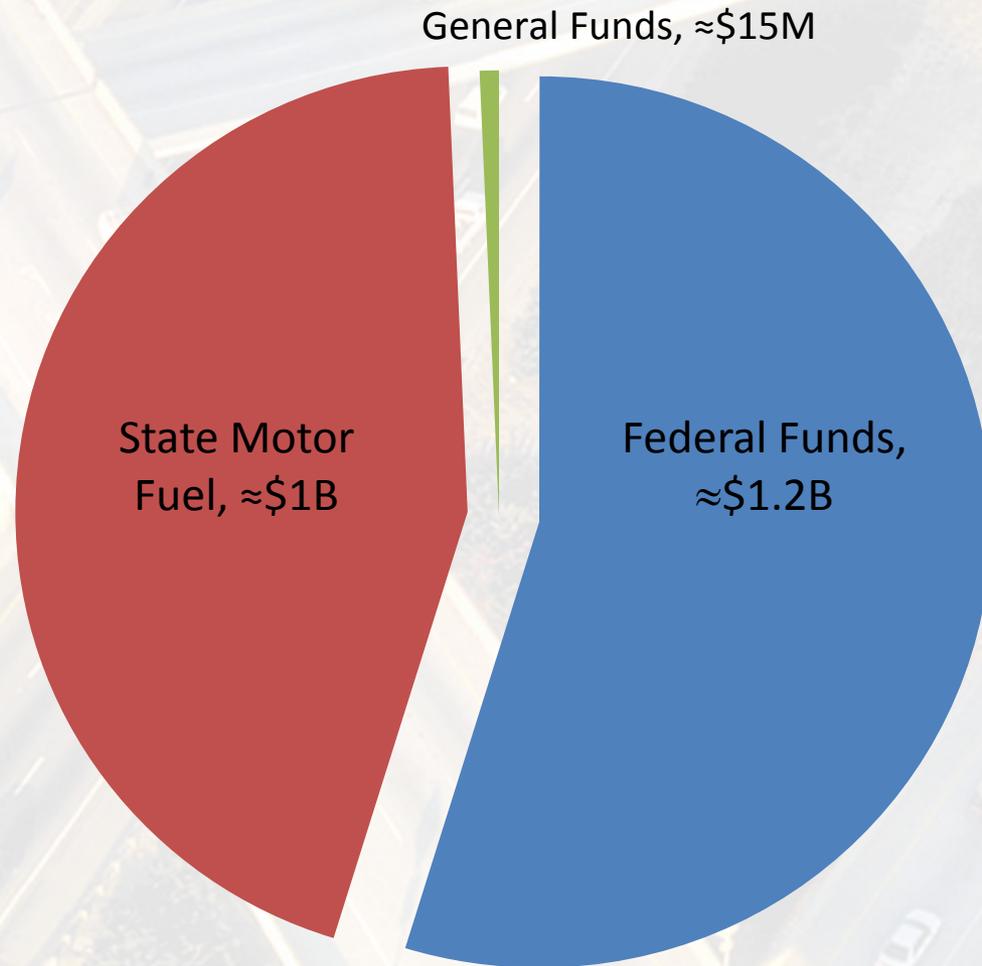
# GDOT Responsibilities



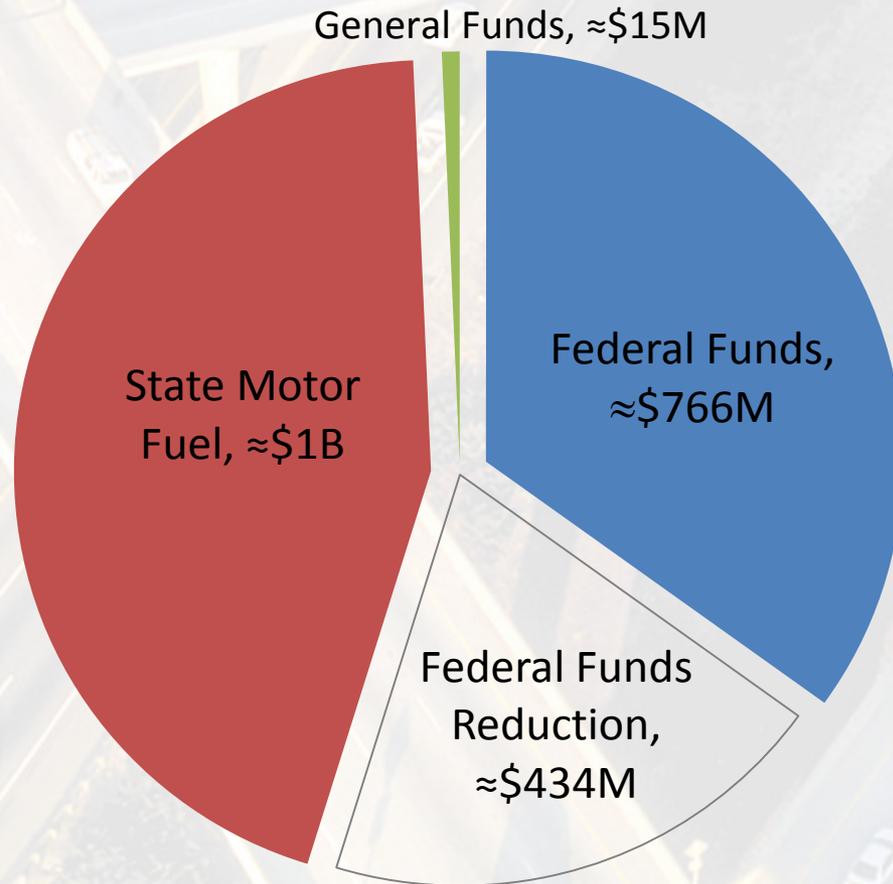
# GDOT Staffing



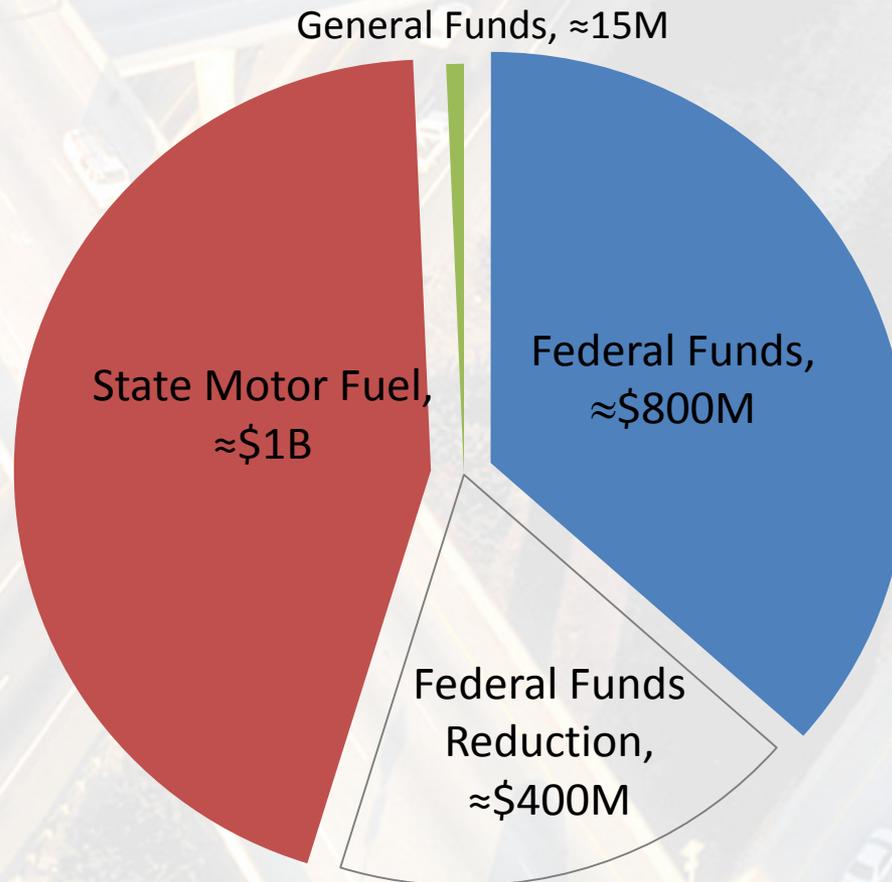
# FY 15 GDOT Fund Sources



# FY 15 GDOT Fund Sources w/ Current Federal Funding Reduction



# Future GDOT Fund Sources (based on current federal gas tax collections)



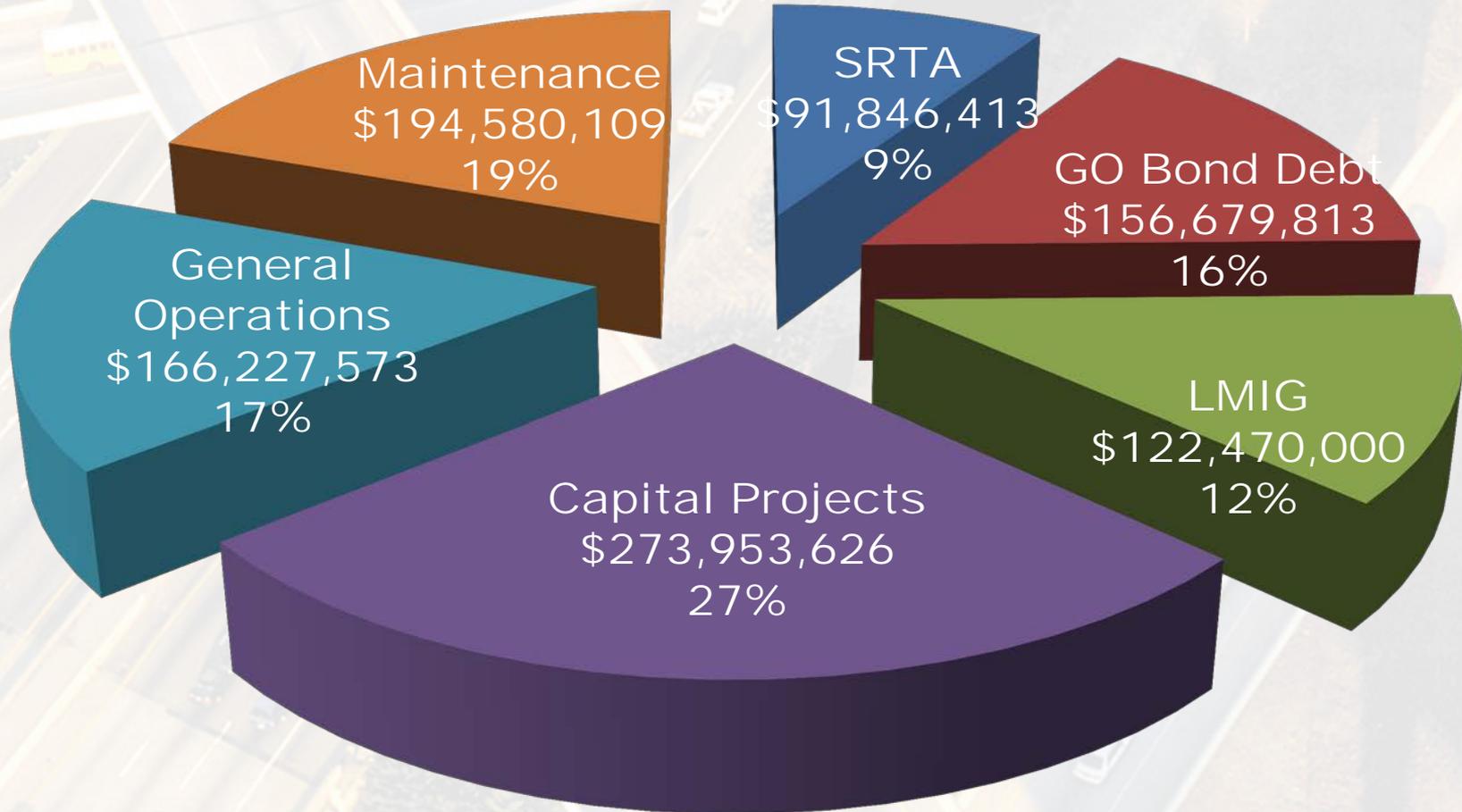
# MAP 21 Extension

## Georgia Obligation Authority through May, 2015

- \$765.6 Million OA  
*(\$740.6M excluding SPR and Rec Trail)*
- (\$693.1M) FY15 Prior Obligations
- \$47.5M Remaining OA for  
PE, ROW, and CST

# FY15 State Motor Fuel Budget Final Version HB744

Total State Motor Fuel Budget: \$1,005,757,534



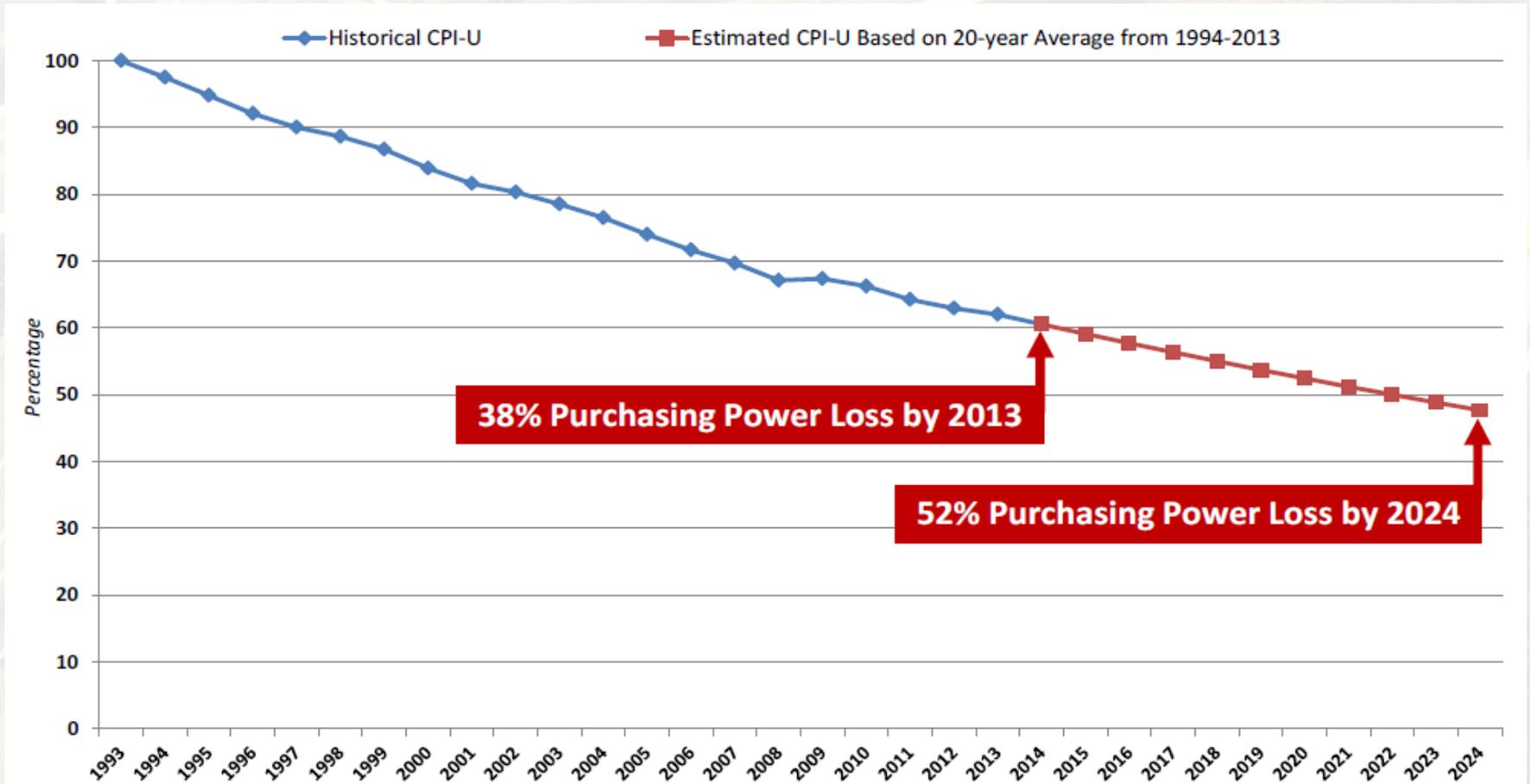
*LMIG- Local Maintenance and Improvement Grants Program*

# Effects of Inflation on Transportation Funds

- In **1971**, **\$1M** would have resurfaced **64.07 miles** of a typical two lane rural highway. In **2011**, **\$1M** would only resurface **6.67 miles** for the same section of highway.

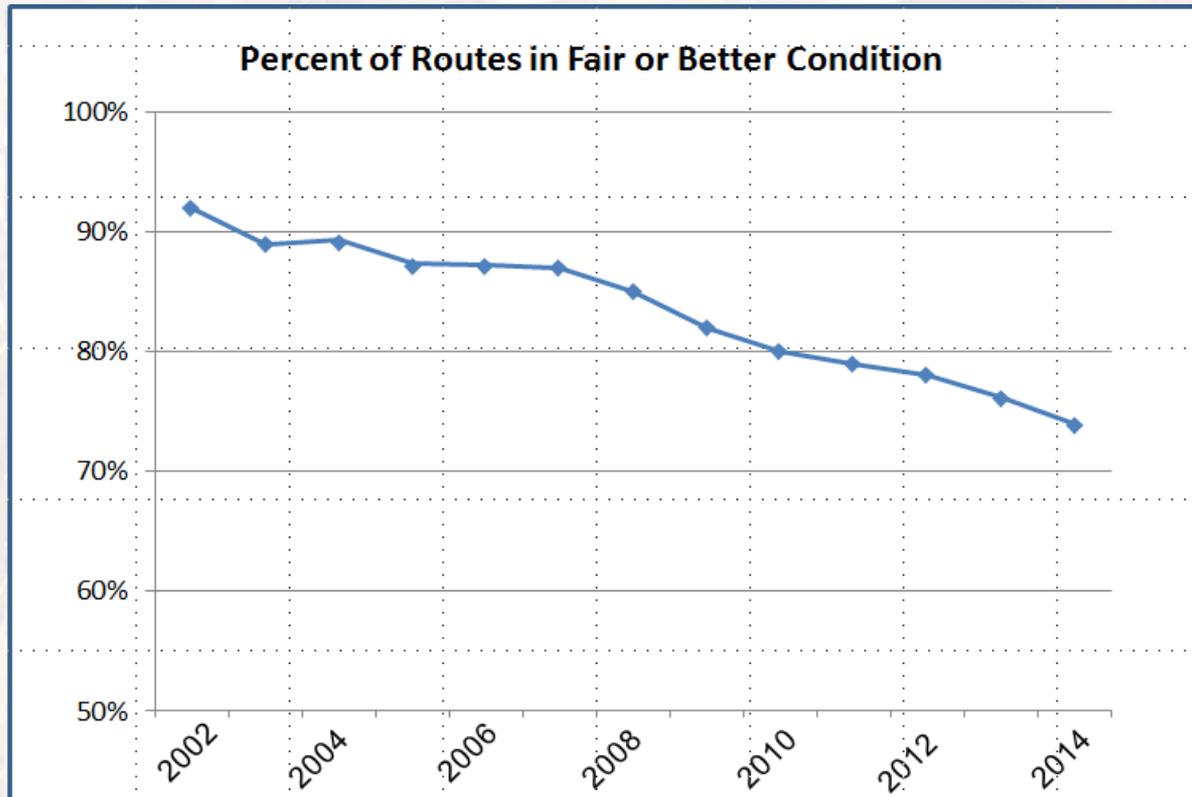
Year	Length (Miles) for \$1M
1971	64.07
1981	17.74
1991	19.55
2001	15.38
2011	6.67

# Reduced Purchasing Power (1993 to 2024)



Source: AASHTO

# GDOT Needs - Roadway Maintenance



	<b>Current Spending</b>	<b>Annual Needs Level</b>	<b>Additional Funds Needed</b>
<b>Pavement / Resurfacing</b>	\$122M	\$250M	\$128M

# Pavement Rating System



## FAIR

Slight rutting, aggregate loss,  
increasing width of cracking

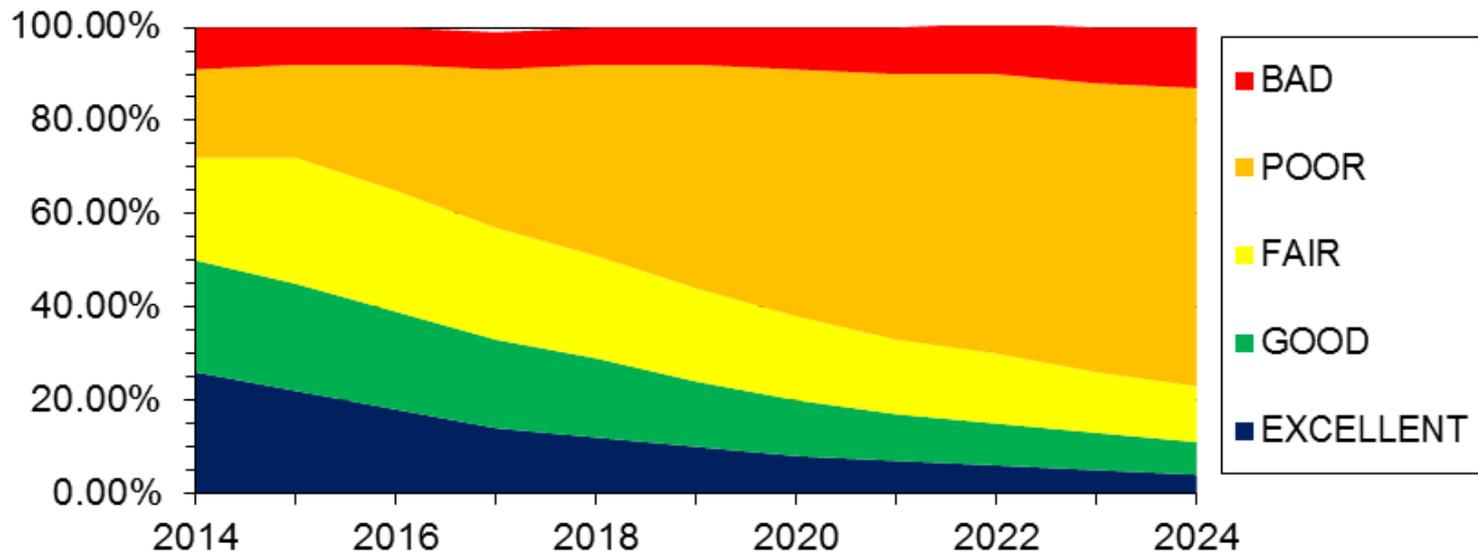


## POOR

Deteriorated patching, extensive  
cracking, moderate rutting

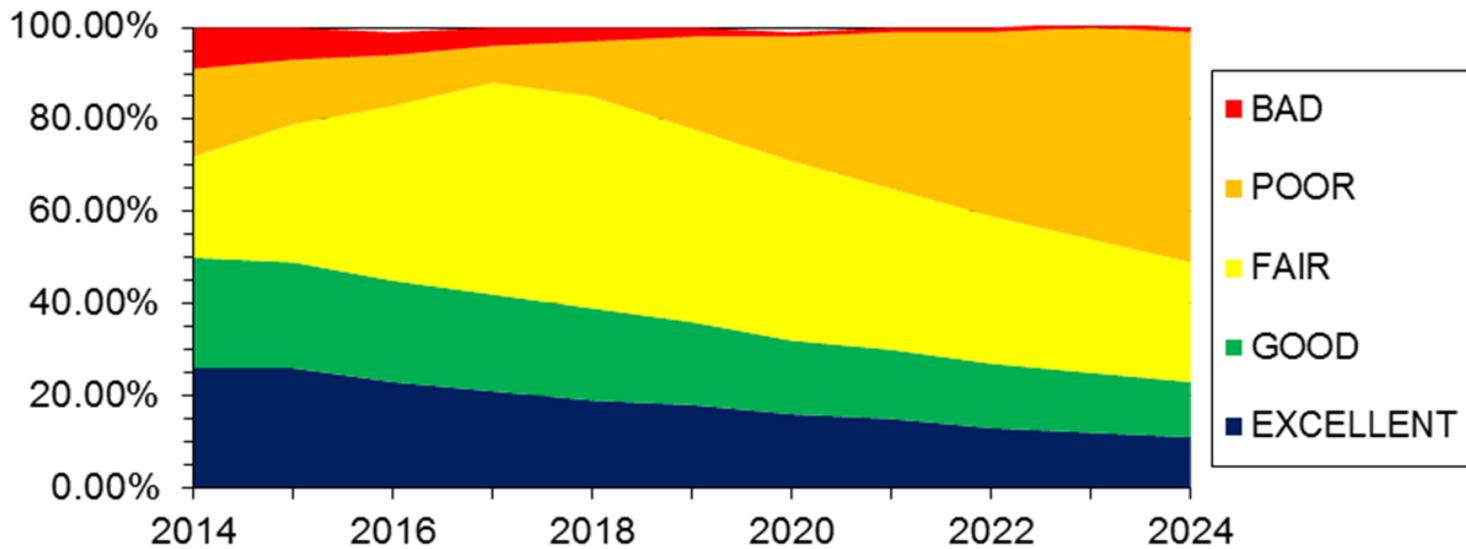
# \$100M Budget (2014 Baseline)

Yearly Condition Distribution:



# \$300M Budget (2014 Baseline)

Yearly Condition Distribution:



# GDOT Needs - Bridge Replacement and Maintenance



**8,004** Locally Owned  
Bridges and Culverts



**6,671** State Owned  
Bridges and Culverts

# GDOT Needs – Bridge Maintenance

	<b>Current Spending</b>	<b>Annual Needs Level</b>	<b>Additional Funds Needed</b>
<b>Bridges</b>	\$154M	\$610M	<b>\$456M</b>

- Asset Based approach
- Maintaining bridges in a state of good repair enhances local economic engines.

# GDOT Needs – Bridge Replacements

- 1,622 GDOT Structures need to be replaced over the next 20 years at a cost of \$322M per year.
  - Should be replacing **89** structures per year to maintain a 75 year life cycle.
- 2,450 locally owned structures need to be replaced over the next 20 years at a cost of \$240M per year.
  - Should be replacing **107** structures per year to maintain a 75 year life cycle.
- In 2014, GDOT replaced **60** bridges.

# GDOT Capital Projects Needs

- Mobility
- Freight
- GRIP
- Managed Lanes

	<b>Annual Needs Level</b>	<b>Additional Funds Needed</b>
<b>Total Unfunded Capital Needs</b>	\$1,047M	\$1,047M

	<b>Current Spending</b>	<b>Annual Needs Level</b>	<b>Additional Funds Needed</b>
<b>Managed Lanes</b>	\$140M	\$200M to \$640M	\$60M to \$500M

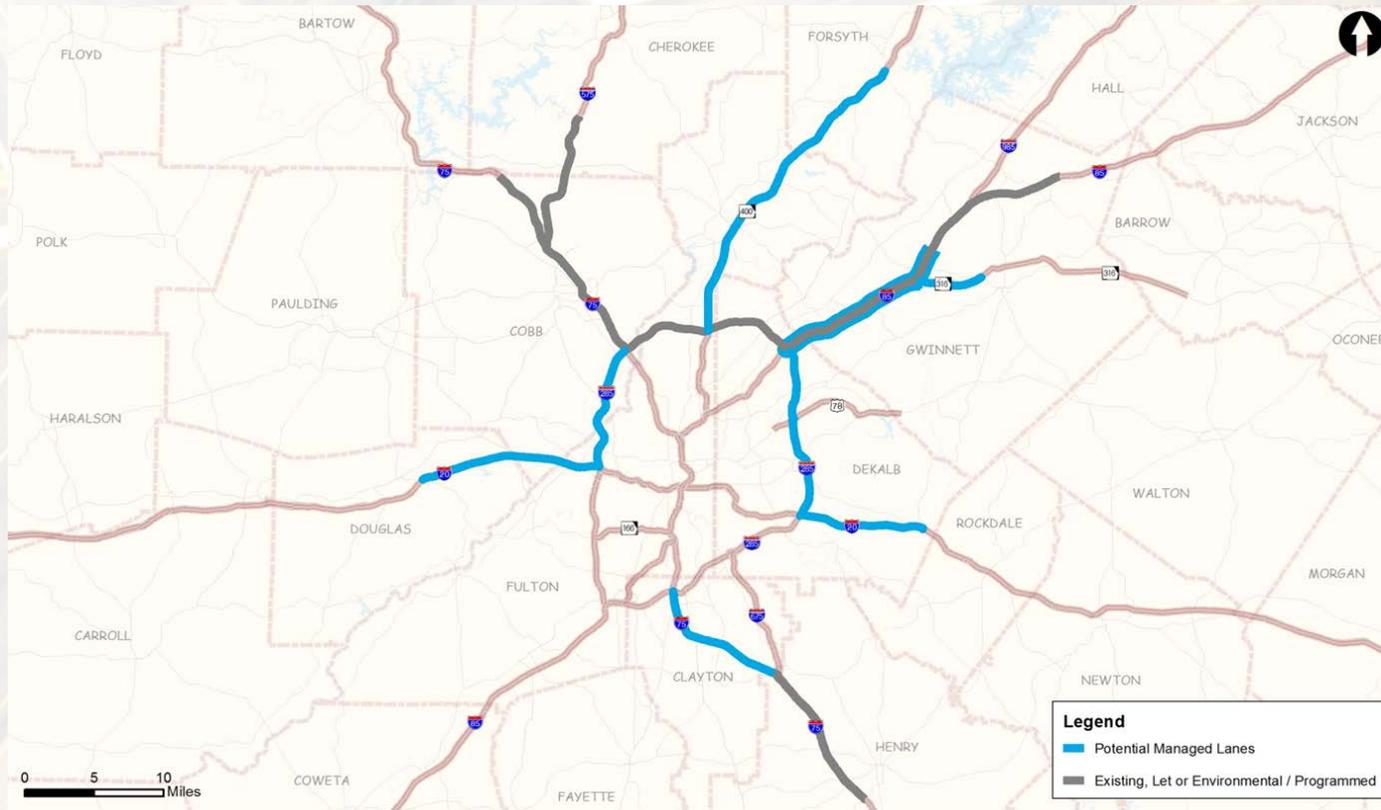
# Georgia Strategic Plan - Mobility



Annual Congestion Costs Trend



# Managed Lanes Implementation



# GDOT Needs – Capital Projects

## Urban Mobility

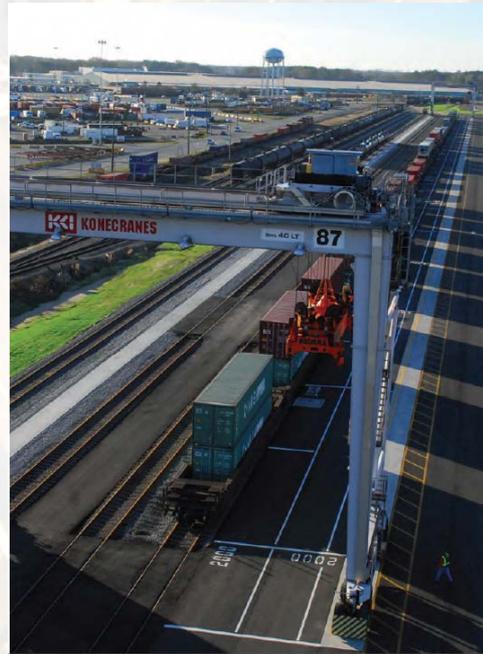
Project	Cost (\$ Millions)	Project	Cost (\$ Millions)
Revive285	\$3,000+	I-85 @ SR 74 (Fulton)	\$22
Rome-Cartersville Econ. Dev. Corridor	\$180	West Winder Bypass (Barrow)	\$28
Sugarloaf Pkwy Extension	\$300	SR 138 Widening (Rockdale)	\$105
SR 316 Interchange (Barrow)	\$45	SR 162 Widening (Rockdale/Newton)	\$23
SR 20 Widening (Cherokee/Forsyth)	\$110	SR 140 Widening (Cherokee/Bartow)	\$165
SR 92 Widening (Cobb/Paulding)	\$125	SR 369 Widening (Forsyth)	\$53
		<b>Total</b>	<b>\$4,156</b>

# GDOT Needs – Capital Projects

## Rural Mobility

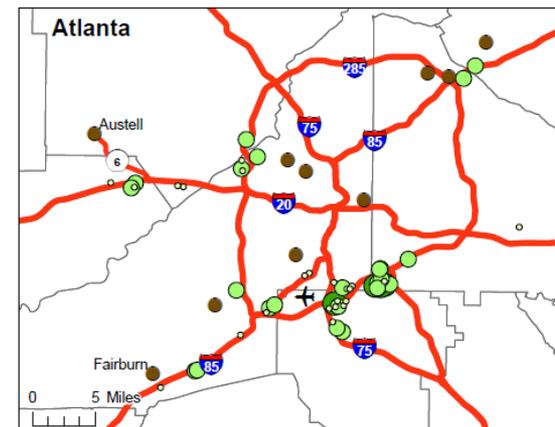
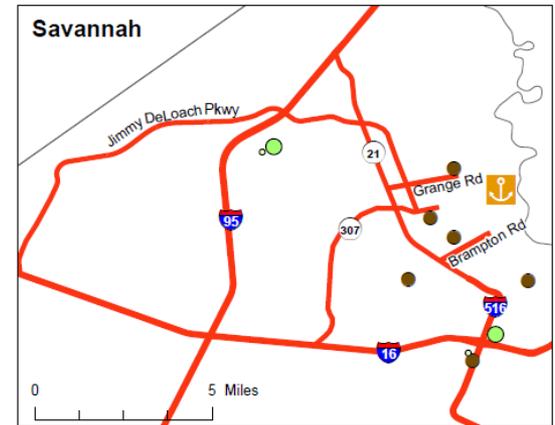
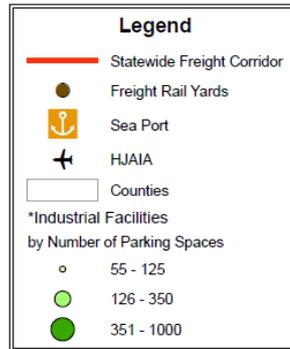
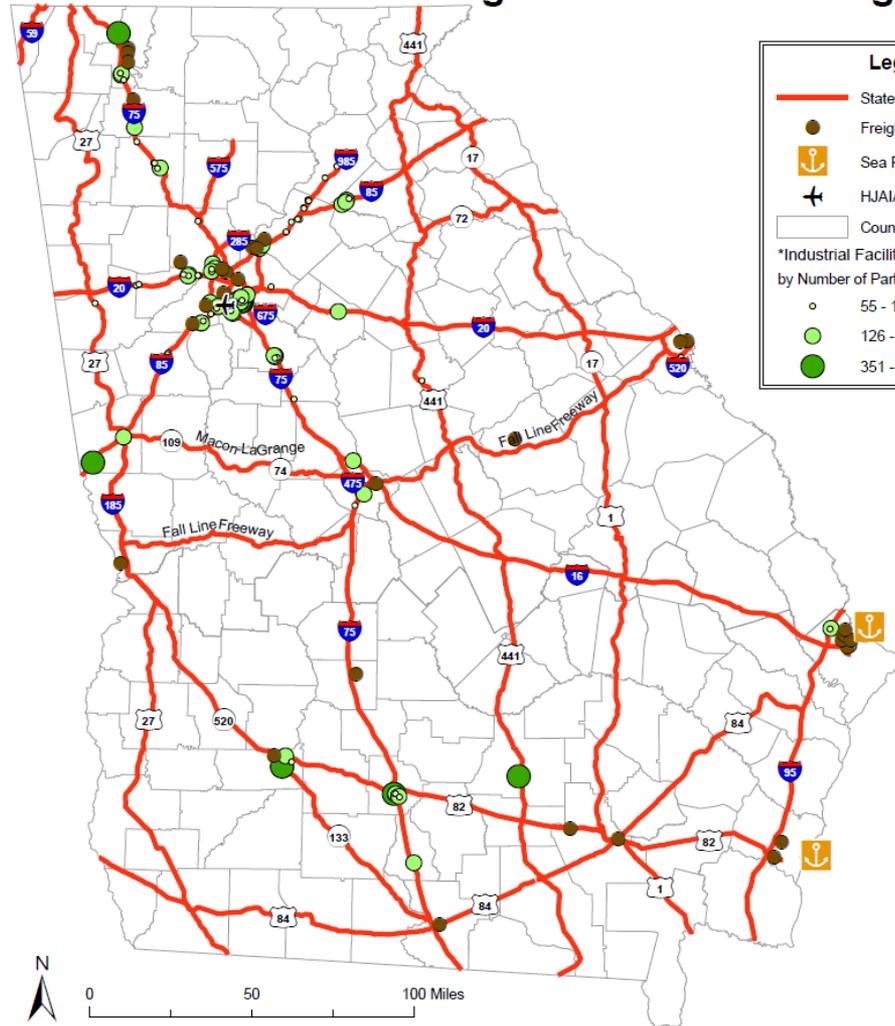
Project	Cost (\$ Millions)	Project	Cost (\$ Millions)
SR 5/McCaysville Bypass (Fannin)	\$35	SR 36 Widening (Lamar/Upson)	\$121
SR 101 Improvements (Floyd)	\$90	SR 115 Widening (Lumpkin)	\$47
SR 166 Widening (Carroll)	\$45	Cleveland Bypass Phase III (White)	\$8
SR 96 Widening (Houston/Twiggs)	\$90	SR 99 Widening (Glynn)	\$105
SR 10 Improvements (Clarke)	\$35	SR 107 Widening (Ben Hill)	\$35
Hinesville Bypass (Liberty)	\$12	SR 11/US 129 Widening (Union)	\$42
Sparta Bypass (Hancock)	\$9	<b>Total</b>	<b>\$674</b>

# Georgia Strategic Plan - Freight



# GDOT Needs – Capital Projects (Freight)

## Georgia's Statewide Designated Freight Corridor



\*Source: Georgia Statewide Freight & Logistics Plan, GDOT, 2012

# GDOT Needs – Capital Projects (Freight)

## Long Haul Capacity:

Project	Cost (\$ Millions)
I-85: ATL to SC Line	\$800
I-85: ATL to AL Line	\$450
I-20: ATL to AL Line	\$800
I-75: ATL to Macon	\$1,100
I-20: ATL to SC Line	\$3,000
I-95: FL Line to SC Line	\$1,600
I-75: Macon to FL Line	\$1,000
I-75: ATL to Chattanooga	\$2,700
I-16: Macon to Savannah	\$1,900
<b>Total</b>	<b>\$13,350</b>

Source: Georgia Statewide Freight and Logistics Plan (2012)

# GDOT Needs – Capital Projects (Freight)

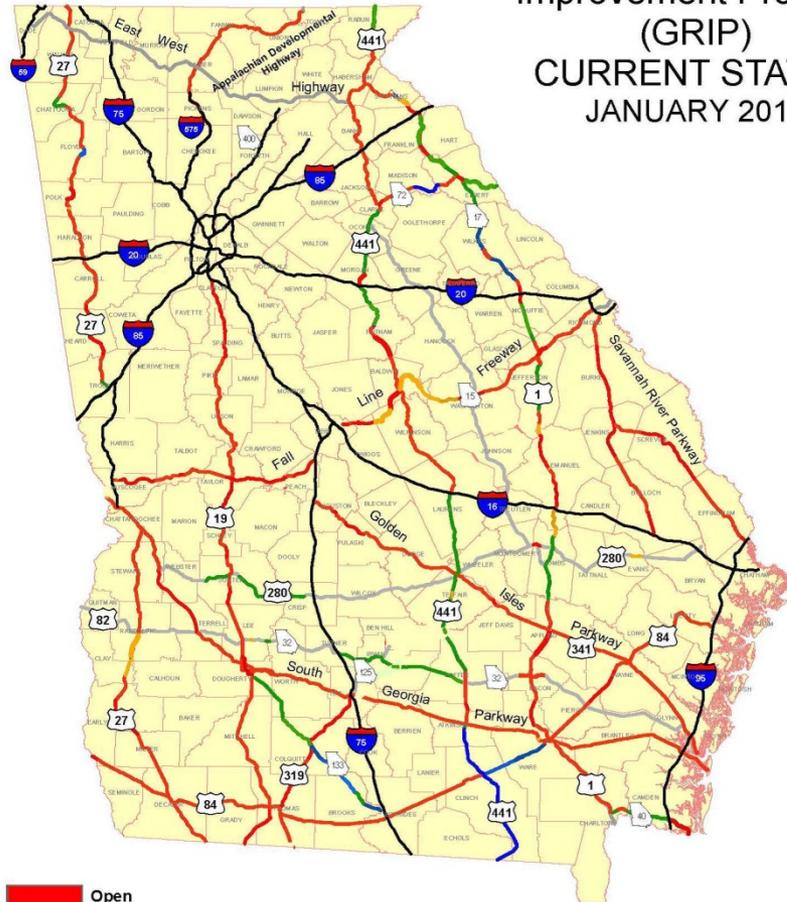
Interchanges/Other:

Project	Cost (\$Millions)
I-16 @ I-75	\$300
I-285 @ I-20W	\$450
I-285 @ I-20E	\$250
I-16 @ I-95	\$70
I-20 @ Savannah River	\$41
Brampton Road Connector	\$24
Sandersville Bypass	\$21
<b>Total</b>	<b>\$1,156</b>

Source: Georgia Statewide Freight and Logistics Plan (2012)

# GDOT Needs – Capital Projects (GRIP)

Governor's Road Improvement Program  
(GRIP)  
CURRENT STATUS  
JANUARY 2014



- █ Open
- █ Under Construction
- █ Right of Way
- █ Preliminary Engineering
- █ No Activities



# GDOT Needs – Capital Projects (GRIP)

GRIP Corridor	Cost to Complete (\$ Million)	GRIP Corridor	Cost to Complete (\$ Million)
Appalachian Development Corridor	\$15	US 280	\$1,400
SR 72	\$150	SR 32	\$1,250
US 1/SR 17	\$775	SR 40	\$60
US 27	\$375	East-West Highway	\$550
US 441	\$800	SR 15	\$920
US 84	\$110	SR 125	\$170
SR 133	\$270	<b>Total</b>	<b>\$6,840</b>

Source: GDOT GRIP Fact Sheet (January 2014)

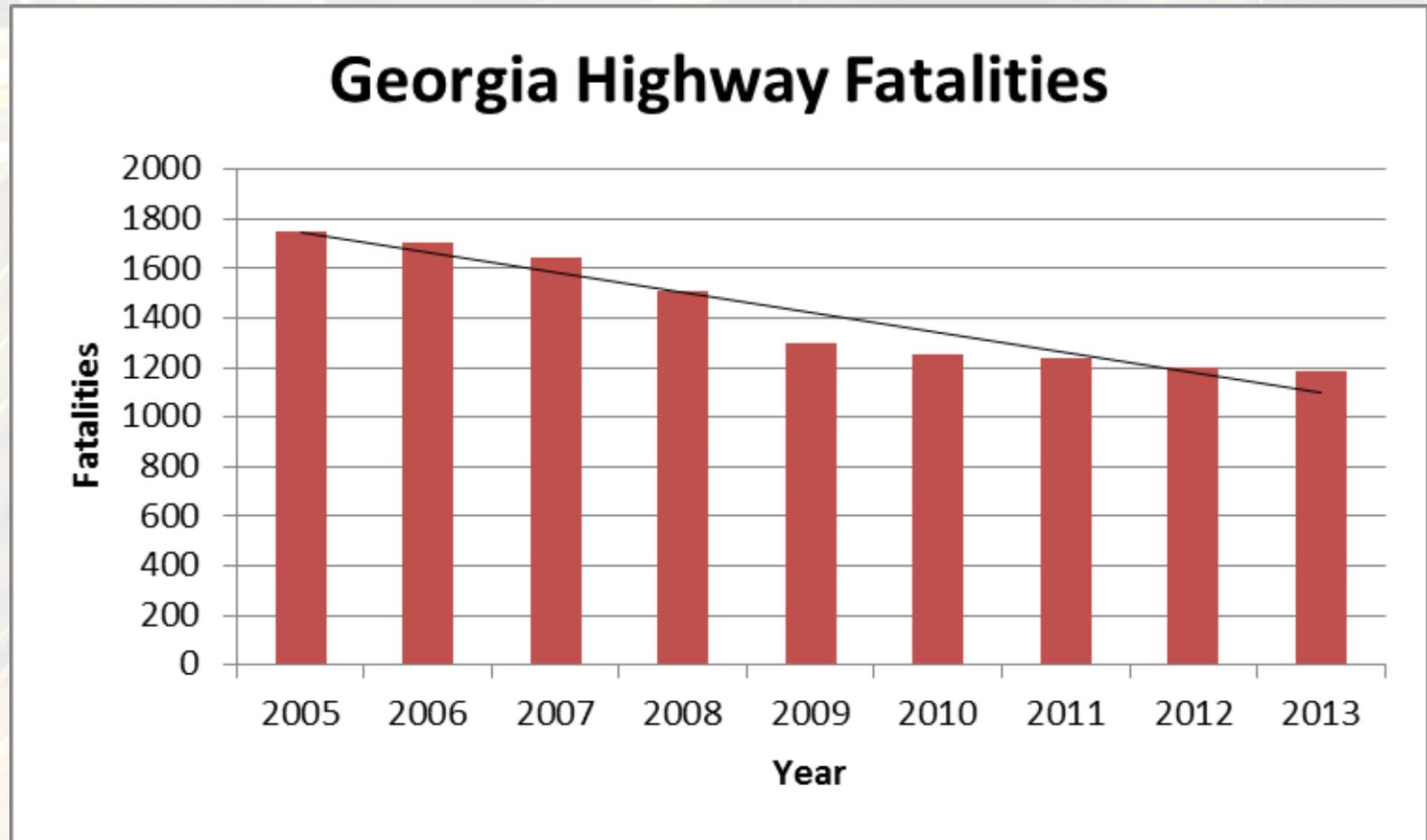
# GDOT Needs – Traffic Operations

- HSIP Program
- Operational Program
- Incident Management



	<b>Current Spending</b>	<b>Annual Needs Level</b>	<b>Additional Funds Needed</b>
<b>Traffic Operations</b>	\$135M	\$170M	\$35M

# Georgia Strategic Plan - Safety



# GDOT Needs - Intermodal

- Rail
- Airport Aid
- Transit
- Ports and Waterways

	<b>Current Spending</b>	<b>Annual Needs Level</b>	<b>Additional Funds Needed</b>
<b>Intermodal</b>	\$82M	\$303M	\$221M

# GDOT Needs - Intermodal

- **Georgia Airport 5 year Capital Improvement Plan - \$924M Total Cost**
  - (\$18.6M State match/year)
- **Annual maintenance cost of \$30M for airfield pavement**
  - **Work is being deferred resulting in declining pavement ratings**

# GDOT Needs - Intermodal

- **Annual Transit (Excluding GRTA & MARTA) need of \$5.6M to match \$41M in federal funds.**
- **Short Line railroad rehab and maintenance costs total \$836M over 20 years (\$41.8M/year)**

# GDOT Needs – Routine Maintenance



	<b>Current Spending</b>	<b>Annual Needs Level</b>	<b>Additional Funds Needed</b>
<b>Routine Maintenance</b>	\$200M	\$400M	<b>\$200M</b>

# GDOT Needs – Routine Maintenance

- Mowing and litter pickup
- Vegetation removal
- Repair of fencing and sound barriers
- Operation and maintenance of rest areas and welcome centers
- Replacement of signs, striping and raised pavement markers,
- Guardrail, barriers and attenuators
- Pipes and drainage structures

# GDOT Needs – Routine Maintenance

- Response to emergency events
  - TORNADOS, tropical storms, snow/ice, flooding





# Exemptions OCGA 48-8-241

- Fuel for off-road heavy duty, farm or agriculture equipment; and locomotives
- Jet fuel for use by a qualifying airline
- Fuel for propulsion of motor vehicles on public highways
- Energy used in manufacturing or processing tangible goods
- Motor fuel for Mass Transit

# TIA Region Projects

## Unconstrained List vs. Final List

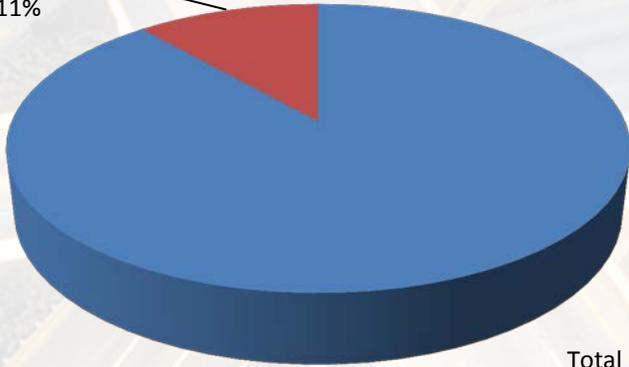
Region	Unconstrained Project Total	Unconstrained Cost Total	Final Project Total	Final Cost Total
Central Savannah River Area	185	≈\$2.5B	85	≈\$539M
Heart of Georgia Altamaha	1,318	≈\$1.2B	763	≈\$256M
River Valley	115	≈\$1.4B	24	≈\$539M

**Each region approved a final list of projects (fiscally constrained by collection projections) from the unconstrained lists of projects.**

# How do we compare?

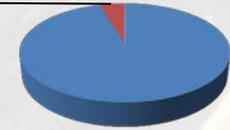
**Florida, \$5.1B**

Total Debt Service, \$660M, 11%



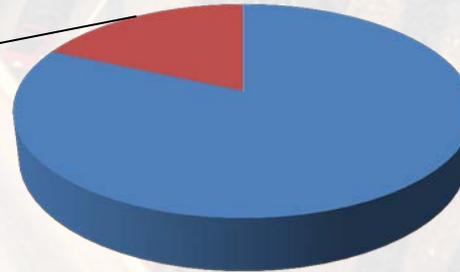
**South Carolina, \$1.3B**

Total Debt Service, \$64M, 5%



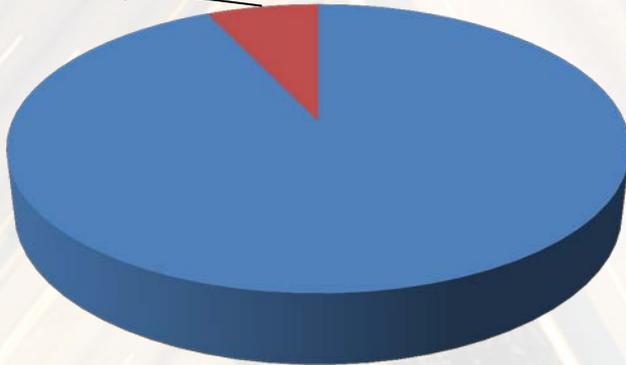
**Georgia, \$2.2B**

Total Debt Service, \$402M, 18%



**Virginia, \$4.3B**

Total Debt Service, \$320M, 7%



**North Carolina, \$4.3B**

Total Debt Service, \$160M, 4%



# Additional Capital and Maintenance Needs

	<b>Additional Funds Needed</b>
<b>Pavement / Resurfacing</b>	<b>\$128M</b>
<b>Bridges</b>	<b>\$456M</b>
<b>Routine Maintenance</b>	<b>\$200M</b>
<b>Traffic Operations</b>	<b>\$35M</b>
<b>Intermodal</b>	<b>\$221M</b>
<b>Total Unfunded Capital Needs</b>	<b>\$1,047M</b>
<b>Managed Lanes</b>	<b>\$60M to \$500M</b>
<b><i>Total Additional Needed</i></b>	<b><i>\$2,147M to \$2,587M</i></b>

Additional needs does not include funding for LMIG, debt, general operations and current capital spending.

# Questions?

