Transportation Issues, Trends, Challenges and Opportunities- Perspectives

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The challenges are many ...
Looking Into My Crystal Ball….

With growth in population and employment, internal-to-the-state transportation demand will increase.

With growth in the national and regional economy, the through transportation demand will increase.

And with growth in international trade, transportation to and from ports of entry will skyrocket…importance of logistics!!
Looking Into My Crystal Ball…. 

Resulting pressures on transportation system will create significant bottlenecks (although most of system will perform well) 

The region will be severely constrained in what it can do for “solving” the congestion problem 

Georgia will continue to be well-positioned as a major market and gateway to and from the world, but….transportation will become even more of a perceived and real constraint 

Looking Into My Crystal Ball…. 

Can’t depend on the Feds 

Many states and metropolitan areas are relying more and more on their own funding sources…I see regions taking their future in their own hands. 

Private investment will play an increasingly important role….but not a panacea
Important Transportation Issues

- Keeping what we have in working condition
- Growth and consequences to the transportation system…and implications to everything else especially land use/transportation linkage
- Environmental linkages
- Operations focus
- Safety
- Freight
- Finance
- Institutional Capacity

RTP Priority Areas

1. Manage Current Assets
   - System Management, Optimization & Operations (Smart Corridors)
   - Cost: $39.6 Billion (60%)

2. Manage Demand
   - Demand Management (TDM, Bike/Ped, LCI, Others)
   - Cost: $2.1 Billion (3%)

3. Strategically Expand
   - System Expansion (Transit, Road)
   - Cost: $24.8 Billion (37%)
The consequences of growth will lead to more emphasis on….

- Solutions!!!
- Alternative modes of transportation
- Closer linkage between land use, urban design, and transportation investment
- Greater concern for environmental degradation and quality of life
- (Perhaps) more willingness to consider paying for needed infrastructure and services
Environmental Challenges

- Greenhouse gases
- Other air pollutants
- Water quality and quantity
- Energy consumption
- Community impacts
Operations, for example,
--traffic signal timing/coordination
--HERO services
--Traffic incident management systems

Innovative strategies, such as HOT Lanes
Road Safety

Road-Related Fatalities in Georgia

[Graph showing the trend of road-related fatalities in Georgia from 1993 to 2003.]
Translating Crash Statistics into Local Terms
Georgia Crime — Crash Clock (2002)

- 1 murder every 16.8 hours
- 1 aggravated assault every 84 minutes
- 1 violent crime every 15 minutes
- 1 property crime every 1.7 minutes
- 1 fatality every 5.7 hours
- 1 injury every 4 minutes
- 1 property damage crash every 2.2 minutes
- 1 crash every 1.6 minutes

Safety Costs versus Congestion Costs,
Atlanta Region, 2001

Congestion Cost: $2.021 billion
Safety Cost: $3.314 billion
**Freight**

- Freight mobility key to economic health of regions and quality of life
- Must become part of statewide and metropolitan transportation planning processes in more serious ways
- Key network targets: transshipment points, access links, links with heavy volumes, freight-oriented economic clusters, freight corridors, hot spots

**Finance**

Almost all of the issues facing transportation relate in one way or another to the issue of funding the needed improvements to Georgia’s transportation system
I predict that, in the future, the states and regions with the most stable and reliable financing of their transportation system will have a “menu” of funding sources….In other words, a finance system for the 21st century.

- Motor Fuel Tax Increase
- Regional Motor Fuel Tax
- Sales Tax for Transportation
- CPI-Adjusted Motor Fuel Tax
- Percent/Cent Fuel Tax
- Local Option Motor Fuel Tax
However, local option transportation tax does not deal with the very real regional needs in the state’s metropolitan areas.

What is needed is either a statewide increase in transportation revenues (all ships rise with the tide)….OR authorization for metropolitan areas to develop a strategy for regional transportation finance.

More Innovative Sources

- Public/private initiatives
  - Concessions/PPIs
  - Transit oriented development
  - Tax increment financing
  - Benefit assessment district
  - Impact fees
  - Developer contributions
- Managed lanes (HOT lanes)
Regional Decision-Making in Metropolitan Atlanta: (Fill in the blank)

a) Politics, Politics, Politics

b) Regionalism From a Parochial Vision

c) How Something So Simple Can Be Made So Complex

d) Bettering Humanity (or At Least a Subset Thereof)

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Does Regional Decision-Making Have to Be So Difficult?

- Limited Resources → Tradeoffs
- Different Values, Goals and Objectives
- Water and Transportation Relate to a Lot of Things
- Organizational Imperatives
- Open and Participatory Process
• Many “Influences”

• We Live in a Democracy Where Leaders and Priorities Change

• Regional Decisions Made By Local Officials

And incredibly fast growth has exacerbated the infrastructure and services problems ....thus causing extra stress on regional decision-making
A multitude of participants

At the state level…

• Georgia Department of Transportation
• Georgia Regional Transportation Authority
• State Road and Tollway Authority
• Department of Community Affairs
• Environmental Protection Division
• North Metropolitan Georgia Water Planning District
• Georgia Rail Passenger Authority
At the regional level….
• Atlanta Regional Commission
• Metropolitan Atlanta Rapid Transit Authority
• Hartsfield-Jackson International Airport
• Transit Planning Board
• Ten counties (plus)

At the local level….
• 63 cities (plus)

And many, many, many …
interest…
advocacy…
stakeholder…
groups
The region has lost the initiative…that is, we are now reacting to market forces instead of influencing how these market forces reinforce the adopted vision (i.e., the Regional Development Policies) of the region.

The challenge facing the Atlanta region has not been a deficiency of ideas…..

….but rather the lack of institutional and funding capability that could deal with regional problems.
Do We Have the Institutional Capacity and Willingness to Solve Our Problems?

Binding agreement to guide growth
Agree to establish growth boundaries
Comprehensive plans that are consistent with each other and with the region
Linked to zoning, regulations, and codes

73% of region’s population
Seattle---RTID
Regional Transportation Investment District

- Sales Tax of 0.1% to 0.5%,
- Vehicle License Fee of $1 to $100,
- Motor Vehicle Excise Tax (MVET) of 0.1% to 0.3%,
- Local Option Gas Tax 0 to 2.8¢ per gallon, and
- Tolls on specific roads or bridges
Institutional issues that need to be faced….

- Regional transit coordination and what happens to MARTA?
- Institutional leadership for regional policy-making and “visioning”

  Consistency between regional policies and local implementation

- Policy-making process that focuses more on incentives
Thank you!!

Go TECH!!