

## Online Public Meeting #5 – Jane Hayse Script

March 11, 2011

Slide 1: Hello, my name is Jane Hayse, Chief of Transportation Planning at the Atlanta Regional Commission. Thank you for joining me to discuss the transportation aspect of PLAN 2040, a land use and transportation plan that will help the Atlanta region grow more sustainably over the next 30 years.

Why do we need a long-range plan? We plan for many reasons. For one thing, it is a federal requirement. But it's so much more than that. We plan to preserve our competitive advantage in the southeast, the nation and the world. We plan to capitalize on the great investments that came before us. We plan because we must provide a framework from which creative minds can dream of the next great things for our region. And finally, we plan to bring the region together. PLAN 2040 is being developed with input from your local officials, the business community and people like you. It builds a strong case for transportation investments that often lead to economic growth and more jobs.

Slide 2: All plans have **visions and goals** – PLAN 2040 links all of its recommendations to a vision of economic, environmental and social sustainability. You will see throughout the plan that we are making decisions that will help the region lead as a global gateway to the South and to provide access to community resources, creating healthy communities. PLAN 2040 is outcome-based and performance-driven, meaning that we set standards to measure whether the plan is working.

Slide 3: PLAN 2040 includes over **125 billion dollars** in transportation investments that the region would like to pursue if the funding were available.

However, it must be financially constrained to reflect the investments that we can actually afford between 2012 and 2040.

The expected funding available is approximately **59 billion dollars**. This includes federal, state, local, and some private sources. This leaves an additional **66 billion dollars worth** of projects that we do not have funding for at this time. These include projects that maintain our current system of roadways, bridges and transit, and those that expand our current system. This **66 billion dollars** is what we call the Aspirations Plan element of PLAN 2040.

The following slides describe only the investment strategies included in the **59 billion dollar** financially-constrained element of PLAN 2040 that we can afford.

Slide 4: Of the **59 billion dollars** available, PLAN 2040 will spend 71% to maintain existing roads, bridges and transit service to maximize their efficiency.

25% to expand our roadways and transit systems.

And 4% to manage the demand on our transportation system through cost-effective strategies like bicycle and pedestrian facilities, carpooling, vanpooling and teleworking.

This funding allocation was guided by technical analysis and by stakeholder input. The PLAN 2040 investment strategy addresses challenges that our region faces today and will continue to face in the future.

Slide 5: One of the key challenges addressed in PLAN 2040 is maintaining our **aging infrastructure** and transit service and optimizing it wherever possible.

- We have spent the last 50 years building more and more infrastructure to accommodate our rapid growth. Now, we must

protect that investment. PLAN 2040 allots funding to keep pavement and bridges in good condition through 2040.

- In addition, approximately **23 billion dollars** will go to operating the transit services we have today and preventing service reductions.
- The constrained plan also includes funding for specific projects and programs to maximize the efficiency of our existing roads. It will accomplish that through addressing problems like congested or unsafe intersections, upgrading traffic signals, managing access along corridors and other improvements.

Slide 6: Another challenge we face is **congestion**.

- Each day, metro Atlantans together drive far enough to reach the sun and come part way back. This is because people don't live close to where they work and need to make longer and longer trips to get to reach their destinations.
- The average annual cost of congestion per person in the Atlanta region today is approximately **\$1,300**. This is calculated based on fuel costs and the time wasted sitting in traffic.

How do we battle congestion? Let's look at some specific roadway investments outlined in PLAN 2040.

Slide 7: **Managed lanes** provide reliable trips for those who use them, whether they are riding on a bus, carpooling, vanpooling, or driving alone. These lanes provide another choice for travelers and help maximize the efficiency of our existing network. This makes them a key component of PLAN 2040.

Managed lanes are similar to the current **High Occupancy Vehicle** (HOV) lanes, but require a toll unless there are 3 or more people in the vehicle. The amount of the toll depends on the amount of congestion in the general lanes of traffic – the more congestion, the

higher the toll. This system will provide more reliable trip times on the interstates, helping people reach major employment centers more easily. Private investment is a key component to paying for these managed lanes.

- The I-85 high occupancy toll lane opening in August of this year is a demonstration project that you may have heard of.

This map illustrates the PLAN 2040 recommendations for the managed lanes system.

- The constrained plan, shown in red, includes **4.6 billion dollars** and **151 miles** of the network that can be built by 2040.
- The total **374-mile, 17 billion** dollar vision is shown in red and blue.
- This concept also creates synergy with future Express Bus and Bus Rapid Transit expansions, allowing those transit services to provide reliable trip times.

Slide 8: **Interchanges** along our interstates and freeways allow us to access our region's economic and employment centers. They can also become bottlenecks that create some of the worst congestion in the region.

A core strategy of PLAN 2040 is to address these bottlenecks and provide safe access to employment centers and major roadways. Investments may include upgrades to existing interchanges and also building some new ones.

- The constrained plan includes **29** interchange projects totaling **1.6 billion dollars**. These are shown in red.
- The full **2.3 billion-dollar** vision of over **50** interchanges is shown in red and blue.

Slide 9: The constrained PLAN 2040 in red includes over **516 miles**, totaling more than **5.8 billion dollars** in investments to widen or build **new roadways** in our region.

- The entire vision for adding roadway capacity to our transportation system includes **1,370 miles** totaling **14 billion dollars**.
- While adding roadway capacity, PLAN 2040 also strives to meet the needs of all users and modes. This strategy is called Complete Streets. When we plan to widen a road, we also include amenities to support transit services, pedestrian and bicycle facilities, safe crossings and intersections, and take into consideration the needs of all users - young and old, driver and non-driver. This policy is key to providing safe access to community resources for everyone and helps create a healthy community.

Slide 10: **Freight** movement is vital to the Atlanta region's economy, especially with the growth of Georgia's ports and the intersection of our three major interstates.

This map illustrates the region's strategic truck route network, which ARC considered when recommending road projects for PLAN 2040.

The plan includes a new funding program geared towards improving freight mobility in and through the Atlanta region through "low-cost, quick-fix" projects like improving intersections, railroad crossings and signal timing.

Other improvements to roadways are accomplished through preservation, optimization, and expansion. Freight and trucks are considered in the design of all projects and this improves the movement of goods in and through the Atlanta region.

Slide 11: PLAN 2040 also includes many exceptional **programs** that help support our goals. These goals include leading as the global gateway

to the south, encouraging healthy communities and expanding access to community resources. These programs also help us maximize the efficiency of many of the investments highlighted earlier in this presentation. Some of these programs include:

- the **Livable Centers Initiative**, which funds joint land use and transportation planning and the implementation of projects that come out of those plans to support vibrant, livable centers.
- **RideSmart** and other programs that support carpooling, vanpooling, teleworking, walking and biking to our region's employment centers.
- **Lifelong Communities**, which works to help create communities for aging in place. AND
- **Human Services Transportation**, which helps coordinate transportation services for the elderly, disabled, and financially disadvantaged.

These programs are vital in looking at the future. When we show you how the plan performs in terms of its impact on our region, you will see that these programs are absolutely critical.

Slide 12: Because congestion will continue to be an issue, PLAN 2040 embraces a new **transit** vision.

Before we look at that transit vision, there are a few assumptions PLAN 2040 makes when it comes to transit funding.

- The plan assumes that existing core transit services for MARTA and other systems will be maintained by meeting core funding needs.
- It also assumes that the 50-50 restriction for use of MARTA sales tax receipts will be lifted in the future.
- As I mentioned, our constrained plan includes **23 billion** dollars to preserve and operate the core Transit System. This

does not include any expansion, just preservation and operation.

Shown in red, the constrained PLAN 2040 also includes **\$4 billion dollars** in new transit expansion including:

- the Clifton Corridor from Lindbergh to Emory to Decatur
- the I-20 East Corridor from downtown Atlanta to the Stonecrest Mall area in DeKalb County
- the Beltline and Peachtree Streetcar in Atlanta, AND
- testing for light rail projects in Cobb and Gwinnett Counties.

The total cost of the full transit vision (shown here in red and blue) is **\$41 billion dollars** and includes commuter rail, light rail, bus rapid transit, and more.

Why is this important? Well,

- 40% of transit riders do not own or have access to a car.
- At the same time, 3 out of 4 transit riders are employed and 45% of them use transit to get to work

Slide 13: Every trip, whether by car, transit, or some other mode, begins and ends as a **pedestrian** trip. In addition, places where people can walk and bike safely tend to be more vibrant, healthy, and accessible communities. PLAN 2040 supports investments in bicycle and pedestrian infrastructure in many ways...

- Part of the plan identifies a network of corridors and centers (shown in this map) that are a priority for funding improvements that increase mobility, accessibility, and safety for bicyclists and pedestrians.

- Also, a new funding program has been identified in PLAN 2040 and funded at approximately **\$12.5 million dollars a year**. This program will build bicycle and pedestrian infrastructure that supports the regional vision of walkable and bikeable centers connected by key regional bike corridors.

Slide 14: So what is the impact of PLAN 2040 on our region? Here are some statistics.

Our pavement and bridges are in good condition today. While the funding for preserving our existing roads and bridges in PLAN 2040 is a significant increase over our previous plan, it will only be enough to keep **70%** in good condition by 2040.

Slide 15: PLAN 2040 considers a reliable trip to be one taken on managed lanes or on transit. With our constrained plan, there is a substantial increase in reliable trips over today. But with a fully built out plan, we could increase our reliable trips almost **375%**

Slide 16: Most of us probably don't want to travel more than 45 minutes to get to work. Our businesses need as wide an area as possible to bring in employees within that time frame. The constrained plan increases that likelihood **13%** AND the full plan could improve on that number even more.

Slide 17: And finally, while PLAN 2040 does a lot to improve mobility and accessibility, your annual congestion cost will continue to increase. We mean by that – wasted fuel cost and wasted hours of your time. Today's it's **\$1,300**. But, due to an increasing population, it will increase to over **\$3,400** over the life of the plan. Even with our plan's initiatives, we cannot decrease congestion when we have another 3 million people moving into the Atlanta region and traveling along a transportation network that is substantially the same.

Slide 18: So, what have we learned from developing this long range plan? Transportation system preservation and optimization needs are



increasing due to past investments in expansion. We have limited ability to expand our roadways and transit, so we must do it strategically in ways that support our vision. Coordinated land use and transportation planning is needed to encourage growth where infrastructure is already in place. This will maximize our investments, providing reliable access to resources and jobs, and creating healthier communities.

The Bottom line, it's all about the decisions about we make. What are our travel patterns from home to work and services – what could we do differently? What options should we consider to decrease our commute times, what hours of the day are we driving the most? Are there other modes of travel available to us? Are there ways to share rides with others? We each play a role in our region's mobility.

Additional funding is critical to our goals for economic growth and access to community resources.

- Public-Private Partnerships are helping fund our managed lane system
- Local special option sales taxes have been funding local transportation assets for many of you.
- If passed in 2012, the Transportation Investment Act could add another \$7-8 billion over 10 years if passed. That's a potential of **\$22 billion** over the life of the plan. This is a very crucial revenue source – without it we are going to grapple with many tradeoffs in the system that will be available to all of us.

Slide 19: To wrap things up – we believe that PLAN 2040 creates a strategy to go forward – providing more reliability in order to grow our economy which will grow our jobs. We believe that it will provide more accessibility to community resources through improvements in our road and rail systems. The many programs that are based on the

users of the transportation systems are all based on creating healthy communities. Our vision is being hampered by a substantial lack of the proper funding to move this region forward. What future can we really tolerate? What is the economic consequence of not being able to achieve that full vision? There are older regions in this country that are spending 95% of their available funding on maintenance and operations – leaving little to grow the system and travel options. Do we want to be in that position in the future – It's really in all of our hands.

Slide 20: Thanks for your attention

Please take a moment to let us know what you think by taking the survey on this page. We will have this online public meeting available through the end of April. In May, you will see what the final plan will look like and have another chance for review and input. Thanks again for your time.