



**2003 ASCE REPORT
CARD ON GEORGIA
INFRASTRUCTURE**

Subject	Grade	Comments
Wastewater	C-	The State's wastewater collection system and 379 treatment plants are facing challenges such as the aging nature of the system; the large number of individuals not currently served by public sewers; the \$22 billion needed to upgrade/expand systems over the next 30 years to provide the additional 345 MGD of capacity needed for growth. Still, the State is progressing by building advanced treatment plants and beginning to produce reusable water for both industrial and municipal facilities.
Stormwater	D+	There is an enormous challenge in developing stormwater management programs, establishing stormwater utilities, and locating funding sources. There is limited knowledge of the location and condition of conveyance system components, which includes storm drains and detention ponds. About 6,000 miles of state streams do not fully meet water quality standards. 50% of the pollution is non-point runoff. A program of regular inspections and removal of accumulated pollutants is necessary to keep our rivers and streams clean. Education is a critical component as many people think storm drains lead to the sewer system. Regulatory compliance costs alone are estimated at over \$500 million.
Drinking Water	B-	Growth has increased the water demand on the State's 2515 water systems, as well as the amount of treated wastewater entering rivers and the amount of non-point source pollution. The major costs being faced by most communities are for replacement or rehabilitation of aging distribution systems. The Atlanta Metro area water supply demand is expected to double in 30 years, requiring \$9.6 billion to meet growth and higher treatment standards. Therefore, implementation of conservation and reuse programs will be critical to meet future supply needs.
Energy	B	The state has a reserve margin of 15% thru 2005 not including merchant plants, which could push it upwards of 40%. After 2005 the merchants plants could keep it above 15% till 2009. More dependence on natural gas will put pressure on the price of energy.
Dams	C+	The number of "high-hazard" potential dams – those whose failure would cause loss of life – increased from 385 in 2001 to 399 in 2003. Recent increases in the number of State-determined deficient dams (105) is largely due to a congruent increase in state spending for the Safe Dams Program (61%) to find and assess these potential hazards to life and property. Rehabilitation cost for the most critical dams is estimated at \$288 million.
Schools	C	Georgia spends 9% more per student than the national average for overall education. There are 181 public school systems in the state operating over 2,000 schools. Approximately 75% of school facilities funding comes from local sources. While there have been numerous SPLOST elections with an 89% pass rate, many systems remain without adequate facilities. Improvements are still needed to insure that all schools are safe and more conducive to academic achievement.
Transit	D+	Georgia's transit system is being used at a declining rate compared to other modes of travel. 30% of the operating cost for transit systems came from the farebox in 2002, while the national average is 25.3%. Buses are a little newer than the national average. Convenience and accessibility to a coordinated regional transit network is lacking, largely due to rapid suburban growth and inequitable funding.
Bridges	C	The Georgia Department of Transportation tracks over 14,300 structures, of which 29% of Georgia's 8,939 bridges have a sufficiency rating below 60 (on a scale from 0 to 100), which amounts to almost 2600 structures. However, only 6% of the 5400 culverts tracked by the Department rate below 80. Available funding needs to be increased to facilitate improvements to the status of Georgia's bridges. Many widenings on local, non-state routes are needed to relieve congestion and accommodate present demand.
Airports	B	State wide, sufficient capacity exists to meet Georgia's projected operational demand. System wide, only 6% of all airports will have demand/capacity ratios that approach the FAA's critical demand/capacity trigger point of 60%.
Roads	D+	Funding for roads in Georgia is significantly below the national average. Accordingly, Georgia has the 11th most congested freeway system in the US, where 19% of urban freeways are considered congested. Traffic delays and congestion cost metro-Atlanta citizens \$2.0 billion annually. However, roadway pavement conditions are some of the best in the nation. The existing roadway capacity can be optimized through increased maintenance and upgrades to traffic technology. Sustainable development mandates the integration of transit and roadway improvements, jointly funded with gas tax revenues.
Solid Waste	C-	The state generates twice the national average of garbage per person per day, yet lags the nation in recycling, composting, and waste-to-energy programs. Georgia currently recycles only 5% of the total waste stream as compared to the national average and state legislated goal of 25%. This effort will be more difficult since the number of recycling services has been reduced. Groundwater contamination is occurring in 3/4 of all closed landfills, as well as at 120 active sites. Groundwater remediation will continue to drive up the cost of solid waste disposal.

Georgia's Infrastructure G.P.A. = C Total Investment Needs = \$ 120 Billion (estimated 30 year need)	A = Exceptional B = Good C = Mediocre D = Poor F = Inadequate	Each category was evaluated on the basis of condition and performance, capacity vs. need, and funding vs. need.
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