



STATE TRANSPORTATION BOARD STATEWIDE PLANNING COMMITTEE

Federal Performance and Asset Management Reporting Requirements

Fixing America's Surface Transportation

FAST Act



 U.S. Department of Transportation
Federal Highway Administration

Transportation Performance Management

 U.S. Department of Transportation
Federal Highway Administration

Asset Management

November 16, 2016

Overview

- **Statutory Background on Performance & Asset Management Reporting Requirements:**
 - Moving Ahead for Progress in the 21st Century (**MAP-21**)
 - Fixing America's Surface Transportation (**FAST**) Act
- **Current Status and Description of Rules**
 - Safety
 - Planning Coordination
 - Pavement/Bridge/System Performance
 - Asset Management Plan
- **Initial Performance Report & Road Ahead**



MAP-21 & FAST Act

- MAP 21 established and FAST Act affirmed new requirements for performance management including and asset management plan.
- Measurements relate back to Federal Programs:
 - National Highway Performance Program (NHPP)
 - Highway Safety Improvement Program (HSIP)
 - Congestion Mitigation & Air Quality Program (CMAQ)
 - Freight Program



Federal Performance Rules Status

Rule	Notice of Proposed Rule Making (NPRM)	FINAL RULE
Safety Performance Measure (Rule 26)	March 11, 2014	Published March 16, 2016
Highway Safety Improvement Program (Rule 32)	March 28, 2014	Published March 16, 2016
Metropolitan and Statewide Planning (Rule 28)	June 2, 2014	Published May 27, 2016
Highway Asset Management Plan (Rule 33)	Feb 20, 2015	Published October 24, 2016
Pavement/Bridge Performance Measure (Rule 29)	January 5, 2015	Anticipated November 2016
System Performance Measure (Rule 30)	April 22, 2016	TBD



Safety Performance Measure

➤ Measures

- Number & Rate of Fatalities
- Number & Rate of Serious Injuries
- Number of Non-motorized Fatalities & Injuries

➤ Establish statewide targets by August 31, 2017

➤ **Assessment** made by FHWA in two years after targets are established, and annually thereafter, on achievement of overall significant progress (50% of targets achieved).

➤ **Penalty** if a State has not made overall significant progress, the State would be required to:

- use obligation authority only for HSIP projects equal to the HSIP apportionment for the fiscal year prior to the year for which the overall performance targets were not achieved
- develop an implementation plan annually until overall significant progress is achieved



Pavement Condition Performance Measures & Ratings

- **FHWA Proposed Measures**
 - Interstate and Non-Interstate System:
 - Percentage of pavements in Good condition
 - Percentage of pavements in Poor Condition
- **Pavement Condition Thresholds**

	Good	Fair	Poor
IRI International Roughness Index <i>(inches/mile)</i>	<95	95-170 95-220*	>170 >220*
Cracking <i>(%)</i>	<5	5-10	>10
Rutting <i>(inches)</i>	<0.20	0.20-0.40	>0.40
Faulting <i>(inches)</i>	<0.05	0.05-0.15	>0.15

*Population >1M



Minimum Pavement Condition

- **Targets** are set by the State and MPOs; however, FHWA proposes a minimum condition and penalty.
- **Minimum Condition Level:** 5% or less of Interstate System lane miles can be in poor condition.
- **Penalty:** If minimum not met for 2 consecutive years, State must obligate NHPP funds & transfer funds from the Surface Transportation Block Grant Program.
- **Georgia currently exceeds minimum conditions:**

Interstate Pavements	
Good	54.9%
Fair	44.6%
Poor	0.5%

Bridge Condition Performance

- **FHWA Proposed Measures**
 - Percent of NHS Bridges Classified as in “Good” condition
 - Percent of NHS Bridges Classified as in “Poor” Condition
- **Bridge Condition Thresholds for NHS Bridges**

NBI Rating Scale <i>(from 0 – 9)</i>		9	8	7	6	5	4	3	2	1	0
		Good			Fair		Poor				
Bridge*	Deck <i>(Item 58)</i>	≥ 7			5 or 6		≤ 4				
	Superstructure <i>(Item 59)</i>	≥ 7			5 or 6		≤ 4				
	Substructure <i>(Item 60)</i>	≥ 7			5 or 6		≤ 4				
	Culvert <i>(Item 62)</i>	≥ 7			5 or 6		≤ 4				



Minimum Bridge Condition

- **Targets** are set by the State and MPOs; however, FHWA proposes a minimum condition and penalty.
- **Minimum Condition Level:** 10% or less of total deck area of NHS bridges can be classified as structurally deficient.
- **Penalty:** If minimum not met for 3 consecutive years, State must set aside and obligate NHPP funds to eligible NHS bridge projects.
- **Georgia currently exceeds minimum conditions:**

Interstate Bridges	
Good	44.1%
Fair	55.6%
Poor	0.4%

Non-Interstate National Highway System Bridges	
Good	53.7%
Fair	44.2%
Poor	2.2%

Establishment of Bridge and Pavement Targets

State Targets

- Establish 2- & 4-year targets
- Target adjustment of 4-year target allowed at the midpoint of target period
- Only Statewide targets are required
- Optional additional urbanized/non-urbanized targets

MPO Targets

- Establish 4-year targets by either committing to support the State target or setting a quantifiable target*
- If State adjusts target, any MPO adjustments must occur within 180 days
- If MPO changes target, must be agreed upon by State and documented in Metropolitan Planning Agreement

*When applicable



Asset Management Plan

Minimum Plan Requirements & Timeline

➤ Minimum components:

- Summary listing and condition description of NHS pavements and bridges with respective targets
- Asset management objectives and measures & performance gap analysis
- Risk analysis & Life-cycle planning
- Financial plan (minimum 10 years) & Investment Strategies

➤ Timeline:

- April 30, 2018—submit initial plan describing process
- June 30, 2019—submit fully compliant plan
- October 1, 2019 (Annually thereafter)—FHWA determines compliance

➤ **Penalty**—if non-compliant, FHWA match on NHPP projects will be reduced from 80% to 65%.



GDOT Transportation Asset Management Plan

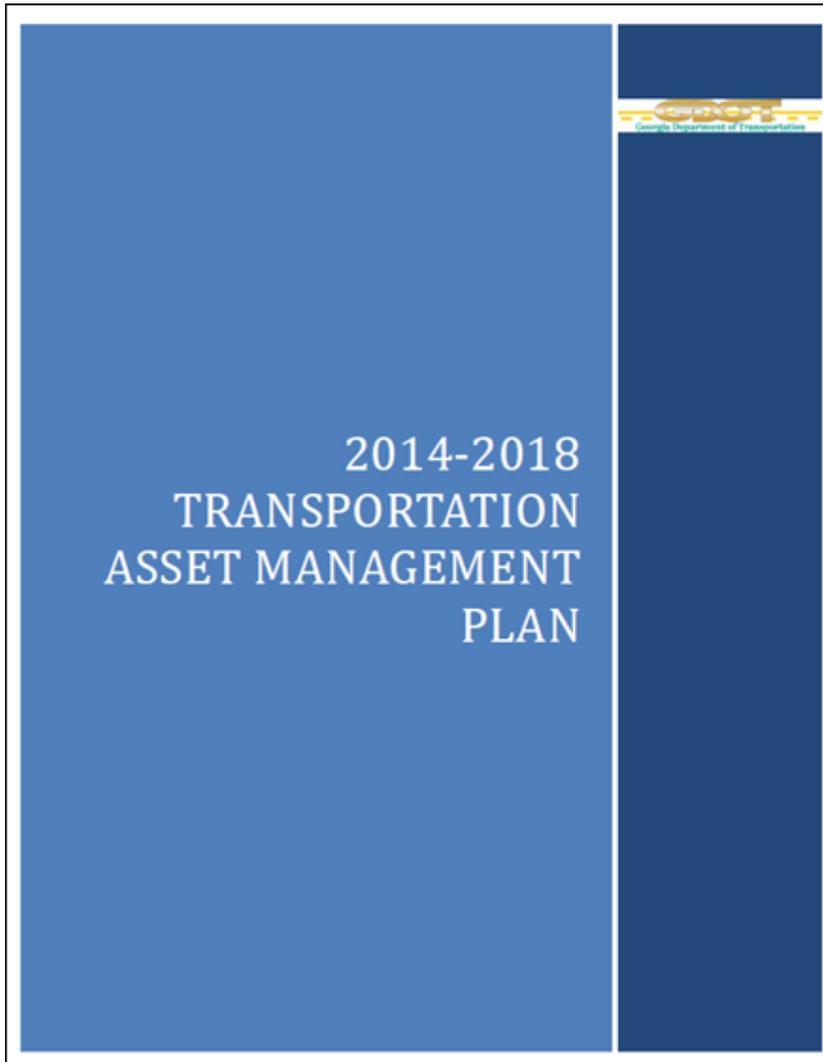


Table of Contents

I.	EXECUTIVE SUMMARY	2
II.	INTRODUCTION	4
III.	LEVELS OF SERVICE	5
IV.	LIFE CYCLE MANAGEMENT	11
	a. Pavements	12
	b. Bridges	25
	c. Highway Signs	32
V.	GROWTH AND DEMAND	35
VI.	FINANCIAL SUMMARY	37
VII.	PERFORMANCE MANAGEMENT	40
VIII.	IMPROVEMENT PLAN	40

Appendices

I	ASSET MANAGEMENT IMPLEMENTATION PLAN
II	PERFORMANCE MANAGEMENT IMPLEMENTATION PLAN
III	ASSET MANAGEMENT COMMUNICATIONS PLAN
IV	EQUIPMENT WHITE PAPER – ALTERNATIVE PROCUREMENT METHODS
V	GDOT SELF-ASSESSMENT SURVEY

Initial GDOT Performance Report to FHWA

Submitted October 1, 2016



GDOT District & Office Metrics
Evaluated Quarterly



Individual Metrics
Evaluated Quarterly

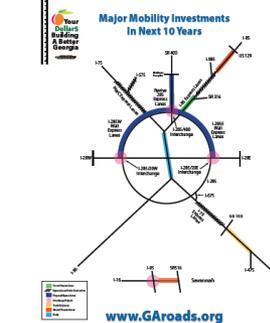
Interstates Pavements		Non-Interstate National Highway System Pavements	
Good	54.9%	Good	27.6%
Fair	44.6%	Fair	64.5%
Poor	0.5%	Poor	7.8%

Interstate Bridges		Non-Interstate National Highway System Bridges	
Good	44.1%	Good	53.7%
Fair	55.6%	Fair	44.2%
Poor	0.4%	Poor	2.2%

Condition/Performance of NHS

Progress in Achieving Targets

2014-2018 TRANSPORTATION ASSET MANAGEMENT PLAN



1-285/26 East Interchange

One westbound auxiliary lane from Pines Road to Henry Chapel Road and the construction of westbound Caldecott Expressway (E2) lanes between Henry Chapel Road and the I-285/26 Interchange.

1-285/26 West Interchange

One westbound auxiliary lane from Pines Road to Henry Chapel Road and the construction of westbound Caldecott Expressway (E2) lanes between Henry Chapel Road and the I-285/26 Interchange.

1-285/20 West Interchange

The interchange project would consist of five widening and operational improvements to I-285 westbound and eastbound to improve the existing bridge structure between Thurston Road and I-285 westbound. The project will include:

- Additional widening along I-285 westbound from Turkey Shoals Road Bridge to Six Flags Bridge.
- Additional widening of the bridge from Six Flags Bridge to I-285 southbound.
- Additional widening of the bridge from Six Flags Bridge to I-285 northbound.
- Additional widening of the bridge from Six Flags Bridge to I-285 northbound.
- Additional widening of the bridge from Six Flags Bridge to I-285 northbound.

1-285 West Wall Express Lanes, I-20 to I-75

The project would consist of:

- Adding one Express Lane in each direction along I-285 between I-20 and I-75.
- Adding three westbound Express Lanes and two eastbound Express Lanes between I-20 and I-75.
- Adding one Express Lane in each direction along I-285 between I-20 and I-75.

1-285 East Wall Express Lanes, I-85 to I-20

The project would consist of:

- Adding one Express Lane in each direction along I-285 between I-20 and I-85.
- Adding three westbound Express Lanes and two eastbound Express Lanes between I-20 and I-85.
- Adding one Express Lane in each direction along I-285 between I-20 and I-85.

1-285 Express Lanes from I-75 to I-85

The project would consist of:

- Adding one Express Lane in each direction along I-285 between I-75 and I-85.
- Adding three westbound Express Lanes and two eastbound Express Lanes between I-75 and I-85.
- Adding one Express Lane in each direction along I-285 between I-75 and I-85.

1-805 Interchange & Widening I-16, I-95 to I-516

This project would consist of:

- Widening I-16 from I-805 to I-516.
- Widening I-95 from I-805 to I-516.
- Widening I-516 from I-805 to I-516.

1-725 Truck Lane, McDonough to the Atlantic

This Interchange project is an important freight and incident corridor that supports critical regional port facilities and provides truck routes through the state. This truck and passenger lane traffic, are generally comparable in the percentage of total traffic volume for the corridor. The project would include:

- Construction of new truck and passenger lanes.
- Construction of new truck and passenger lanes.
- Construction of new truck and passenger lanes.

SR 400 Express Lanes I-285 to McFarland Road

This project would consist of:

- Adding one Express Lane in each direction along SR 400 between I-285 and McFarland Road.
- Adding three westbound Express Lanes and two eastbound Express Lanes between I-285 and McFarland Road.
- Adding one Express Lane in each direction along SR 400 between I-285 and McFarland Road.

Effectiveness of Investment Strategies in TAM

Strategies to Address Congestion & Freight Bottlenecks

* Estimated Costs are a planning level estimation, include thinking costs, and may change as project design is finalized.



Moving Forward

Implementation Roles & Responsibilities

Action Item	Description	Lead Office	Supporting Office
Setting State Performance targets	Coordinate, document, and communicate to USDOT the establishment of Performance Targets for the national set of performance measures	Organizational Performance Mgmt (OPM)	
MPO Target Coordination	Coordinate with MPOs to ensure consistency in selection of performance targets	Planning	OPM
Reporting of Performance Targets	Preparation of system performance report and subsequent updates that evaluating the condition and performance of the NHS.	OPM	
Receipt & Submittal MPO Targets Reports	System performance report including progress in meeting the performance targets	OPM	Planning
Integration w/Statewide and Long-Range Plans	Integrate other State performance into the statewide transportation planning process.	Planning	OPM
Creation and reporting TAM Plan	Develop TAMP and document the effectiveness of the investment strategy document	OPM	
Freight Plan	Document ways in which the State is addressing congestion at freight bottlenecks	Planning	



Questions