Georgia Department of Transportation

STATE TRANSPORTATION BOARD
STATEWIDE PLANNING COMMITTEE

Federal Performance and Asset Management Reporting Requirements

Fixing America's Surface Transportation
FAST Act

MAP-21
MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY
Transforming the way we build, maintain and manage our Nation's commercial transportation system

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 *(inches/mile)*	<95	95-170 95-220*	>170 >220*
Cracking *(%)*	<5	5-10	>10
Rutting *(inches)*	<0.20	0.20-0.40	>0.40
Faulting *(inches)*	<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.
- **<u>Georgia currently exceeds minimum conditions</u>:**

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 *(from 0 – 9)*	9 8 7 Good	6 5 Fair	4 3 2 1 0 Poor
Bridge: Deck *(Item 58)*	≥7	5 or 6	≤4
Bridge: Superstructure *(Item 59)*	≥ 7	5 or 6	≤ 4
Bridge: Substructure *(Item 60)*	≥ 7	5 or 6	≤ 4
Culvert *(Item 62)*	≥ 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

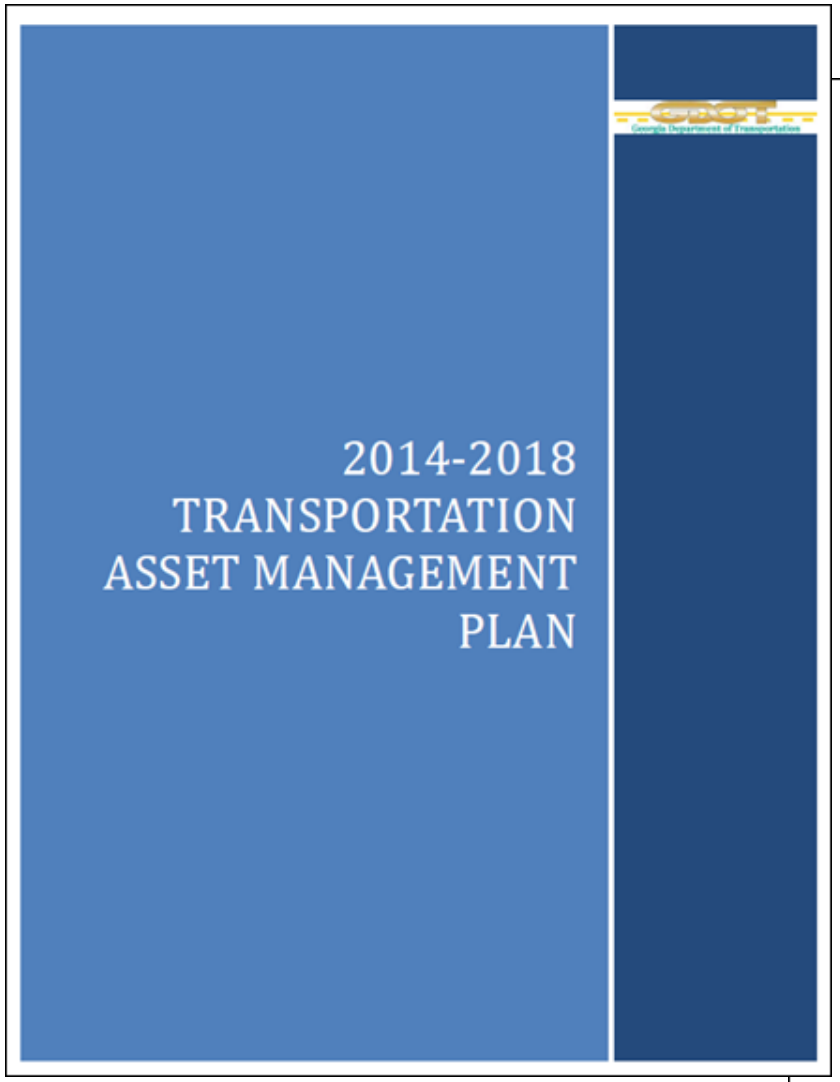
*When applicable

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



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V	GDOT SELF-ASSESSMENT SURVEY

http://www.dot.ga.gov/BuildSmart/Programs/Documents/AssetMgmt/TAMPlan.pdf

Georgia Department of Transportation

Initial GDOT Performance Report to FHWA

Submitted October 1, 2016

Progress in Achieving Targets

GDOT District & Office Metrics
Evaluated Quarterly

Individual Metrics
Evaluated Quarterly

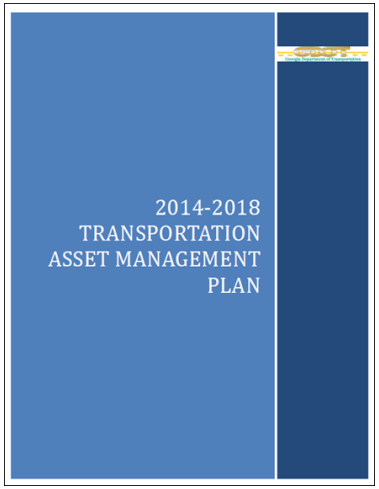
Interstates Pavements	
Good	54.9%
Fair	44.6%
Poor	0.5%

Non-Interstate National Highway System Pavements	
Good	27.6%
Fair	64.5%
Poor	7.8%

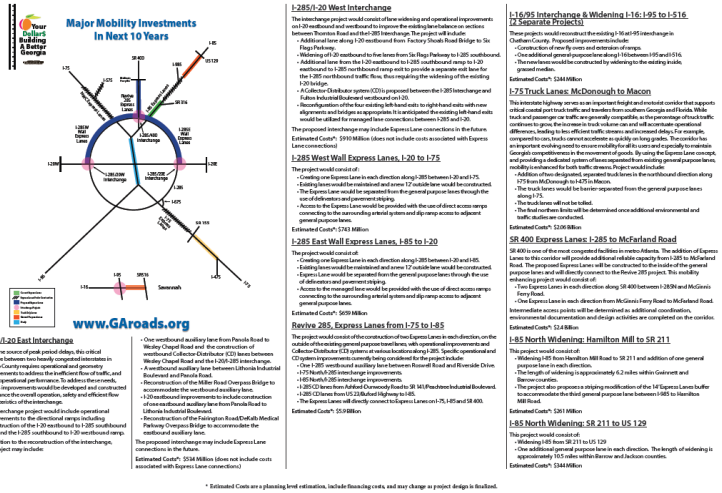
Interstate Bridges	
Good	44.1%
Fair	55.6%
Poor	0.4%

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

Condition/Performance of NHS



Effectiveness of Investment Strategies in TAM



Strategies to Address Congestion & Freight Bottlenecks

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