

Russell McMurry, P.E., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

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December 16, 2015

Governor Nathan Deal
Lt. Governor Casey Cagle
Speaker David Ralston
Senator Tommie Williams
Representative Christian Coomer

Subject: December 2015 Statewide Strategic Transportation Plan (SSTP) Progress Report

Please find attached the December 2015 Statewide Strategic Transportation Plan Progress Report. The OCGA 32-2-41.1 requires the Director of Planning to submit a Progress Report on the Statewide Strategic Transportation Plan (SSTP) to the Governor, Lieutenant Governor, Speaker of the House of Representatives, and the Chairmen of the House and Senate Transportation Committees.

In accordance with OCGA 32-2-41.2, we will also publish this report on our website at www.dot.ga.gov/IS/SSTP. If you have any questions, please feel free to contact me at 404-631-1802.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jay Roberts", is written over a horizontal line.

Jay Roberts
Director of Planning

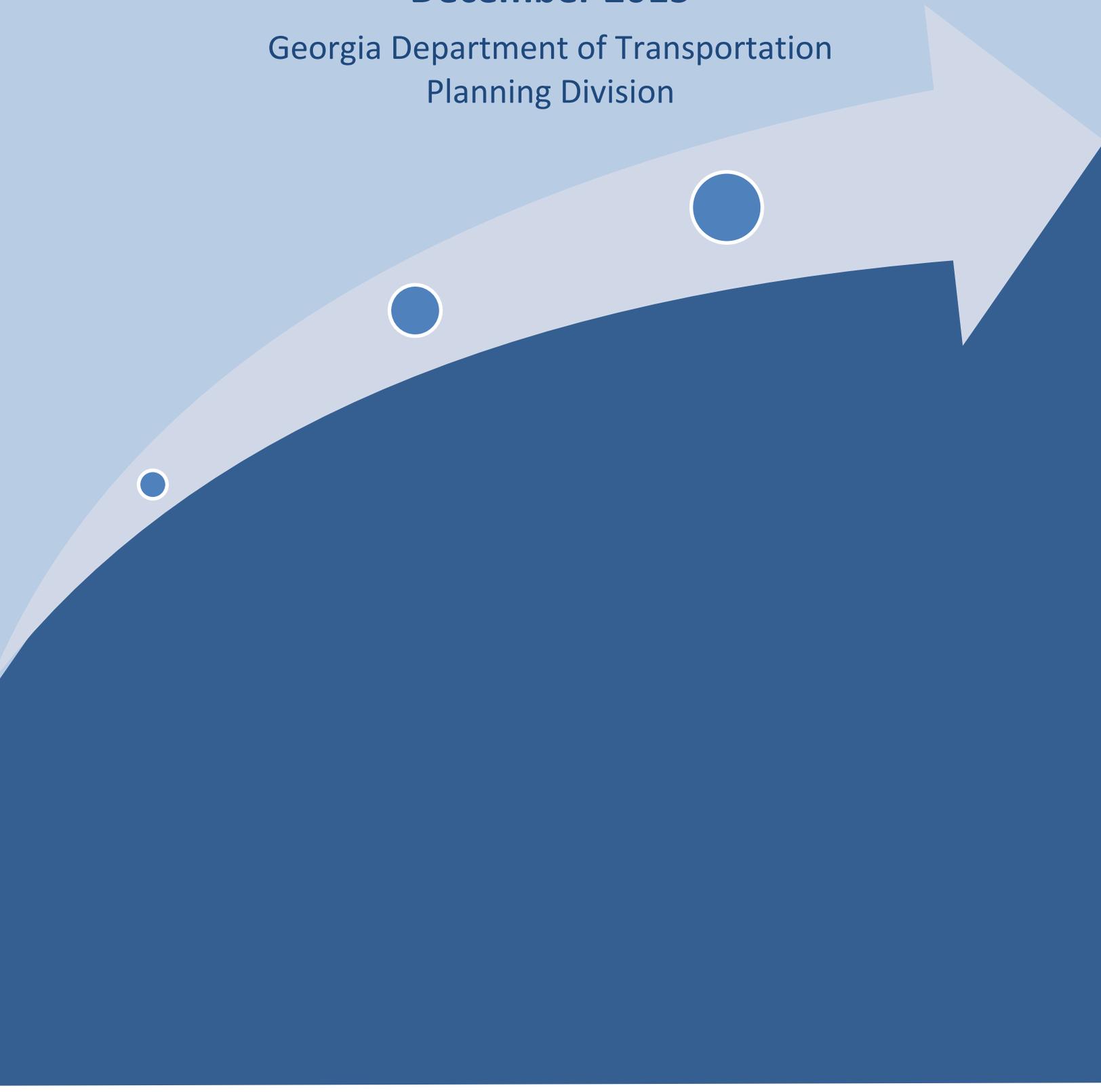
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Attachment

cc: Read File
Russell McMurry, P.E., Commissioner
Meg Pirkle, P.E., Chief Engineer
Cindy VanDyke, State Transportation Planning Administrator

**STATEWIDE STRATEGIC TRANSPORTATION PLAN
PROGRESS REPORT
December 2015**

Georgia Department of Transportation
Planning Division





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Table of Contents

Introduction	1
Transportation Performance Dashboard	3
Recent Developments	4
MAP-21 and Federal Funding	5
State Transportation Funding	5
Statewide Transportation Planning	7
Focus on Roadway Safety	7
Advanced Winter Weather Response	8
Allocation of Investments by Project Type	11
Performance of Georgia’s Existing Transportation Network	13
GDOT is focused on Safety	13
Georgia Invests in High Quality Roads	14
Georgia Supports Mobility	15
GDOT is Delivering on Its Promises	18
Transportation Performance Fact Sheets	21
Appendix	A-1

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Introduction

The Statewide Strategic Transportation Plan (SSTP) is the official, intermodal, comprehensive, fiscally constrained transportation plan for Georgia. It includes projects, programs, and other activities to support the implementation of the state's strategies to achieve its transportation goals. Governor Nathan Deal approved the current SSTP on September 11, 2013,¹ and state law requires the Georgia Department of Transportation (GDOT) Director of Planning to report annually on the progress of projects and programs in the SSTP.² The SSTP Progress Report helps the state make prioritized transportation investment decisions by monitoring the execution of the SSTP and the performance of the transportation system throughout the state, including:

1. Measuring the performance of Georgia's existing transportation network in order to demonstrate the extent to which the state is on the right track toward achieving its transportation goals;
2. Ensuring plans for Georgia's future transportation network support the goals and objectives of the SSTP; and
3. Monitoring the implementation of Georgia's transportation plans to ensure the on-time and on-budget delivery of strategic investments.

The structure of the SSTP Progress Report has evolved since the first report was published in February 2012. The first report included a snapshot of the performance of Georgia's transportation system using a series of measures outlined in the SSTP. It also contained a high-level assessment of how plans for Georgia's future transportation network support the SSTP's investment guidelines and funding priorities. The second report analyzed the allocation of funds in Georgia's near-term transportation plans to transportation investments that the SSTP identified as critical to keeping Georgia economically competitive. The third report focused on the performance of Georgia's existing transportation

system and the on-time/on-budget delivery of GDOT's transportation projects. The fourth report³ (December 2014) combined elements of the first three reports, and the current report follows the same approach:

- Reporting the performance of Georgia's existing transportation system and the on-time/on-budget delivery of GDOT's transportation projects; and
- Analyzing the allocation of funds in Georgia's near-term transportation investments.

Governor Deal has set strategic goals in support of his vision for a lean and responsive state government that allows communities, individuals and businesses to prosper.⁴ Among these goals are:

- Improve the movement of people and goods across and within the state;
- Expand Georgia's role as a major logistics hub for global commerce;
- Leverage public-private partnerships and improving intergovernmental cooperation for successful infrastructure development; and
- Reducing injury and loss of life on Georgia's roads.

Building from Governor Deal's priorities, GDOT's Strategic Plan⁵ also includes goals for:

- Making safety investments and improvements where the traveling public is most at risk
- Taking care of the state's existing transportation assets in the most efficient way possible; and

¹ Senate Bill 200 Required Reports
<http://www.dot.ga.gov/IS/SSTP#tab-1>

² Official Code of Georgia: O.C.G.A. § 32-2-41.1 Accessible at
<http://www.lexisnexis.com/hottopics/gacode/Default.asp>

³ SSTP Progress Report December 2014:
<http://www.dot.ga.gov/InvestSmart/Documents/SSTP/AttachmentE-SSTP-SB200.pdf>

⁴ Governor's Strategic Goals for Georgia
https://gosa.georgia.gov/sites/gosa.georgia.gov/files/related_files/site_page/State_Goals_April_2013_FINAL.pdf

⁵ GDOT FY 2013-2018 Strategic Plan , FY 2016 Update
<http://www.dot.ga.gov/PartnerSmart/Public/Documents/publications/StrategicPlan/StrategicPlan-FY2016.pdf>

- Planning and constructing the best set of mobility-focused projects possible, on schedule.

GDOT measures its performance to track progress toward achieving the state's strategic transportation goals. This report reviews the current status, trends, targets, and strategies related to these measures.

Transportation Performance Dashboard⁶

Goals and Performance Measures	Area	Year	Value	Target	Status
Reducing injury and loss of life on Georgia's roads					
Reduction in Annual Highway Fatalities	Statewide	CY 2014	19 Fewer Fatalities	≥ 41 Fewer Fatalities	
Average HERO Response Time	Metro Atlanta	FY 2015	11 Minutes	< 10 Minutes	
Taking care of what we have, in the most efficient way possible					
Percent of State-Owned Bridges Meeting GDOT Standards	Statewide	FY 2015	89%	≥ 85%	
Percent of Interstates Meeting Maintenance Standards	Statewide	FY 2015	80%	≥ 90%	
Percent of State-Owned Non-Interstate Roads Meeting Maintenance Standards	Statewide	FY 2015	73%	≥ 90%	
Planning and constructing the best set of mobility-focused projects we can, on schedule, to improve the movement of people and goods across and within the state					
Percent of Projects Constructed On Time	Statewide	FY 2015	65%	≥ 80%	
Percent of Projects Constructed On Budget	Statewide	FY 2015	93%	≥ 90%	
Annual Congestion Cost per Peak Auto Commuter	Metro Atlanta	CY 2014	\$1,130	≤ \$1,023	
Planning and constructing the best set of mobility-focused projects we can, on schedule, to improve the movement of people and goods across and within the state					
Metro Atlanta Morning Peak Hour Freeway Speeds (General Purpose Lanes)	Metro Atlanta	FY 2015	38 mph	≥ 40 mph	
Metro Atlanta Evening Peak Hour Freeway Speeds (General Purpose Lanes)	Metro Atlanta	FY 2015	37 mph	≥ 40 mph	

⁶ For more information on these performance measures, see the appendix of this report or the online dashboard at <http://www.dot.ga.gov/BS/Performance>

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Recent Developments

Several developments in FY 2015 continued the state's progress toward implementing the SSTP and the Governor's strategic transportation goals. Highlights of this fiscal year include several changes to state law, which will stabilize Georgia's ability to fund important transportation projects while faced with uncertainty in the availability of federal funding. Also in FY 2015, GDOT has worked with state, regional, and local stakeholders in order to update and combine the Statewide Strategic Transportation Plan and the Statewide Transportation Plan, with a new planning horizon of 2040. This integration of strategic and comprehensive transportation planning, along with additional state funding support for transportation, will help the state achieve important performance goals and meet new federal requirements for performance-based planning.

“Recently, federal action on infrastructure authorization and funding issues has taken place in short spurts... This leaves state and local transportation agencies in dire need of stability and predictability.”
— Georgia Joint Study Committee ⁷

MAP-21 and Federal Funding

The availability of federal money for transportation projects has been highly unpredictable in recent years. For example, the “Moving Ahead for Progress in the 21st Century Act (MAP-21), which was passed by the U.S. Congress in 2012, originally provided federal transportation funds for only two years. Congress passed five short-term extensions of MAP-21 during 2014 and 2015. These extensions of MAP-21 were the most recent of 36 short-term funding extensions made to federal transportation bills since 2009. This pattern of short-term patches has created major challenges for project delivery across the country because states rely on federal money to help fund their transportation programs every year. Each short-term extension of the current law gives Congress more time to discuss options for a long-term solution. However, in the meantime

state departments of transportation such as GDOT must deal with considerable uncertainty in how to pay for transportation projects. In response to this uncertainty, the Georgia Legislature established a **Joint Study Committee on Critical Transportation Infrastructure Funding**, which ultimately recommended that the state pass new legislation in order to stabilize transportation funding⁷.

“HB 170 fills one of the most critical needs of our time and will have a positive impact on every portion of our state, as it makes Georgia safer and more efficient.”
— Governor Nathan Deal ⁸

State Transportation Funding

In May 2015, Governor Nathan Deal signed the **Transportation Funding Act** (TFA), also known as “HB 170”, into law. In a press conference marking the occasion, Governor Deal declared HB 170 to be a “courageous action” that meets “an urgent need” for the state⁸. HB 170 restructures how the state raises money for transportation. Previously, Georgia levied a combination of sales tax and excise tax on each gallon of gasoline. Under HB 170, state motor fuel taxes have been changed to an excise tax only: 26¢ per gallon for gasoline, and 29¢ per gallon for diesel. Also, state motor fuel excise taxes will be indexed to the Consumer Price Index and adjusted annually to keep up with inflation.

In addition to restructuring motor fuel taxes, HB 170 changes how owners of alternative fuel vehicles and heavy trucks contribute to the state's transportation system. Prior to the passage of HB 170, drivers of

⁷ Final Report of the Joint Study Committee on Critical Transportation Infrastructure Funding, December 2014
http://www.house.ga.gov/Documents/CommitteeDocuments/2014/Critical_Trans_Infra_Funding/Transportation_Study_Committee_Final_Report_2014.pdf

⁸ Governor's Press Conference, May 4, 2014, recording available at <http://www.peachpundit.com/2015/05/04/governor-deal-signs-house-bill-170-at-a-liberty-plaza-ceremony/>

alternative fuel vehicles did not contribute to the state's dedicated transportation funding though they do use Georgia roads, bridges and highways. HB 170 levies an annual fee for alternative fuel vehicles, which is meant to mirror what the average driver of a gasoline-powered vehicle pays each year in gasoline tax. HB 170 also repeals tax credits that were previously granted for the purchase of alternative fuel vehicles. For heavy trucks, which cause more wear and tear to roadways, HB 170 levies a new annual fee based on weight. Beyond these user fees, HB 170 also adds a hotel/motel fee to support transportation, and it removes a tax exemption on aviation fuel.

In total, HB 170 is expected to raise more than \$900 million per year in state transportation dollars. To supplement this, HB 170 amends the Transportation Investment Act (TIA) of 2010 to allow local governments more flexibility in raising their own transportation dollars through local sales taxes (TSPLOSTs). HB 170 amends TIA to allow individual counties, not currently in a region with an approved TSPLOST, to impose their own county TSPLOST up to 1%. If every county in Georgia took this option, it could raise an additional \$1.5 billion annually for transportation⁸. Under the new law any county may take a referendum vote to impose a TSPLOST, independently of neighboring counties, with a term of up to 5 years. For TIA regions that already passed a 10-year TSPLOST in 2012, HB 170 allows them to renew the tax without needing authorization from the General Assembly.

Proceeds from state gasoline taxes support roads and bridges. Proceeds from aviation fuel taxes will support aviation purposes. Proceeds from the user fees and local TSPLOSTs provided for in HB 170 may support any form of transportation improvement. Additional transportation funding was also passed in the state's Fiscal Year 2016 Appropriations Act (HB 76) in the form of bond money. State transportation bonds will be administered by the State Road and Tollway Authority (SRTA), which also administers the Georgia Transportation Infrastructure Bank (GTIB, which was established in 2009). FY 2016 transportation bond funding provides:

- \$100 million for repair, replacement and renovation of bridges statewide

- \$75 million for the **GO! Transit Capital Program**
- \$6.8 million for rehabilitation of certain rail lines and bridges

The **GO! Transit Capital Program** (GOTCP) is a competitive funding program designed to address some of the critical capital-related public transportation needs throughout Georgia.⁹ Specifically, the program has six goals:

- Increase Economic Competitiveness
- Strengthen Access and Connectivity
- Improve Mobility and System Integration
- Maintain and Optimize System Assets
- Improve Safety, and
- Promote Cost efficiency and Project Readiness

Eligible applicants for GOTCP include existing public transit operators and governmental units throughout the state, including Community Improvement Districts. Applications are being accepted through January 2016 and will be reviewed by GOTCP staff and a diverse multi-agency advisory panel before final awards are made by the SRTA Board.

The substantive changes to transportation funding in Georgia provide new opportunities for improving transportation infrastructure across the state. As the state, local governments, and local transportation providers leverage these new opportunities, Georgia citizens will benefit from more steady progress on transportation plans and programs that support high quality of life and economic vitality.

GDOT is updating its strategic, long range transportation plan to address federal and statewide changes.¹⁰

⁹ GO! Transit Capital Program website: <http://www.georgiatolls.com/gotransit>

Statewide Transportation Planning

In 2015, GDOT has reached the culmination of a two-year project to combine Georgia's Statewide Strategic Transportation Plan (SSTP) and the Statewide Transportation Plan, (SWTP). The SSTP is the state's business case for transportation investment, required by state law (SB 200). The SWTP contains the traditional analyses of a long-range transportation plan, required by federal law, and must maintain a 20-year planning horizon. The combined *Georgia SSTP/SWTP 2040*¹⁰ provides a comprehensive look at all transportation issues facing Georgia now and through the year 2040. The new plan is multimodal and examines the current and future condition and deficiencies of all modes of transportation in Georgia, including highway, transit, rail¹¹, air, water, pedestrian/bicycle, and freight. The document includes growth trends and projections, economics, existing conditions, future needs and an investment strategy for transportation in the state.

In the future, HB 170 requires GDOT to annually prepare a ten-year strategic plan that outlines the use of department resources. These annual updates will be guided by the longer range SSTP/SWTP and by guidelines contained in HB 170. According to MAP-21, the federal law which also governs federal funding for transportation, Georgia's statewide transportation plans and transportation improvement programs must also be "performance-based." The USDOT is in the process of defining performance measures related to seven national performance goals, which are closely related to Georgia's statewide transportation goals from the SSTP. As the national transportation performance measures are finalized, state DOTs must work with their planning partners (including metropolitan planning organizations and public transportation providers) to set performance targets for the statewide transportation system and report on progress toward meeting those targets. GDOT has already defined multiple performance measures and targets, and has been reporting on these in the SSTP Progress Report since 2013. Going forward, future updates to statewide transportation plans and programs will address all national performance measures required

by federal regulation, and other performance measures that may be identified to support transportation performance in Georgia.

**"Today we launch a year-long campaign to encourage, implore, and appeal to all motorists through this state to *Drive Alert and Arrive Alive*"
— GDOT Commissioner
Russell McMurry (May 2015)¹²**

Focus on Roadway Safety

The number of roadway fatalities in Georgia has decreased each calendar year for the last nine years (2006-2014). However, calendar year 2015 started off with an alarming 25% increase in roadway fatalities in the first quarter (compared to first quarter of 2014). Many of these fatalities were due to single-vehicle collisions (vehicles hitting fixed-objects), and many of the people who died were not wearing seatbelts.

In order to address and combat this trend, GDOT launched an aggressive year-long campaign, *DriveAlert ArriveAlive*¹², in partnership with the Governor's Office of Highway Safety and the Georgia State Patrol. The goal of this statewide safety campaign is to educate drivers about simple changes they can make in their driving behavior to prevent crashes, improve safety and decrease fatalities for themselves, as well as their passengers, other motorists, pedestrians and bicyclists. *DriveAlert ArriveAlive* implores motorists to drive responsibly and help turn the tide on the increasing fatality rate by following three steps every time they get behind the wheel.

1. **Buckle up...** It's the law. Seat belts reduce the risk of fatality in a crash by about 45% and serious injury by about 50%.
2. **Stay off the phone and mobile devices...** If possible, shut off the phone to avoid temptation [even hands-free is a distraction]. No texting [Georgia law bans texting and driving]. Just drive.

¹⁰ SSTP/SWTP Update website:

<http://www.dot.ga.gov/InvestSmart/Pages/SSTP.aspx>

¹¹ The 2015 Georgia State Rail Plan was developed to be integrated with the SSTP/SWTP update. Available on GDOT's website:

<http://www.dot.ga.gov/IS/Rail/StateRailPlan>

¹² DriveAlert ArriveAlive campaign website:

<http://www.dot.ga.gov/DS/SafetyOperation/DAAA>

3. **Drive Alert...** Do not drive drowsy or impaired.

Since the **DriveAlert ArriveAlive** campaign was launched in May 2015, the tide may have started to turn on roadway fatalities. As of late November 2015, however, year-to-date fatalities still remained about 17% greater than in 2014. Current numbers are tracked on the fatalities page of the GDOT Performance Dashboard¹³ and on the **DriveAlert ArriveAlive** campaign website¹², which also provides additional information about supporting safety on Georgia's roads.

In another campaign for Georgia's highway safety, Governor Nathan Deal announced a new program to expand truck safety enforcement near the Port of Savannah and in the metro Atlanta area. The program is supported by \$10 Million in annual funding from the Georgia Department of Public Safety (DPS) and the Georgia Ports Authority. The program adds 60 commercial vehicle enforcement officers to the Georgia Department of Public Safety's Motor Carrier Compliance division, bringing the total number of these officers to nearly 300 statewide. The new officers conduct concentrated patrols of I-16, I-95, and the area south of Atlanta along I-85, all of which experience high levels of truck traffic, and which are identified as "high crash corridors" by the DPS. According to DPS Commissioner Mark McDonough, the addition of new enforcement officers "could not have come at a more strategic time with the beginning of the Savannah Harbor Expansion Project."¹⁴ Governor Deal noted that "While an expansion of the Savannah Harbor means jobs for Georgians and a boost to our economy, it will also mean an increase in commercial vehicle traffic... The safety of our drivers and the effective transportation of goods are of critical importance."¹⁵ Commercial vehicle enforcement officers target aggressive drivers and enforce speeding, distracted driving, safety belt violations, and Level 3 inspections of truck drivers' credentials and records.

¹³ GDOT's online Performance Dashboard tracks the number of roadway fatalities, year over year at <http://www.dot.ga.gov/BuildSmart/performance/Pages/Fatalities.aspx>

¹⁴ Atlanta Journal-Constitution story, June 11, 2015 <http://politics.blog.ajc.com/2015/06/11/nathan-deals-plan-to-reduce-highway-accidents-in-georgia/>

¹⁵ Press Release from the Office of the Governor, June 11, 2015 <https://gov.georgia.gov/press-releases/2015-06-11/deal-expands-highway-safety-enforcement-efforts>

Going forward, GDOT will continue to prioritize safety through strategic partnerships such as **DriveAlert ArriveAlive** and other initiatives in order to get Georgia back on track toward zero deaths.

GDOT pre-treated 20,500 lane-miles with 900,000 gallons of brine to prepare for winter weather in 2015, conducted extensive planning across multiple offices, and used technology to inform the media of current conditions during weather events.

**— GDOT Director of Operations
John Hibbard ¹⁷**

Advanced Winter Weather Response

Although severe winter weather does not create a significant problem for Georgia every year, the state has experienced impacts from snow and ice events that overwhelmed local emergency response capabilities, caused suffering for Georgia citizens, created hazardous conditions and caused significant damage to public and private infrastructure. Most recently, Winter Storm Leon in January 2014 took a heavy toll on motorists in the state, especially in metro Atlanta. Although state agencies acted in preparation for and in response to the storm, normal storm-preparedness actions were made more difficult due to fast and unexpected changes. Schools, government offices and private businesses closed when it became clear that the storm's impact was more severe than originally expected. This resulted in a massive increase in traffic congestion on the roadways within a very short period of time. The traffic volume, combined with increasing snow and ice forming on roadways, caused highways and other surface roads to become impassable in many areas of metro Atlanta. Thousands of motorists were stranded for up to 24 hours in certain areas. Many more people were unable to leave schools and workplaces and were forced to shelter-in-place at their locations.

This and other severe weather events in recent years have led state partners to a heightened awareness of the many unique considerations related to statewide

snow and ice response. In 2014, GDOT partnered with other executive agencies to update the ***State of Georgia Snow and Ice Incident Annex to the Georgia Emergency Operations Plan***¹⁶. This planning document, finalized in January of 2015, describes how Georgia prepares for and responds to severe snow and ice events. GDOT is responsible for pre-treating roadways to resist ice formation, removing hazardous ice and debris during a severe weather event, and providing information about road treatment and road conditions to partner agencies and the public. GDOT is also responsible for coordinating response efforts through the State Operations Center (SOC), including a close partnership with the Georgia State Patrol and GDOT HERO units to clear traffic lanes and assist stranded motorists.

The new plan for snow and ice response proved highly effective in January and February 2015, during which time the SOC was at “elevated status” for ten days. These included two days (February 25-26) with near-record snowfalls in North Georgia. GDOT focused on proactive and preventive efforts to ensure preparation for the 2015 winter weather.

- GDOT pre-treated more than 20,000 lane-miles with brine, providing additional brine and other assistance to local governments.¹⁷
- More than 2,100 GDOT maintenance and construction employees were available for active duty across the state to assist with clearing hazardous conditions.¹⁸
- GDOT made use of technology such as enhanced GIS equipment tracking, road sensors and traffic cameras to help keep partner agencies and the public informed.

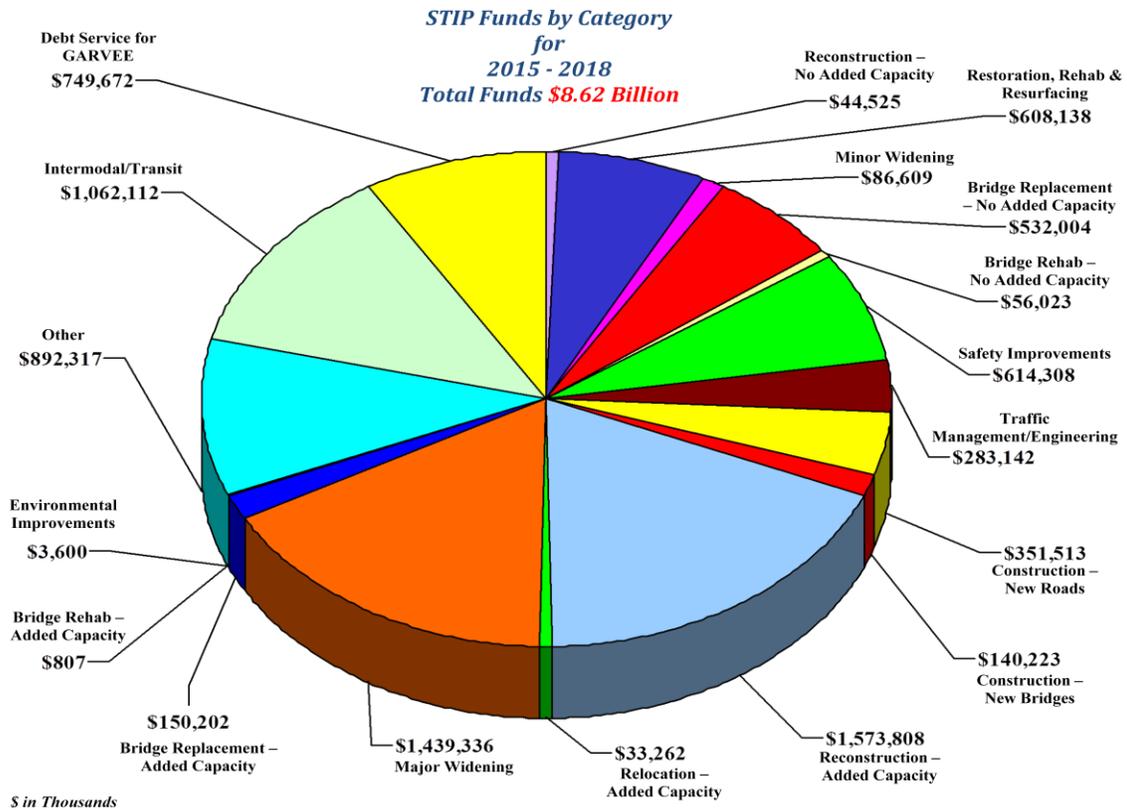
¹⁶ State of Georgia Snow & Ice Incident Annex to the Georgia Emergency Operations
<http://www.gema.ga.gov/Plan%20Library/Winter%20Weather%20Incident%20Annex%20%282015%29.pdf>

¹⁷ Winter Weather Update given to GDOT Board, March 19, 2015
<http://www.dot.ga.gov/AboutGeorgia/Board/Presentations/WinterWeatherUpdate.pdf>

¹⁸ GDOT Press Release on Winter Weather Preparedness
<http://www.dot.ga.gov/DriveSmart/Emergency/Documents/Winter/WinterWeather-FactSheet.pdf>

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Allocation of Investments by Project Type



The SSTP outlines the state’s transportation investment strategy to improve network performance and keep Georgia economically competitive. Because funding resources are constrained, the first requirement is to get the most performance possible out of the existing transportation network. The second is to add capacity where it will create the most benefit.

Georgia’s 15 Metropolitan Planning Organizations each prepares a long-range regional transportation plan (LRTP) and a short-range transportation improvement program (TIP). These plans reflect the transportation priorities of their respective regions and are developed through local and state cooperation. The LRTPs contain fiscally-constrained lists of projects covering a planning horizon of at least twenty years. The TIPs contain lists of

projects and phases scheduled for authorization within a four-to-six year timeframe.

The Statewide Transportation Improvement Program (STIP) combines the first four years of the TIPs with the projects in rural areas scheduled to be authorized within a four-year period.¹⁹ The projects and funding in the STIP provide a picture of the investment priorities of the 15 Metropolitan Planning Organizations and the rest of the state. The pie chart above shows the allocation of funds by project type in the FY 2015-2018 STIP. Of the \$8.62 billion programmed over these four years, nearly a quarter is invested in maintaining and maximizing the existing network and almost half in targeted increases to network capacity.

¹⁹ Georgia Statewide Transportation Improvement Program <http://www.dot.ga.gov/IS/STIP>

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Performance of Georgia’s Existing Transportation Network

GDOT works diligently and forges strategic partnerships in order to meet a high standard of performance on Georgia’s transportation network. In recent years, Georgia’s transportation network has performed well with respect to the Governor’s and GDOT’s goals, and in comparison to other states. Efforts described below are aimed at maintaining and enhancing network performance and network reliability.

GDOT is focused on Safety

2014 marks the ninth year in a row with fewer highway fatalities in Georgia than the previous year. In 2013, the most recent year for which complete statistics are available, Georgia had the second lowest rate of highway fatalities per 100 million vehicle miles traveled in the Southeast.²⁰ However, during the first half of the 2015 calendar year, roadway deaths showed an alarming increase in Georgia, compared with the same period during the previous year. A high percentage of these fatalities are due to driver behavior issues such as seatbelt use and distracted driving. In response, GDOT launched the **DriveAlert ArriveAlive** campaign in partnership with the Governor’s Office of Highway Safety and Georgia State Patrol. **DriveAlert ArriveAlive** is an aggressive, statewide education campaign that encourages drivers to drive responsibly – wear their seatbelts, stay off the phone and mobile devices, and avoid driving drowsy or impaired – in order to save lives and turn the tide on roadway deaths. This education campaign builds on other safety efforts, such as the Georgia’s Strategic Highway Safety Plan (SHSP), which emphasizes the “four safety E’s”: engineering, enforcement, education, and emergency services. GDOT also supports the safety efforts of other state agencies. For example, as announced by Governor Deal in June 2015, the Georgia Department of Public Safety

and the Georgia Ports Authority are coming together to expand truck safety enforcement.



In FY 2015, approximately 12% of the projects that GDOT let to construction were focused on safety. These accounted for approximately 8% of GDOT’s FY 2015 construction budget.²¹ Examples of safety improvement projects let to construction and/or completed by GDOT in FY 2015 include:

- 14.4 miles of pavement marking upgrades on I-85/SR 403 in Clayton and Fulton Counties, beginning at SR 74 and extending to Metropolitan Pkwy
- Intersection improvements and realignment of Old Omega Rd/CR 299 beginning on US 319/SR 35 & extending 0.33 mile to I-75/SR 401 in Tift County

²⁰ Based on FHWA Highway Statistics Series Tables FI-10 and VM-2 from <http://www.fhwa.dot.gov/policyinformation/statistics.cfm>

²¹ Presentation to the GDOT Board, July 2015 “August Lettings Report” <http://www.dot.ga.gov/AboutGeorgia/Board/Presentations/August2015Letting.pdf>

- Construction of a roundabout on US 319/SR 33 at SR 33 South in Colquitt County
- Intersection Improvements on US 19/SR 3 at Century Rd/CR 101 in Lee County
- Pedestrian crossings on SR 13/Buford Hwy from CS 434/Lenox Rd to CR 1645/Afton Lane in Dekalb County
- Guardrail/anchor replacements at various locations throughout GDOT Districts 1 & 2

Through the Transportation Funding Act of 2015, Georgia is raising new, stable state resources for transportation investment.²⁷

Georgia Invests in High Quality Roads

Georgia is responsible for maintaining nearly 18,000 centerline miles of roadway, the tenth highest in the nation—greater than Florida, New York, and California.²² Historically Georgia has maintained its roadways in very good condition, much better than other states. For example, in 2012 Georgia was within the top four states for having the lowest percent of roadways in poor condition.²³ Also, GDOT has been very efficient in achieving these results. In the ten years leading up to and including 2012, Georgia averaged the ninth lowest expenditure rate in the nation in terms of maintenance dollars spent per state-owned road mile.²⁴ However, in recent years, overall limitations in transportation funding, including the high level of uncertainty with respect to federal funding, have required GDOT to make tradeoffs between maintaining existing infrastructure and expanding capacity in critical areas. In just one year from 2012 to 2013 (the most recent year for which complete data is available), Georgia’s roadway conditions began to slip. Urban interstates in poor

condition went from less than 0.1% in 2012 (fourth lowest in the nation) to 2.8% in 2013 (21st lowest). Rural interstates in poor condition went from 0.0% in 2012 (the lowest in the nation) to 1.9% in 2013 (33rd lowest). For other (non-interstate) freeways and principal arterials in urban areas, Georgia slipped from having the absolute lowest percentage in poor condition in 2012 to 8th lowest in the nation in 2013. For rural areas in the same timeframe, Georgia slipped from 2nd lowest to 7th lowest percentage of non-interstate thoroughfares in poor condition, nationwide.²⁵

During Georgia’s 2014 Legislative Session, **A Joint Study Committee on Critical Transportation Infrastructure Funding** was established to identify state transportation funding needs and options. The Committee found that a minimum of \$1.0-1.5 billion in new annual transportation infrastructure investment would be required to meet Georgia’s transportation infrastructure needs and ensure high performance²⁶. Following the recommendations of the Committee, the Georgia General Assembly passed the **Transportation Funding Act of 2015** (also known as HB 170, described further in the “Recent Developments” section of this report)²⁷. The new funding will start becoming available in FY 2016, and it will help GDOT to meet its high maintenance standards for state-owned roadways and bridges, and to invest in strategic expansion projects.

GDOT’s approach to roadway maintenance is defined in its **2014-2018 Transportation Asset Management (TAM) Plan**²⁸. TAM is a comprehensive, integrated, and

²² Based on FHWA Highway Statistics Series Table HM-10M: <http://www.fhwa.dot.gov/policyinformation/statistics/2013/hm10m.cfm>

²³ Reason Foundation’s “21st Annual Report on the Performance of State Highway Systems” http://reason.org/files/21st_annual_highway_report.pdf

²⁴ Based on FHWA Highway Statistics Series Tables HM-10 and SF-4 for 2003 through 2012. Data downloaded from <http://www.fhwa.dot.gov/policyinformation/statistics.cfm>

²⁵ Percentages and rankings are based on International Roughness Index (IRI) for roadway miles reported in FHWA Highway Statistics Series Table HM-64, (data downloaded for 2012 and 2013 from <http://www.fhwa.dot.gov/policyinformation/statistics.cfm>), following the convention in the Reason Foundation report referenced in footnote 16. Roadway sections with an IRI of greater than 170 inches per mile are classified as “poor.” IRI is a measure of pavement roughness which was developed to address ride comfort experienced by roadway users. Rankings for the lowest percentage of roadways with “poor” IRI scores are identical to rankings for the highest percentage of roadways with combined “acceptable” and “good” IRI scores.

²⁶ Final Report of the Joint Study Committee on Critical Transportation Infrastructure Funding, December 2014 http://www.house.ga.gov/Documents/CommitteeDocuments/2014/Critical_Trans_Infra_Funding/Transportation_Study_Committee_Final_Report_2014.pdf

²⁷ Georgia General Assembly: Transportation Funding Act of 2015 <http://www.legis.ga.gov/Legislation/en-US/display/20152016/HB/170>

²⁸ Transportation Asset Management Program Description <http://www.dot.ga.gov/BS/Programs#tab-2>

systematic process that considers usage data and risk when prioritizing projects for limited maintenance funds. The **TAM Plan** is moving GDOT's maintenance investments away from a "worst first" approach to a more strategic approach that cost-effectively extends the useful life improves the level of service for the state's critical transportation assets.



Examples of maintenance projects let to construction and/or completed by GDOT in FY 2015 include:

- 9 miles of milling, inlay & plant mix resurfacing on SR 74 in Fayette County, extending from the Fulton County line to south of Aberdeen Pkwy
- 6.13 miles of milling, inlay & plant resurfacing on I-520/SR 415 in Richmond County, extending from the South Carolina state line to beginning south of SR 56
- 6.87 miles of milling, inlay & plant mix resurfacing on SR 280 in Cobb County, extending from the Fulton Co line to SR 5/Austell Rd
- 11.25 mi of concrete rehabilitation on I-16/SR 404 in Chatham County, beginning west of Little Ogeechee River and extending west over the CSX railroad
- Bridge deck rehabilitation on I-75/SR 401 at I-20/SR 402 EB ramp in Fulton County
- Bridge rehabilitation & painting on I-20 EB & WB at Alcovy River Tributary in Newton County

Congestion and travel time reliability in Atlanta was better than in Chicago, Houston, Seattle, Washington, D.C., and many other metro areas in Calendar Year 2014.²⁹

Georgia Supports Mobility

Atlanta is Georgia's largest metro area – accounting for about half of the state population – and it is the 9th most populous metro area in the nation. However, metro Atlanta ranks 25th among the nation's largest metro areas for travel time index (TTI), a major measure of congestion. Metro Atlanta also ranks only 22nd for congestion cost per auto commuter, and it is tied for 12th place in terms of yearly delay per auto commuter. On all of these metrics, Atlanta ranks better than Chicago, Houston, Miami, Seattle, Washington, D.C., and many other metro areas.²⁹ Still, GDOT is striving to reduce congestion and congestion costs per peak automobile commuter.

Although average peak period travel speeds on metro Atlanta's most congested interstates fell just short of GDOT's target in fiscal year 2015, many metro Atlanta interstate segments performed very well during the peak hours. Data also shows that Atlanta's freeway speeds are more reliable than 30 other metro areas, ranked by planning time index (PTI).²⁹

Keeping congestion costs in check in a large, rapidly growing metropolitan area like Atlanta is very challenging. The state has undertaken a number of initiatives in support of this goal:

- GDOT's award-winning 2010 **Managed Lane System Plan** (MLSP) was the first system-wide evaluation of managed lanes in the US. The MLSP's successor, the Atlanta Regional Managed Lanes Implementation Plan (MLIP), identifies and prioritizes managed lane projects

²⁹ Rankings reflect calendar year 2014, as reported in the 2015 Urban Mobility Scorecard by the Texas Transportation Institute and INRIX <http://d2dtl5nnlprf0r.cloudfront.net/tti.tamu.edu/documents/mobility-scorecard-2015.pdf>

and develops a funding plan to deliver reliability and congestion relief.³⁰

- The **Highway Emergency Response Operator (HERO) program** is a nationally acclaimed incident management program that celebrated its 20th year of operation in 2014. HEROs assist at the scene of incidents and safely remove hazards from the Atlanta's interstate highways. The goal of the program is to relieve congestion and maintain a consistent flow of traffic. During its lifetime so far, the HERO program has grown from patrolling 40 miles of roadway in 1994 to 310 miles in 2014.³¹
- **CommuteSmart** is Governor Deal's award-winning initiative to reduce traffic congestion by encouraging state employees to use alternatives to driving alone to work during the rush hours.³²
- GDOT's **Operational Planning Study (OPS)** has recommended 74 projects at 60 bottleneck locations on metro Atlanta's interstate highways. These quick-to-implement, low-cost improvements include the addition of ramp meters, auxiliary lanes, ramp modifications, re-striping, signage upgrades, variable-dynamic ramp closures, and channelization. **Error! Bookmark not defined.**
- GDOT's **Regional Traffic Operations Program (RTOP)** is a cutting-edge program designed to improve signal timing and traffic flow on metro Atlanta's busiest arterial roadways. GDOT engineers actively manage and synchronize more than 4,000 traffic signals on some 18,000 miles. Since 2013, RTOP has also helped local jurisdictions to quickly find and repair problems with traffic control devices, significantly

reducing the number of problems that are identified by citizens.³³

- GDOT's **Towing and Recovery Incentive Program (TRIP)** provides financial incentives for the quick clearance of large commercial vehicle incidents. In the very first year it was implemented, TRIP cut the clearance time for these incidents by more than half.³⁴



- In October 2014, GDOT installed variable speed limit (VSL) signs on the Top End of I-285 – the 36 miles of Atlanta's Perimeter north of I-20 interchanges – to prepare drivers for upcoming traffic conditions and help smooth traffic flow. VSL allows GDOT's Transportation Management Center operators, who constantly monitor I-285 via active traffic management software and closed circuit cameras, to instantaneously detect and address traffic problems, post warnings on overhead message boards, and use 176 new electronic speed limit signs to make real-time adjustments to reduce the speed limit in and leading up to the affected area. Speeds are reduced in 10-mph increments as necessary to 55 mph, 45 mph, and a minimum of 35 mph. VSL has been successfully implemented in other states and

³⁰ Atlanta Regional Managed Lanes Implementation Plan
<http://www.dot.ga.gov/BS/Studies/MLIP>

³¹ GDOT FY 2014 Investment and Performance Report
<http://www.dot.ga.gov/PartnerSmart/Public/Documents/publications/Investment%20Report/2014InvestmentReport.pdf>

³² Georgia Department of Administrative Services CommuteSmart program
<http://doas.ga.gov/human-resources-administration/employee-benefits-information/georgia-commutesmart>

³³ Synchronized Traffic Lights: Regional Traffic Operations Program
<http://www.dot.ga.gov/DriveSmart/SafetyOperation/Pages/RTOP.aspx>

³⁴ Towing and Recovery Incentive Program
<http://www.timetaskforce.com/time-initiatives/trip>

research has shown that, in addition to increasing safety, it actually can help motorists arrive at their destinations faster. With VSL traffic flows in a more consistent, steady manner.³⁵



- The Xpress commuter coach service, operated by the Georgia Regional Transportation Authority (GRTA), carries more than 2 million passengers annually to major employment centers in metro Atlanta. The service saves commuters more than \$125 million a year worth of time and fuel—a return on investment of greater than 4-to-1. In August 2015, GRTA adopted the **Direct Xpress Service Plan**, a road map for making the existing Xpress service more reliable, more flexible, and more intuitive while also expanding service over the next decade.³⁶
- Georgia Commute Options, a GDOT effort with the region's transportation management associations, helps commuters, employers and property managers take advantage of commute alternatives to driving alone, reducing the number of vehicles and congestion on the roads during the rush hours.³⁷

Addressing mobility statewide, GDOT developed an award-winning, comprehensive **Statewide Freight and Logistics Action Plan** in 2011, which provides vital strategic direction for future investment in Georgia's long-haul freight corridors, new freight by-passes, and 4-lane highways throughout the state's rural and smaller

urban areas.³⁸ The focus on statewide freight mobility was strengthened in 2013 when the State Transportation Board voted to adopt an official **Freight Corridor Network** and the Georgia General Assembly passed legislation to allow more flexibility state transportation funding for projects on this network.³⁹

The statewide network of 4-lane highways and other roads that support mobility and economic development is also being strategically expanded through the **Governor's Road Improvement Program (GRIP)**⁴⁰, and the **Local Maintenance and Improvement Grants (LMIG)** program⁴¹. The GRIP focuses investment on 19 corridors "economic development highways" and three truck access routes. When complete, GRIP will connect 95% of Georgia cities with populations of 2,500 or more to the Interstate Highway System, and which will also place 98% of Georgia's population within 20 miles of a four-lane road. The LMIG program provides a mechanism to administer state motor fuel tax funds to local governments to help with improvements to their local road systems. This program allows locals greater flexibility and quicker project delivery.



Examples of mobility-focused projects that GDOT let to construction and/or completed around the state in FY 2015 include:

- 3.3 miles of road widening and reconstruction on SR 53/Mars Hill Rd in Oconee County,

³⁵ Variable Speed Limits: Slow Down to Get There Faster <http://www.dot.ga.gov/DS/SafetyOperation/VSL>

³⁶ Xpress: Commuting Made Easy <http://www.xpressga.com>

³⁷ Georgia Commute Options: Get More by Driving Less <http://www.gacommuteoptions.com>

³⁸ GDOT's Freight Website: <http://www.dot.ga.gov/IS/GeorgiaFreight>

³⁹ State of Georgia press release describing HB 202 of 2014 <https://gov.georgia.gov/press-releases/2013-04-18/deal-signs-bills-will-facilitate-major-transportation-projects-0>

⁴⁰ Governor's Road Improvement Program <http://www.dot.ga.gov/BuildSmart/Programs/Pages/GRIP.aspx>

⁴¹ Local Maintenance & Improvement Grant program <http://www.dot.ga.gov/PartnerSmart/Local/Pages/LMIG.aspx>

beginning at Hog Mountain Rd and extending to SR 316 – also includes construction of a bridge over Barber Creek and the installation of intersection video detection systems

- 2.3 mi of construction of grading, drainage, base and paving for the new Oconee River Crossing in Laurens County, beginning at Country Club Rd and extending to Ben Hall Lake Dr - also includes construction of a bridge and approaches over the Oconee River
- 2.27 miles of construction of the West Cleveland Bypass in White County, beginning north of SR 115 and extending east of SR 11 - also includes construction of 6 bridges and approaches over Jess Hunt Rd/CR 115, Tesnatee River, and Tesnatee Creek
- Interchange reconstruction on Jodeco Rd/CR 824 at I-75 in Henry County – 1.2 miles
- Installation of variable speed limit signs on I-285 in Dekalb county
- Extension of William Few Pkwy from SR 104 to CR 92/Hardy McManus Rd in Columbia County

Of the projects that were under contract and scheduled to be completed during FY 2015, GDOT delivered 65% on time and 93% on budget.

GDOT is Delivering on Its Promises

Of the projects that were under contract and scheduled to be completed in FY 2015, GDOT delivered 65% on time and 93% on budget. This makes 2015 the sixth consecutive year for which GDOT has achieved its target of 90% on-budget delivery. Although GDOT did not achieve its 80% on-time delivery target in 2015, it is working to improve by assisting local project sponsors, streamlining the project development process, and increasing accountability by assigning projects to project managers from start to finish.



Managed Lanes Projects

In October 2014, GDOT broke ground on new reversible managed lanes along I-75, north and south of the I-285 Perimeter. Together, these projects are adding nearly 42 miles of new managed lanes to the I-75 corridor. Construction is progressing and both projects are expected to open to traffic by 2018.^{42, 43}

A third managed lane project is currently in the design phase: the extension of the existing I-85 express lanes from just north of Old Peachtree Road to Hamilton Mill Road in Gwinnett County. This project is expected to begin construction in spring of 2016 and open to traffic in 2018.⁴⁴

I-285/SR 400 Interchange Projects

Major projects are moving forward to improve travel times and safety in the vicinity of the I-285/SR 400 interchange. Governor Deal announced the state's commitment to fully fund these improvements in May 2014, noting that "this interchange is one of the most congested intersections in the United States, and the time has come to bring much needed relief to commuters and area businesses." Related projects include a reconstruction of the interchange to include "braided" ramps, wider bridges, new flyover bridges, and new collector-distributor lanes in all directions along both I-285 and SR-400. During FY 2015, GDOT began acquiring the required property for the project and initiated the procurement process for an innovative Design Build Finance (DBF) Public Private Partnership

⁴² Northwest Corridor Express Lanes
<http://www.dot.ga.gov/DS/GEL/NWC>

⁴³ I-75 South Metro Express Lanes
<http://www.dot.ga.gov/DS/GEL/I75ExpressLanes>

⁴⁴ I-85 Express Lanes Extension
<http://www.dot.ga.gov/DS/GEL/I85ExpressLanes>

(P3) contract. Construction is anticipated to begin during the 2017 fiscal year, and to be completed by spring of 2020.⁴⁵



[Transportation Investment Act](#)⁴⁶

As elected officials across the nation struggle to secure funding for critical transportation projects, communities in three of Georgia's regions are reaping the benefits of the Transportation Investment Act (TIA) referendum, which voters passed in July 2012. Citizens of these regions, which include forty-six counties in the Central Savannah River Area, Heart of Georgia – Altamaha, and River Valley, are funding 871 transportation projects through a one percent regional sales tax collected over a ten year period. Collection of TIA funds began on January 1, 2013, and funds for building projects were first distributed in early spring 2013.

GDOT is collaborating with local and state agencies to ensure timely delivery of TIA projects. The TIA program is divided into three funding "bands" of projects – those scheduled for construction in 2013-2015 (Band 1), 2016-2019 (Band 2), and 2020-2022 (Band 3). Band 1 projects are nearing completion in all three TIA-funded regions, and many Band 2 projects are in the later stages of design and engineering.

In the River Valley region, which is in the western portion of the state and contains the City of Columbus,

eight projects are underway in Band 1. Four of these projects are currently under construction, while the other four are in the pre-construction phase. These projects include a variety of roadway and bridge improvements, as well as two projects to expand pedestrian and bicycle infrastructure in South Columbus.

Further east, the Heart of Georgia Altamaha region has already completed 138 projects in Band 1, with another 46 projects in the construction phase. Most of the approved projects in this region involve roadway enhancements, as well as maintenance and resurfacing. Several bridge projects were also included in this region's approved list. Recently, TIA officials celebrated the completion of a \$1.6 million renovation project for Adams Street (State Route 130) in Vidalia.

The Central Savannah River Area region, which contains the City of Augusta and lies in the eastern portion of the state, has completed seven projects, including roadway and intersection improvements, as well as a new bicycle path near Sparta. An additional 14 projects that range from signal and intersection improvements to airport upgrades are under construction. Another 30 projects in Band 1 are slated to begin construction by the end of the calendar year.

⁴⁵ I-285 & SR 400 Improvements

<http://www.dot.ga.gov/BuildSmart/Projects/Pages/I285SR400.aspx>

⁴⁶ Transportation Investment Act: Your Penny, Your Progress

<http://www.ga-tia.com/>

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Transportation Performance Fact Sheets

TRANSPORTATION PERFORMANCE FACT SHEET

Annual Highway Fatalities

WHAT IS OUR GOAL?

Our goal is to reduce injury and loss of life on Georgia's roads. To help ensure we achieve this goal, we have set a target of reducing roadway fatalities by 41 or more each year.

WHAT ARE WE DOING TO ACHIEVE OUR GOAL?

Driver Education

- ✓ GDOT launched the *DriveAlert ArriveAlive* campaign in 2015 to turn the tide on an alarming increase in fatalities due to distracted driving and other driver behavior issues. The year-long campaign urges drivers to buckle up, stay off mobile devices, and drive alert (not drowsy or impaired).

Incident Management

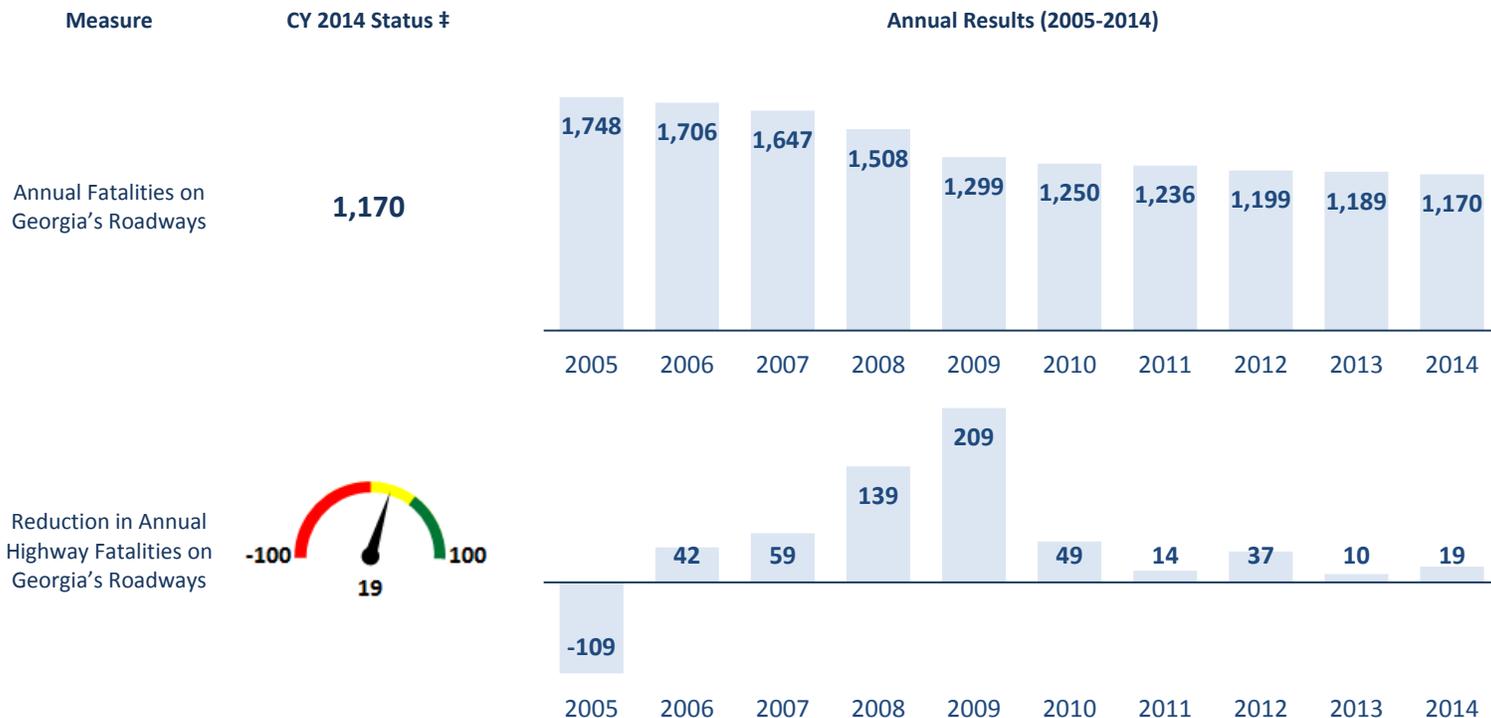
- ✓ In Metro Atlanta, Highway Emergency Response Operators (HEROs) assist at the scene of incidents and safely remove hazards from the roadway.

Context-Sensitive Improvements

- ✓ Each year, independent, multidisciplinary teams conduct Road Safety Audit (RSAs) for facilities in each of the seven GDOT districts. RSAs identify and document roadway safety issues and offer recommendations for improving them in order to reduce the number and severity of crashes.
- ✓ Since adopting its *Complete Streets* policy in 2012, GDOT has worked to incorporate safe and convenient walking and bicycling facilities into roadway construction and reconstruction projects.
- ✓ In Georgia, more than half of roadway fatalities occur on rural roads. GDOT's *High Risk Rural Roads* (HRRR) program identifies and funds safety projects based on crash data on Georgia's rural highways.
- ✓ About one out of every four roadway fatalities occurs at intersections. We are working to improve intersection safety by implementing major improvements as well as deploying low-cost countermeasures.

WHERE ARE WE NOW?

2014 marks the ninth year in a row with fewer highway fatalities in Georgia than the previous year. However, fatality reductions have slowed and appear to have reversed in 2015. GDOT is taking action to turn the tide on roadway fatalities through driver education.



‡ CY 2014 is the most recent year for which highway fatality data are available.

TRANSPORTATION PERFORMANCE FACT SHEET

Bridges and Roadways Meeting Maintenance Standards

WHAT IS OUR GOAL?

GDOT's goal is to keep Georgia's roadways and bridges in safe working condition. To ensure that we meet this goal, we have set the following minimum performance targets:

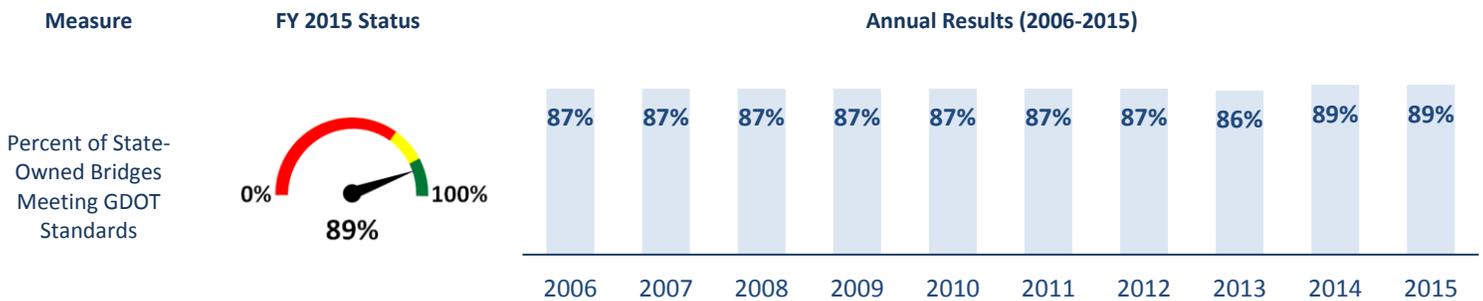
1. Perform maintenance such that 85% of state-owned bridges meet or exceed GDOT standards.
2. Perform maintenance such that 90% of interstates and 90% of state-owned non-interstate roadways are in fair or better condition.

WHAT ARE WE DOING TO ACHIEVE OUR GOAL?

- ✓ GDOT recently implemented transportation asset management, a process that considers usage and risk when prioritizing projects for limited maintenance funds, moving away from a "worst first" approach.
- ✓ The 2015-2018 Statewide Transportation Improvement Program (STIP) includes nearly \$739 million for bridge maintenance, including rehabilitating bridges with degraded strength and/or condition and replacing bridges that have outlived their useful lives.
- ✓ About \$2.3 billion of the funds in the STIP are devoted to maintaining roadways, including minor widenings, reconstruction, restoration, rehabilitation, and resurfacing.

WHERE ARE WE NOW?

We have consistently exceeded our target for bridge maintenance during the last decade.



We have more work to do to achieve our maintenance targets for state-owned roadways. The Transportation Funding Act of 2015 will help Georgia overcome its road maintenance backlog.



TRANSPORTATION PERFORMANCE FACT SHEET

Project Delivery

WHAT IS OUR GOAL?

Our goal is to deliver projects on time and on budget. To help ensure we achieve this goal, we have set the following four performance targets:

1. We will authorize right-of-way on schedule for at least 75% of projects.
2. We will authorize construction on schedule for at least 80% of projects.
3. We will complete construction on schedule for at least 80% of projects.
4. We will complete construction on budget for at least 90% of projects.

WHAT ARE WE DOING TO ACHIEVE OUR GOAL?

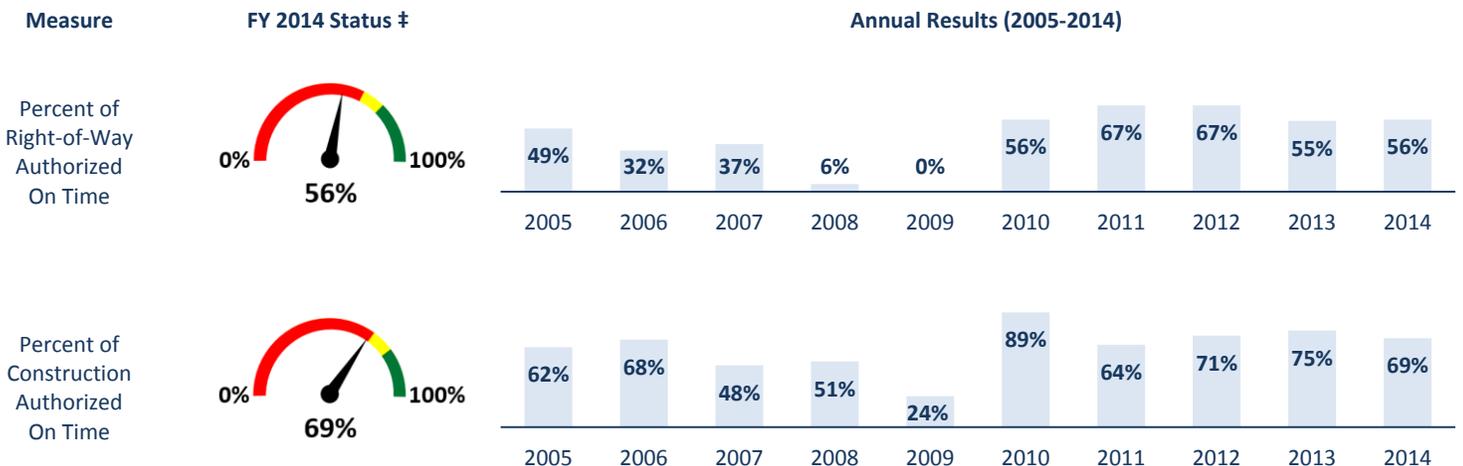
- ✓ Streamlining project development and increasing accountability by assigning projects to project managers from start to finish instead of the previous practice of passing the project from one project manager to another at different stages.
- ✓ Ensuring accurate project definitions, schedules, and costs are reflected in the state's transportation plan.
- ✓ Increasing coordination with partnering agencies in order to better anticipate issues and avoid potential problems that could cause delays.
- ✓ Enhancing coordination with utilities and communication with contractors to improve on-time project completion.
- ✓ Monitoring construction overruns to improve on-budget project completion.

WHERE ARE WE NOW?

We delivered 65% of projects on time and nearly 93% of projects on budget in 2015.



We have more work to do to achieve our right-of-way and construction authorization targets.



‡FY 2014 is the most current year for which on-time authorization data are available; FY 2015 data were not yet available at the time of this report.

TRANSPORTATION PERFORMANCE FACT SHEET

Speeds and Congestion Costs

WHAT IS OUR GOAL?

Our goal is to reduce the costs of traffic congestion. To help achieve this goal in metro Atlanta, we track two important performance measures:

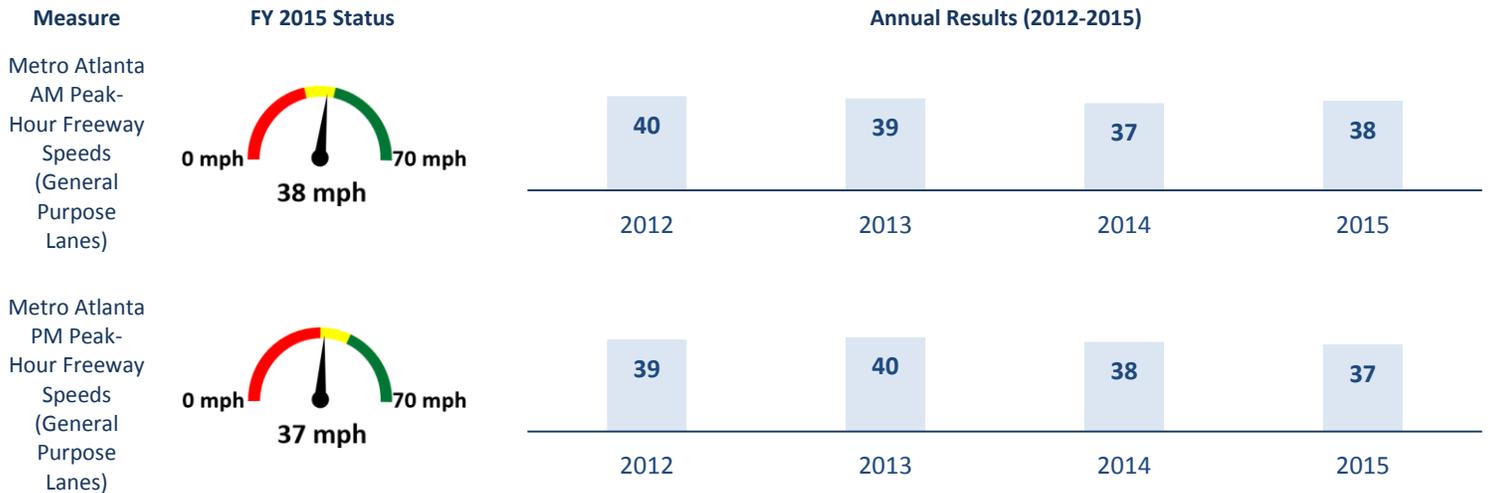
1. **PEAK HOUR SPEEDS:** We track average travel speeds on metro Atlanta's most congested interstate segments during the morning and evening peak hours. Our target is to maintain an at least 40 mph in general purpose lanes, and 45 mph in managed lanes (HOV & HOT).
2. **CONGESTION COSTS:** We track the average congestion costs in metro Atlanta during peak periods, which is based on the combined cost of extra travel time and fuel spent in traffic. Our target is to reduce congestion costs per peak auto commuter each year.

WHAT ARE WE DOING TO ACHIEVE OUR GOAL?

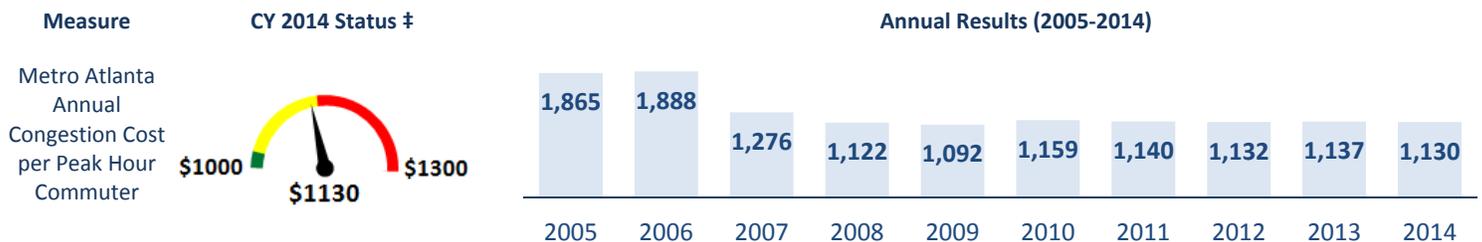
- ✓ The Atlanta Regional Managed Lanes Implementation Plan identifies and prioritizes feasible managed lanes projects. 52 centerline miles of new managed lanes are under development on metro Atlanta interstates and scheduled to open to traffic within the next three years.
- ✓ GDOT is targeting major traffic bottlenecks with added capacity, such as the I-285 & SR 400 interchange.
- ✓ Highway Emergency Response Operators (HERO) assist at the scene of incidents and safely remove hazards from the roadway. The Towing Recovery Incentive Program (TRIP) supports quick clearance of large commercial vehicle incidents.
- ✓ More than 160 ramp meters have significantly reduced travel times in metro Atlanta.
- ✓ The Regional Traffic Operations Program (RTOP) was formed in 2013 to improve signal timing and traffic flow on metro Atlanta's busiest arterial roadways. The RTOP team is actively monitoring thousands of devices to identify and resolve malfunctioning equipment and signal timing.

WHERE ARE WE NOW?

Average peak hour speeds in the general purpose lanes on metro Atlanta's most congested interstates fell just short of our target in 2015.



Average annual congestion cost per peak hour commuter in metro Atlanta was down in the 2014 calendar year, and it remains below the 2007 level. Congestion in Atlanta consistently ranks better than in Chicago, Houston, Miami, Seattle, Washington, D.C., and many other metro areas. *



*Texas Transportation Institute and INRIX 2015 Urban Mobility Scorecard: <http://d2dtl5nnlpr0r.cloudfront.net/tti.tamu.edu/documents/mobility-scorecard-2015.pdf>

‡ CY 2014 is the most recent year for which congestion cost data are available.

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Appendix

Reduction in Annual Highway Fatalities

GDOT considers safety in every stage of a project and in every investment decision. The American Association of State Highway and Transportation Officials (AASHTO) has adopted a national goal of reducing fatalities by 1000 each year. To assist in achieving this national goal, Georgia has set a target of reducing fatalities by 41 or more each year. This is based on Georgia’s roadway types as well as the number of cars and trucks using the roadway system. This measure evaluates GDOT’s efforts to reduce fatalities on Georgia’s roads. Dashboard ranges for this measure are contained in Table A-1.

Table A-1 Target ranges for reduction in annual highway fatalities

Dashboard Status	Range
Green	Reduction of ≥ 41 Annual Fatalities
Yellow	Reduction of ≥ 0 and < 41 Annual Fatalities
Red	Any Increase in Annual Fatalities

Percent of State-Owned Bridges Meeting GDOT Standards

One of GDOT’s core businesses is to maintain and improve state-owned bridges, which like any structure, deteriorate with age and use. GDOT’s target is for 85% of state-owned bridges meet or exceed standards based on bridge strength and deck condition. Different asset classes are held to different standards; interstate bridges are held to a higher strength and condition standards than state route bridges because interstates are more heavily used by vehicles of all sizes and weight classes. Dashboard ranges for this measure are contained in Table A-2.

Table A-2 Target ranges for percent of state-owned bridges that meet or exceed GDOT standards

Dashboard Status	Range
Green	$\geq 85\%$
Yellow	$\geq 70\%$ and $< 85\%$
Red	$< 70\%$

Percent of Interstates Meeting Maintenance Standards

GDOT prioritizes maintenance of heavily-used assets more than lesser-used ones. For roadways, this entails distinguishing between interstates and state-owned non-interstate roadways and holding them to different standards. The Computerized Pavement Condition Evaluation System (COPACES), on a scale of 1 to 100, serves as the basis of the standards. Cracks, rutting, and other surface deficiencies indicate poorer pavement condition. The goal is to maintain at least 90% of interstate road segments at a COPACES rating of 75 to 80 (or more). Dashboard ranges for this measure are contained in Table A-3.

Table A-3 Target ranges percentage of interstates meeting maintenance standards

Dashboard Status	Range
Green	$\geq 90\%$
Yellow	$\geq 80\%$ and $< 90\%$
Red	$< 80\%$

Percent of State-Owned Non-Interstate Roads Meeting Maintenance Standards

For state-owned non-interstate roadways, the target is to maintain at least 90% at a COPACES rating of 70 to 75. Dashboard ranges for this measure are contained in Table A-4.

Table A-4 Target ranges for percentage of state-owned non-interstate roads meeting maintenance standards

Dashboard Status	Range
Green	≥ 90%
Yellow	≥ 80% and < 90%
Red	< 80%

Percent of Right-of-Way Authorized On Time

The Statewide Transportation Improvement Program (STIP) documents the year GDOT anticipates making funds available to acquire land, known as right-of-way, for a project. Purchasing right-of-way on schedule allows construction of a project to begin on schedule. This measure tracks how well GDOT meets the right-of-way schedule in the approved STIP.

GDOT’s target is to complete the plan development process for all projects such that at least 75% of right-of-way is authorized during the programmed year in the currently approved STIP. Dashboard ranges for this measure are contained in Table A-5.

Table A-5 Target ranges for percentage of right-of-way authorized on time

Dashboard Status	Range
Green	≥ 75%
Yellow	≥ 65% and < 75%
Red	< 65%

Percent of Construction Authorized On Time

The State Transportation Improvement Program (STIP) documents the year GDOT anticipates making funds available for construction of a project. This measure tracks how well GDOT meets the construction schedule in the approved STIP.

GDOT’s target is to complete the plan development process for all projects such that at least 80% of construction is authorized during the programmed year in the currently approved STIP. Dashboard ranges for this measure are contained in Table A-6.

Table A-6 Target ranges for percentage of construction authorized on time

Dashboard Status	Range
Green	≥ 80%
Yellow	≥ 70% and < 80%
Red	< 70%

Percent of Projects Constructed On Time

Each contract executed to build a project includes a time frame to complete construction, agreed upon by GDOT and the contractor. However, sometimes necessary extensions occur. This measure tracks how well GDOT is doing at constructing projects within the agreed-upon contract time.

GDOT’s target is to complete the construction of 80% or more of all projects within the agreed upon contract time. Dashboard ranges for this measure are contained in Table A-7.

Table A-7 Target ranges for percentage of projects constructed on time

Dashboard Status	Range
Green	≥ 80%
Yellow	≥ 70% and < 80%
Red	< 70%

Percent of Projects Constructed On Budget

Each contract executed to build a project includes a dollar amount to complete construction, agreed upon by GDOT and the contractor. However, sometimes projects are completed over or under the award amount. This measure tracks how well GDOT is doing at constructing projects at or below the agreed upon dollar amount.

GDOT’s target is to complete the construction of 90% all projects within 110% of their budgeted award amount. Dashboard ranges for this measure are contained in Table A-8.

Table A-8 Target ranges for percentage of projects constructed on budget

Dashboard Status	Range
Green	≥ 90%
Yellow	≥ 80% and < 90%
Red	< 80%

Annual Congestion Cost per Peak Auto Commuter

Annual congestion cost is supplied by the Texas Transportation Institute’s (TTI) Urban Mobility Scorecard. It is the estimated value of travel delay and excess fuel consumption. It is based on 24/7 real-world travel time data supplied to TTI by INRIX, covering the freeways and arterials in the Atlanta Urbanized Area.

Future travel demand is expected to grow along with the population and economy of metro Atlanta, meaning that congestion will likely increase compared to current levels. Therefore, a very ambitious target is to reduce this measure by 10% each year. Therefore, the corresponding dashboard ranges for this measure are subject to change each year. The target ranges for 2014 are contained in Table A-9.

Table A-9 Target ranges for annual congestion cost per peak auto commuter

Dashboard Status	Range
Green	≤ \$1,023
Yellow	> \$1,023 and ≤ \$1,137
Red	> \$1,137

Metro Atlanta Morning/Evening Peak Hour Speeds – General Purpose Lanes

Due to the level of congestion in metro Atlanta, travelers anticipate delays when traveling during peak morning and evening hours (6am-10am and 3pm-7pm). For the general purpose lanes on metro Atlanta’s interstate system, GDOT has set a peak hour speed target of 40 mph or better. This measure tracks average speeds across the most congested freeways in the metro Atlanta region. By focusing on these key roadways, GDOT can identify and address the biggest

challenges to congestion in the region. Dashboard ranges for this measure are contained in Table A-10.

Table A-10 Target ranges for AM/PM peak hour operating speeds in general purpose lanes in key corridors

Dashboard Status	Range
Green	≥ 40 MPH
Yellow	≥ 35 MPH and < 40 MPH
Red	< 35 MPH

gggggg



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