Statewide Strategic Transportation Plan

Progress Report
December 2016

Georgia Department of Transportation
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www.dot.ga.gov

Attachment E
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Introduction

The Statewide Strategic Transportation Plan (SSTP) is the official, comprehensive, fiscally constrained transportation plan that includes projects, programs, and other activities to support implementation of the State's strategic transportation goals and policies. The current SSTP was approved February 2016, in keeping with the required biennial update cycle. The SSTP Progress Report monitors the execution of the SSTP and the performance of the transportation system throughout the state, including:

1. Measuring the performance of Georgia's existing services transportation network in order to demonstrate the extent to which the state is making progress 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 which included a snapshot of the performance of Georgia's transportation system using a series of measures outlined in the SSTP. This 2016 progress report builds upon previous reports which included:

- 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. Among these goals are:

- Improving the movement of people and goods across and within the state;

- Expanding 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 Plan 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

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

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2 Senate Bill 200 Required Reports
http://www.dot.ga.gov/IS/SSTP

2 GA Code O.C.G.A. § 32-2-41.1
http://www.lexisnexis.com/hottopics/gacode/layout.htm

3 Governor’s Strategic Goals for Georgia

4 FY 2013-2017 Strategic Plan (Summer 2016)
## Transportation Performance Dashboard

<table>
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<tr>
<th>Goals and Performance Measures</th>
<th>Area</th>
<th>Year</th>
<th>Value</th>
<th>Target</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reducing injury and loss of life on Georgia’s roads</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reduction in Annual Highway Fatalities</td>
<td>Statewide</td>
<td>FY 2016</td>
<td>262</td>
<td>≥ 41 More Fatalities</td>
<td></td>
</tr>
<tr>
<td>Taking care of what we have, in the most efficient way possible</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percent of State-Owned Bridges Meeting GDOT Standards</td>
<td>Statewide</td>
<td>FY 2016</td>
<td>88%</td>
<td>≥ 85%</td>
<td></td>
</tr>
<tr>
<td>Percent of Interstates Meeting Maintenance Standards</td>
<td>Statewide</td>
<td>FY 2016</td>
<td>80%</td>
<td>≥ 90%</td>
<td></td>
</tr>
<tr>
<td>Percent of State-Owned Non-Interstate Roads Meeting Maintenance Standards</td>
<td>Statewide</td>
<td>FY 2016</td>
<td>73%</td>
<td>≥ 90%</td>
<td></td>
</tr>
<tr>
<td>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</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percent of Projects Constructed On Time</td>
<td>Statewide</td>
<td>FY 2016</td>
<td>58%</td>
<td>≥ 80%</td>
<td></td>
</tr>
<tr>
<td>Percent of Projects Constructed On Budget</td>
<td>Statewide</td>
<td>FY 2016</td>
<td>85%</td>
<td>≥ 90%</td>
<td></td>
</tr>
<tr>
<td>Annual Congestion Cost per Peak Auto Commuter</td>
<td>Metro Atlanta</td>
<td>FY 2016</td>
<td>$1,130</td>
<td>≤ $1,023</td>
<td></td>
</tr>
<tr>
<td>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</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metro Atlanta Morning Peak Hour Freeway Speeds (General Purpose Lanes)</td>
<td>Metro Atlanta</td>
<td>FY 2016</td>
<td>37 mph</td>
<td>≥ 40 mph</td>
<td></td>
</tr>
</tbody>
</table>

For more information on these performance measures, see the online dashboard at [http://www.dot.ga.gov/BS/Performance](http://www.dot.ga.gov/BS/Performance)
Progress Report |

Key Developments

Several developments in FY 2016 continued the state’s progress toward implementing the SSTP and the Governor’s strategic transportation goals. Highlights of this fiscal year include a new federal transportation funding act, Fixing America’s Surface Transportation Act (FAST), passed by Congress in December 2015, which was to provide long-term funding certainty for surface transportation infrastructure planning and investment for five years. In continuing with the previous federal legislation, MAP-21, a third Notice of Proposed Rulemaking (NPRM) was published to propose national performance management regulations to increase transparency and accountability. On the State level, in FY 2016 Governor Nathan Deal, joined by legislators and GDOT representatives, released a comprehensive infrastructure mobility plan, Major Mobility Investment Program (MMIP), made possible through the Transportation Funding Act of 2015 (TFA 2015). This plan included a 10-year list, representing more than $10 billion in infrastructure investments.

FAST ACT

On December 4, 2015, President Obama signed the FAST Act into law which identifies $305 billion over fiscal years 2016 through 2020 for various transportation programs. Overall the FAST Act largely maintains current program structures and funding shares between highways and transit.

The FAST Act made minor revisions to the existing planning provisions by adding two new planning factors, it also added new stakeholders to be included in the planning process.

NEW PLANNING FACTORS

- Improve resiliency and reliability of the transportation system
- Reduce or mitigate stormwater impact of surface transportation and enhance travel and tourism

MAP-21 established new requirements for performance management to steer the most efficient investment of Federal transportation funds. The purpose of performance management is to support improved investment decision making through a focus on performance outcomes for key national goals: Congestion reduction; System reliability; Freight movement and Economic vitality and Environmental sustainability.

FAST ACT PROVISIONS

- Project Delivery
  Streamlining the delivery of projects by reducing bureaucratic red tape
- Freight
  Providing a dedicated source of Federal funding
- Innovative Finance Bureau
  One-stop shop for state and local governments to receive federal funding
- TIFIA
  Financing Options for large projects and public-private partnerships
- Safety
  Places more responsibility on companies and manufacturers over vehicle safety, bolster Department’s oversight of transit and safety grant programs
- Transit
  Reinstated bus discretionary grant and strengthened the Buy America requirements
- Ladders of Opportunity
  Strengthen workforce training and improve regional planning

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5 Fixing America’s Surface Transportation Act of “FAST Act”
https://www.fhwa.dot.gov/fastact/
6 Planned Progress: Addressing Congestion Through Innovative Mobility Investments
http://www.dot.ga.gov/InvestSmart/TransportationFundingAct/Documents/Factsheet/InnovativeMobilityInvestmentFS.pdf
NATIONAL PERFORMANCE GOALS

<table>
<thead>
<tr>
<th>Goal</th>
<th>Description</th>
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<tbody>
<tr>
<td>Safety</td>
<td>To achieve a significant reduction in traffic fatalities and serious injuries on all public roads</td>
</tr>
<tr>
<td>Infrastructure condition</td>
<td>To maintain the highway infrastructure asset system in a state of good repair</td>
</tr>
<tr>
<td>Congestion reduction</td>
<td>To achieve a significant reduction in congestion on the National Highway System</td>
</tr>
<tr>
<td>System reliability</td>
<td>To improve the efficiency of the surface transportation system</td>
</tr>
<tr>
<td>Freight movement and economic vitality</td>
<td>To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development</td>
</tr>
<tr>
<td>Environmental sustainability</td>
<td>To enhance the performance of the transportation system while protecting and enhancing the natural environment</td>
</tr>
<tr>
<td>Reduced project delivery delays</td>
<td>To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices</td>
</tr>
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</table>

Major Mobility Investment Program/MMIP

Georgia has seen significant population and economic growth in the last two decades. The state’s annual gross domestic product (GDP) is now $507 billion – 10th highest in the United States. Georgia’s economic recovery brings significant transportation challenges. These challenges demand forward thinking strategies that will improve mobility and improve the quality of life for all Georgians.

Passage of the Transportation Funding Act of 2015 (TFA 2015) yielded the flexibility and funding to begin addressing major investments in Georgia’s transportation network by identifying transportation projects that will “move the needle”. The initial 11 transportation projects will create additional capacity; improve the movement of freight; provide operational improvements and efficiencies; enhance safety and decrease travel times. The projects target key, critical corridors, which if left unaddressed, would negatively impact the movement of freight and people and therefore stymie economic development. Focus on improving conditions within these corridors will positively impact the state’s transportation system.

Several benefits upon the completion and opening of all 11 Major Mobility Investment Program (MMIP) projects are as follows:

- 331 new lane miles added
- $2 billion in estimate growth in Georgia’s Gross State Product
- 13,000 additional long-term permanent jobs
- $1 billion of additional personal income for residents throughout the state
- 5% reduction in delay for auto and truck traffic statewide (Three modeling scenarios were used to evaluate and summarize the performance impacts for the projects)

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7 Transportation Performance Management
http://www.fhwa.dot.gov/tpm/about/goals.cfm

9 GDOT 2017 Reference Guide
A summary of the projects evaluated is provided below in addition to a schematic on the following page.

1. I-285/I-20 East Interchange. Project reflects ramp reconstruction; construction of Collector-Distributor (CD) lanes between Wesley Chapel and I-285 interchange; and a West-Bound (WB) auxiliary lane between LIB and Panola. Project results in 18 additional lane miles.

2. I-285/I-20 West Interchange. Project reflects additional capacity along I-20 East-Bound (EB) and a WB CD lane from the I-285 interchange to FIB. Other improvements include the Hollowell Parkway entrance ramp becoming an additional lane on I-285 South-Bound. The existing left-hand exits will also be reconfigured to right-hand exits with provisions of new alignments and flyovers as appropriate. Project results in a total of 8 additional lane miles.

3. I-285 West Wall Express Lanes. Project reflects one new (managed) lane in each direction between I-20 and I-75. The new lanes are added to the outside for a total of 18 additional lane miles.

4. I-285 East Wall Express Lanes. Project reflects one new (managed) lane in each direction between I-20 and I-85. The new lanes are added to the outside for a total of 25 additional lane miles.

5. SR 400 Express Lanes. Project reflects two (managed) lanes in each direction from I-285 to McGinnis Ferry Road and one (managed) lane each direction from McGinnis Ferry Road to McFarland Road for a total of 71 additional lane miles.

6. Revive 285 Top End (Express Lanes Only). Project reflects two new (managed) lanes in each direction along top end of the perimeter between I-75 and I-85 for a total of 62 additional lane miles.

7. I-85 North Widening from Hamilton Mill to SR 211. Project reflects an additional general-purpose lane from the end of the current managed lanes at Hamilton Mill to SR 211. The project results in a total of 13 additional lane miles.

8. I-85 North Widening from SR 211 to U.S. 129. Project reflects an additional general-purpose lane from SR 211 to U.S. 129. The project results in a total of 20 additional lane miles.

9. I-75 Truck Lanes from SR 155 (McDonough) to I-475. Project reflects addition of two truck lanes in northbound direction for a total of 76 additional lane miles.

10. I-16 Widening from I-516 to I-95. Project reflects one general-purpose lane from I-516 to I-95, widened to the inside. The project results in a total of 12 additional lane miles.

11. I-16/95 Interchange Improvement. Project reflects new flyover ramp, extensions are added while the loop ramps in the existing cloverleaf are removed. The project results in a total of 8 additional lane miles.

To date approximately $86.5M have been authorized in PE funds for all but two of the 11 projects. Those two projects are set to have PE authorized before the close of fiscal year 2017.
Major Mobility Investments
In Next 10 Years

www.GAroads.org
Hurricane Matthew Response

Hurricane events do not occur frequently along Georgia’s coast, but in October 2016 Hurricane Matthew caused concern along the coast of Georgia. Governor Deal ordered a mandatory evacuation for six coastal counties east of I-95. The Department responded immediately by contra-flowing traffic on I-16 ahead of Hurricane Matthew.

While the October 2016 weather event did not bring hurricane force winds inland, the storm surge and hazardous conditions caused by downed trees inundated roads that had been ordered closed. At least 3 people were killed as a result of the hurricane and more than 370,000 Georgians were without power following it’s impact. The state’s preparedness likely saved more lives than what was lost and assisted emergency response crews by clearing roadways such that they could gain access to those who stayed behind.

Preparedness ahead of Hurricane Matthew enabled the department to:

- Coordinate post storm operations between the department’s District 5 office and other state resources
- Identify and monitor bridges in potential flood areas during the hurricane
- Monitor traffic through interagency coordination
- Improve media communications
- Utilize procurement processes to utilize existing contracts for debris removal

This and other severe weather events in recent years have led state partners to a heightened awareness of considerations related to statewide emergency response. Going forward, the department will continue focusing on proactive and preventive efforts to ensure preparation for future adverse weather events.

Performance of Georgia’s Existing Transportation Network

GDOT is focused on Safety

Safety is GDOT’s number one priority and in 2015, the DriveAlert ArriveAlive campaign was introduced to call attention to the upturn in fatalities on Georgia’s roads. However 2015 ended with 1,427 fatalities which was 257 more than 2014. This was the first annual increase in traffic fatalities in Georgia in a decade.\(^\text{10}\)

- Many fatalities are due to single vehicle collisions
- Many single vehicle collisions are preventable
- Many fatalities were identified as not wearing a seatbelt
- Distracted driving is a primary contributing factor in many fatalities
- Educating drivers to change their driving behavior can save lives

\(^{10}\) DriveAlert ArriveAlive

http://www.dot.ga.gov/DS/SafetyOperation/DAAA
A few simple changes in driving behavior can reduce crashes, improve safety and decrease fatalities. In addition, Traffic Operations let 42 safety projects to construction totaling $77,106,112.02 since January in calendar year 2016. The projects consisted of roundabouts, sharp curve treatments, intersection safety improvements, corridor safety improvements and off system safety improvements.

GDOT continues to be committed to safety through launching a pedestrian safety campaign in partnership with PEDS, a small advocacy group supporting pedestrian safety. The See & Be Seen campaign is the walker component of the DriveAlert ArriveAlive campaign, aimed at making it safer to walk in Georgia. Pedestrian deaths are on the rise in Georgia with 206 pedestrian deaths in 2015, up 18% from 2014. And this year, deaths are up an average of 19% over 2015. The See & Be Seen campaign began on Halloween to remind walkers and drivers of their shared responsibility for safety.

GDOT 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. GDOT is committed to reducing congestion and congestion costs per peak automobile commuter. Two key projects are underway that will significantly improve the traveling experience of Georgians and those moving through the state.

Northwest Corridor

The Northwest Corridor Express Lanes project adds 29.7 miles of reversible toll lanes along I-75 from Akers Mill Road to Hickory Grove Road and along I-575 to Sixes Road in Cobb and Cherokee counties. This corridor is currently one of the most congested areas of traffic for the entire metro Atlanta region. The total project cost estimate is $834 million and new lanes will be built to the west of the existing lanes along I-75 from I-285 to I-575. The project will improve traffic flow, increase options for motorists and individuals using transit and registered vanpools, provide reliable trip times, create jobs and bring economic benefits to the residents of this region. In addition, travel time savings for the Northwest Corridor Express Lanes compared to the No-Build Alternative for 2018 are projected to range from 5 to 43 minutes, depending on length and direction of the commute. The project benefits reflect the investment priorities defined as part of the SSTP and support the State’s strategic transportation goals.

Construction activities are currently well underway. The construction for this project began in October 2014 with the Express Lanes scheduled to open to traffic in summer 2018 as scheduled. To date, the overall project is approximately 60% complete.

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

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21 PEDS
http://peds.org/about-us/

22 See & Be Seen
http://www.dot.ga.gov/DS/SafetyOperation/SBS

23 Rankings reflect calendar year 2014, as reported in the 2015 Urban Mobility Scorecard by the Texas Transportation Institute in INRIX
http://d2dtl5nnlpfr0r.cloudfront.net/tti.tamu.edu/documents/mobility-scorecard-2015.pdf
Hot Lanes (I-75 Extension)

The I-75 South Metro Express Lanes project begins along I-75 south of Atlanta at SR 155 / McDonough Road and ends at SR 138 / Stockbridge Hwy, and includes approximately 12 miles of managed lanes. The proposed project consists of the addition of two reversible express lanes located within the median of I-75, to be managed by a variable priced tolling system. These lanes will be designed to improve traffic flow, increase options for motorists and transit and registered vanpool customers, provide reliable trip times, create jobs and bring economic benefits to the residents of this region. In addition, travel time savings for this project once completed are projected to be up to 12 minutes on the Express Lanes and 100,000 additional potential commuters can get to the McDonough job center area in one hour or less.

Construction activities began in October 2014, and the lanes are expected to open to traffic during the first quarter of 2017 on schedule. The total project cost estimate is $176 million. Currently, the project is 82% complete.

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

GDOT Invests in High Quality Roads

The Transportation Funding Act (TFA 2015) provides flexibility between state and federal funding, which aids the Department in maintaining nearly 18,000 centerline miles of roadway. In 2014, the American Society of Civil Engineers (ASCE) Infrastructure Report Card gave Georgia a grade of C- for roadway condition. This grade placed Georgia slightly above the National grade of D.

The Federal Highway Administration (FHWA) recommends a minimum threshold for acceptable ride quality. In 2014, the most recent data available, Georgia had a total of 4.59% of the Interstate system, both urban and rural, that fell outside of the recommended threshold, placing those segments of interstate in the “poor condition” category. A total of 9.44% of urban and rural Non-Interstate Principal Arterial System also fell into the “poor condition” category. The new TFA will provide more funding in capital maintenance that will result in resurfacing more than 2,500 miles of roadway and double the investment in routine maintenance.

An example of maintenance projects let to construction since the beginning of calendar year 2016 include:

- 18.72 miles of resurfacing on SR 16 (Coweta county) from US 29/SR 14 to Spalding county line
- 15.154 miles of resurfacing on SR 402 (I-20) (Doulgas, Cobb and Fulton counties) from Sweetwater Creek Bridge to Hill Street Overpass
- 6.389 miles of resurfacing on SR 3 (Bartow county) from Martin Luther King Drive (CS 841) to SR 293 Connector
- 7.002 miles of resurfacing on US 80/SR 26 (Chatham county) from Coleman Blvd to CSX Railroad crossing
- 18.629 miles of resurfacing on SR 401 (I-75) (Catoosa/Whitfield) from US 41/SR 3 to Tennessee state line
- 8.518 miles of resurfacing on SR 8 (Carroll county) from Haralson County line to Douglas county line
- 18.380 miles of resurfacing on SR 401 (I-75) (Tift/turner counties) from Southwell Blvd to SR 32

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14. 2014 Georgia Infrastructure Report Card
http://www.infrastructurereportcard.org/georgia/georgia-overview/

15. FHWA Condition, Performance, and Safety