This page intentionally left blank
# Table of Contents

- Introduction ............................................................................................................................... 5
- Key Developments .................................................................................................................. 6
  - Transportation Performance Management ............................................................................. 7
  - Major Mobility Investment Program/MMIP ............................................................................. 8
- Goals and Objectives ................................................................................................................ 11
  - SSTP Performance Framework ......................................................................................... 12
  - Performance Management Dashboard .............................................................................. 13
- Funding Scenario of Key Investment Programs ....................................................................... 14
- Georgia’s Transportation Investment Strategy .......................................................................... 16
  - Safety .................................................................................................................................. 16
  - Maintain and Preserve the System ..................................................................................... 17
  - Relieve Congestion and Improve Reliability ....................................................................... 17
  - Environmental Sustainability ............................................................................................. 21
  - Freight Movement and Economic Vitality ............................................................................. 22
- Savannah Harbor Expansion Project ....................................................................................... 23
- National Highway Freight Program (NHFP) ........................................................................... 23
- Reduced Project Delivery Delays ............................................................................................. 23
- Conclusion ................................................................................................................................ 24
This page intentionally left blank
Introduction

Georgia’s transportation system drives Georgia’s economy, the success of our communities, and our quality of life. Continued investment in improving transportation and mobility within the State is essential to improving and maintaining Georgia’s economic standing and retaining our high quality of life. With several logistic giants and world-renowned brands calling Georgia home, having efficient movement of goods and people is vital to the success of this state.

State legislation requires a transportation investment plan with specific investment strategies identified to advance economic growth in the State. The Statewide Strategic Transportation Plan (SSTP) is the official, comprehensive, fiscally constrained transportation plan that includes programs, and other activities to support implementation of the State’s strategic transportation goals and policies.

The Georgia Department of Transportation (GDOT) biennially updates the SSTP to reflect the current priorities of the Department. The SSTP was first approved by the State Transportation Board and Governor in June 2010, setting the strategic direction for future transportation investment within the state. The SSTP was developed by following a strategic planning process that was outcome-driven, return-on-investment oriented, and based on best practices from the public and private sectors. It concluded that the right investment strategy supported by additional resources could transform Georgia’s transportation network, generating billions of dollars in additional GDP growth and creating thousands of new jobs over the next 30 years.

The goals, objectives, and strategies from the original SSTP remain the same with an emphasis on:

1. Alignment with the long-range 2040 Statewide Strategic Transportation Plan (SWTP)/SSTP through investment goals and objectives.
2. Priority investment strategies to align with long-range SWTP recommendations.
3. Specification of an execution framework to support performance monitoring efforts needed to improve investment decision-making for the SWTP and SSTP efforts moving forward.

Building from Governor Deal’s priorities, GDOT’s Strategic Plan, which is developed in conjunction with the Governor’s Office of Planning and Budget, 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.

---

The goals, objectives, and strategies are summarized on the following pages. Status updates, recent developments, and next steps for implementation of the SSTP are also discussed. This SSTP update builds upon the original SSTP, and the reader is referred to that document for details regarding the core analytics that further explain the recommendations.

Key Developments

The initial 2010 SSTP was originally developed to make the “business case” for increased transportation investment in Georgia. Since then, several state and federal transportation funding initiatives have advanced. A number of developments have occurred since the last Statewide Transportation Plan/Statewide Strategic Transportation Plan update (SWTP/SSTP) update in 2016, most recently a new federal transportation funding act, Fixing America’s Surface Transportation Act (FAST), passed by Congress in December 2015. The FAST Act was to provide long-term funding certainty for surface transportation infrastructure planning and investment 4 for five years.

The FAST Act establishes a set of performance measures for State departments of transportation (State DOT) and Metropolitan Planning Organizations (MPO). The measures will be used by State DOTs and MPOs to assess the performance of the Interstate and non-Interstate National Highway System (NHS) for the purpose of carrying out the National Highway Performance Program (NHPP); to assess freight movement on the Interstate System; and to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. Overall, the FAST Act largely maintains current program structures and funding shares between highways and transit.

President Trump released his 2019 budget proposal in early February 2018, which includes a focus on rebuilding the nation’s infrastructure. The principles of the infrastructure plan, which is in additional to the existing funding structure, include $200 billion in federal funds to spur at least $1.5 trillion in infrastructure investments; new investments in rural America; decision-making authority returned to state and local governments; removal of unnecessary regulatory barriers; and a streamlined and shortened permitting process for infrastructure projects. “The president is making infrastructure a priority, which is exciting for us at Georgia DOT because Georgia is very well positioned to compete for additional federal funding,” Commissioner McMurry said. “Even more important is the potential to reform and restructure federal rules and regulations that are duplicative or don’t provide an environmental benefit.” 5 Further details on the Building a Stronger America: Infrastructure Initiative are available on the US DOT website: https://www.transportation.gov/.

---

4 Fixing America’s Surface Transportation Act of “FAST Act” https://www.fhwa.dot.gov/fastact/

5 https://us13.campaign-archive.com/?u=80dbe14272ec0b5e1a1bf5b4e&id=7a5d002730
Transportation Performance Management

FHWA defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. In short, Transportation Performance Management:

- Is systematically applied, a regular ongoing process
- Provides key information to help decision makers allowing them to understand the consequences of investment decisions across transportation assets or modes
- Improving communications between decision makers, stakeholders and the traveling public.
- Ensuring targets and measures are developed in cooperative partnerships and based on data and objective information

The Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law in 2012, along with the FAST Act, included several provisions that collectively are transforming the Federal surface transportation program to be focused on the achievement of performance outcomes. TPM performance management outcomes are grouped into six elements to more effectively communicate the efforts under way to implement the statutory requirements.

- **National Goals**: Congressionally established goals or program purpose to focus the Federal-aid highway program into specific areas of performance.
- **Measures**: FHWA-established measures to assess performance/condition in carrying out performance-based Federal-aid highway programs.
- **Targets**: Targets established by Federal-aid highway funding recipients for the measures to document future performance expectations
- **Plans**: Development of strategic and/or tactical plans by Federal funding recipients to identify strategies and investments that address performance needs.
- **Reports**: Development of reports by Federal funding recipients that document progress toward target achievement, including the effectiveness of Federal-aid highway investments.
- **Accountability and Transparency**: FHWA-developed requirements for Federal funding recipients to use to achieve or make significant progress toward targets.

The application of the TPM approach ensures that investments are performance-driven and outcome based. Transportation and planning agencies apply TPM principles in making decisions about where to invest resources. Those processes and investment strategies are documented in management plans the agencies develop for the various program areas. Management plans are then used in the performance-based planning and programming process to make investment trade-off decisions.
By the end of calendar year 2018, GDOT will have established performance targets for all performance measures related to safety, pavement, bridge, NHS, Freight and CMAQ. Transportation performance management will be incorporated into planning and investment documents for GDOT, including future versions of the SSTP.

**Major Mobility Investment Program/MMIP**

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:

- 300+ 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)

A summary of the projects evaluated is provided below in addition to a schematic on Page 10:

1. **I-285/I-20 East Interchange.** Project reflects ramp reconstruction; construction of collector-distributor (C-D) lanes between Wesley Chapel and I-285 interchange; and a westbound auxiliary lane between Lithonia Industrial Boulevard and Panola.

2. **I-285/I-20 West Interchange.** Project reflects additional capacity along I-20 eastbound and a westbound C-D lane from the I-285 interchange to Fulton Industrial Boulevard. Other improvements include the Hollowell Parkway entrance ramp becoming an additional lane on I-285 Southbound. 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 7 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 27 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 65 additional lane miles.
6. Revive 285 Top End (Express Lanes Only). Project reflects two new (managed) lanes in each direction along top end of I-285 between I-75 and I-85 for a total of 53 additional lane miles.

7. I-85 North Widening from Hamilton Mill Road to SR 53. 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 42 additional lane miles.

8. I-85 North Widening from SR 53 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 8 additional lane miles.

9. I-75 Commercial Vehicle Lanes from SR 155 (McDonough) to I-475. Project reflects addition of two truck lanes in northbound direction for a total of 77 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/I-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 7 additional lane miles.

For FY 2017, approximately $44.9 million in preliminary engineering funds were authorized among all 11 MMIP projects. The first phases for right-of-way (ROW) acquisition were authorized to be funded in FY 2018 and are expected to total approximately $100.7 million among all MMIP projects. Also in FY 2018, the first two CST phases for PI #110610- (I-85 widening from Hamilton Mill Road to SR 53) were authorized and the project was let to construction for a combined cost of $24 million. Of particular note about PI#110610- is that because of the innovative procurement process, called ‘variable scope, fixed cost’, that was utilized for this project a 4 mile addition in capacity was able to be added to the construction phase. The northern project limit was originally listed as SR 211. Variable scope, fixed cost means that when the project is advertised for bids, the construction cost is fixed and the bids are evaluated based on the distance of roadway that each contractor proposes to construct. The contractor that proposes the project for the furthest distance is awarded the contract.

Additionally, in January 2018, the GDOT State Transportation Board (STB) passed a joint resolution between GDOT and the State Road and Tollway Authority (SRTA) to move forward with the I-16 road widening and interchange reconstruction projects at I-16 and I-95 in Chatham County. These projects are currently in the procurement phase and are projected to begin construction in early 2019. All of the MMIP projects are expected to be under contract by 2026. To learn more about the MMIP program, visit [http://www.dot.ga.gov/BS/Projects/MMIP](http://www.dot.ga.gov/BS/Projects/MMIP).
Major Mobility Investment Program

Interchange Reconstruction:
1. I-16/I-95 Interchange
2. I-285/I-20 West Interchange
3. I-285/I-20 East Interchange

Express Lanes:
4. I-285 Top End Express Lanes I-75 to I-85
5. SR 400 Express Lanes I-285 to McFarland Pkwy
6. I-285 East Express Lanes I-85 to I-20
7. I-285 West Express Lanes I-20 to I-75

Interstate Widening:
8. I-85 North Widening Hamilton Mill Rd. to SR 211
9. I-16 Widening I-95 to I-516
10. I-85 North Widening SR 211 to US 129

Commercial Vehicle Lanes:
11. Commercial Vehicle Lanes SR 155 to I-475
Goals and Objectives

The foundation of the SSTP is a series of goals, both national and statewide, that provide the direction for transportation in Georgia. The goals and objectives were developed through a process designed to understand what is important to Georgia’s transportation customers, addressing four key questions:

1. What do Georgia’s citizens and businesses expect and need from their transportation network?
2. What levels of performance will attract and keep businesses and talent in Georgia’s economy?
3. What characteristics or features in a transportation system will make Georgia an attractive place to live?
4. What will it take in terms of investment to drive growth across the state?

Through combining best practices and developing an understanding of customer needs, the state adopted six transportation goals. Georgia’s goals are to (1) improve safety; (2) maintain and preserve the system; (3) improve reliability; (4) relieve congestion; (5) improve freight and economic development and (6) improve the environment. These goals support a state that is the number one state in the nation for doing business. By 2040, the State is forecast to have a population of approximately 15.6 million compared to around 10.7 million in 2010. By 2040, the State is forecast to have approximately 7.7 million jobs compared to approximately 5.2 million jobs in 2010, an increase of approximately 2.5 million jobs. They reflect desired, long-term outcomes for transportation investment.

The goals are consistent with the national transportation goals established via MAP-21 which are continued in the FAST Act. They also support Governor Nathan Deal’s vision for a lean and responsive state government that allows communities, individuals, and businesses to prosper, including the Governor’s goals to: reduce injury and loss of life on Georgia’s roads; improve the movement of people and goods across and within the State; leverage public-private partnerships and improve intergovernmental cooperation for successful infrastructure development; and expand Georgia’s role as a major logistics hub for global commerce. These goals and objectives are summarized in Figure 1 on page 12.

---

6 MAP-21 also includes a goal related to Improved Project Delivery that is addressed through SSTP implementation.
Figure 1: GDOT’s Goals and Objectives
*Funding allocation by investment program over 2040 plan horizon can be found on page 15.

The state’s strategic transportation investment strategy, described in the following section, derives from these goals and objectives.
**SSTP Performance Framework**

Both federal and state initiatives advance performance-based planning principles, encouraging more strategic, results-oriented investment decisions in the context of a constrained funding environment. Federal requirements focus on state transportation plans that advance a core set of transportation goals, and adherence to a set of corresponding performance measures and targets to monitor and report progress towards those goals. To date, statewide practice has focused on defining goals and performance measures to evaluate plan recommendations, with much less emphasis on execution of the plan through target-setting and reporting. The SSTP has focused primarily on defining specific investment objectives needed to advance economic growth, as well as tracking and monitoring implementation of the key investment strategies through the annual progress report.

**Performance Management Dashboard**

Performance targets define the point at which a goal is achieved. Executing the SSTP includes setting performance targets that, if attained, would advance the State’s strategic transportation goals. Performance targets support 2040 SWTP/2015 SSTP goals and align directly with the Department’s performance management system, the “GDOT Performance Management Dashboard.” Integration via the Performance Management dashboard ensures GDOT is measuring and reporting progress in a consistent and uniform fashion. It also enables more specific statewide performance thresholds, *above and beyond federal thresholds*, to be prioritized and effectively communicated through statewide targets so that they can better inform future funding decisions.
## Transportation Performance Dashboard

<table>
<thead>
<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><strong>Reduction in Annual Highway Fatalities</strong></td>
<td>Statewide</td>
<td>CY 2017</td>
<td>1533 (28 Fewer Fatalities)</td>
<td>≥ 41 Fewer Fatalities</td>
<td></td>
</tr>
</tbody>
</table>

**Taking care of what we have, in the most efficient way possible**

| Percent of State-Owned Bridges Meeting GDOT Standards | Statewide             | FY 2017 | 87%            | ≥ 85%                   |        |
| Percent of Interstates Meeting Maintenance Standards | Statewide             | FY 2017 | 74%            | ≥ 90%                   |        |
| Percent of State-Owned Non-Interstate Roads Meeting Maintenance Standards | Statewide             | FY 2017 | 71%            | ≥ 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 2017 | 64%            | ≥ 80%                   |        |
| Percent of Projects Constructed On Budget | Statewide             | FY 2017 | 91%            | ≥ 90%                   |        |

**Annual Congestion Cost per Peak Auto Commuter**

| Metro Atlanta | CY 2014 | $1,130 | ≤ $1,017 |

**Optimize the throughput of people and goods on network assets throughout the day**

| Metro Atlanta Morning Peak Hour Freeway Speeds (General Purpose Lanes) | Metro Atlanta | FY 2017 | 37 mph | ≥ 40 mph |

*Although CY 2017 is the most recent completed year, the data is subject to change as fatality reports from 2017 continue to be processed.*

**Data from Texas Transportation Institute, CY 2014 is most recent data available.**

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)
Funding Scenario of Key Investment Programs

The integrated, performance-based approach applied as part of plan development yielded a recommended funding split across key investment programs and a set of priority investment strategies to guide decision-making in the future (See Figure 2). Recommendations were based off of a detailed needs analysis across transportation modes. They emphasize priority strategies to be applied within a constrained funding environment. The same set of priority investment recommendations are represented in the 2040 SWTP\(^6\) Note that recommended strategies that apply to all categories (Statewide Freight and Logistics, People Mobility in Metro Atlanta, People Mobility Excluding Metro Atlanta) are included separately.

\[\text{Figure 2: Projected Distribution of Transportation Revenue through 2040}\]

Georgia’s Transportation Investment Strategy

In support of the state’s strategic transportation goals and objectives, the SSTP focuses on increasing the return on investment across three broad categories:

- Freight and logistics
- People mobility (excluding metro Atlanta)
- People mobility in metro Atlanta

These investment categories and strategies are outlined in the following sections along with status updates and next steps for implementation. Through combining best practices and developing an understanding of customer needs, the state adopted six transportation goals. Georgia’s goals are to (1) improve safety; (2) maintain and preserve the system; (3) improve reliability; (4) relieve congestion; (5) improve freight and economic development and (6) improve the environment.

Safety

Safety on Georgia’s roads is the highest priority for GDOT. The state has worked Towards Zero Deaths for years. With an increase in expected population, visitors, and licensed drivers, highway safety will remain a priority and concern for GDOT and all roadway users. The strategic plan brings together the state’s leadership in engineering, education, enforcement and emergency services to establish statewide goals and emphasis areas. GDOT has teamed with the Governor’s Office to create the Georgia Strategic Highway Safety Plan to maximize and leverage all of the state’s safety funding resources in addition to fulfill federal mandates and to maximize the impact of the state’s safety funding resources. The overriding goal of this plan is to reduce the number of fatalities and serious injuries that occur on the state’s roadways, as of 2016, the current goal is to reduce the number of injuries and fatalities by 41 per year.

The Strategic Highway Safety Plan entails initiatives to help achieve the target reduction goals. Some of those initiatives include:

- Decrease alcohol impaired driving fatalities
- Decrease speeding-related fatalities
- Increase statewide observed safety belt use
- Continue implementation of the Strategic Highway Safety Plan with all roadway safety stakeholders in Georgia

GDOT is addressing safety through a number of investments which include campaigns, maintenance of pre-existing roads, and new projects. Not only do these investments promote and advance safety, but they also result in consequential benefits including congestion relief and economic savings. Funding resources dedicated to safety help

---

support target reduction goals, fluidity on roads, and helps maintain exceptional levels of services throughout the transportation network.

As part of GDOT’s continued emphasis on making safety its number one priority, 2017 marked the implementation of the Department’s Coordinated Highway Assistance & Maintenance Program (CHAMP). Based on the successful Highway Emergency Response Operators (HERO) program that serves the Metro Atlanta region, CHAMP is a new statewide roadside assistance and maintenance service covering Georgia’s interstate highways (except I-59 and I-24) outside Metro Atlanta. CHAMP is made possible through funding created by the Transportation Funding Act of 2015 and is a service of GDOT. CHAMP has three primary functions in conducting emergency response, roadway maintenance, and motorist assistance. The program includes 48 full-time CHAMP operators (CHAMPs), 18 full-time dispatchers, 3 managers, and 3 supervisors working 7 days a week, 16 hours a day with on-call service during off-peak hours. Each CHAMP operator patrols an average 50-mile section of the interstate during an 8-hour shift, and is on call up to 4 hours. The program includes 51 branded trucks, custom-equipped with push bumpers, message boards and other traffic control devices. Just in Southwest Georgia alone, from the Florida line to the Crisp/Dooly county line on I-75, CHAMP operators responded to more than 9,000 incidents in the program’s first year of operation.

**Maintain and Preserve the System**

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\(^8\) 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\(^10\). The TFA provides more funding in capital maintenance that will result in resurfacing more than 2,500 miles of roadway and double the investment in routine maintenance.

Examples of maintenance projects completed by the Department within the past year include:

- **PI # M004598**: 6.78 miles of resurfacing of SR 26 in Bulloch County from Mill Creek to North College Street
- **PI # M004870**: 9.44 miles of resurfacing of SR 100 and SR 5 in Carroll Co. from the Alabama state line to SR 166

---

\(^8\) 2014 Georgia Infrastructure Report Card
• **PI # M004872**: 6.3 miles of resurfacing of SR 114 in Chattooga County from the Alabama state line to Foster Street in Lyerly

• **PI # M004988**: 3.84 miles of resurfacing of SR 155 in Spalding County from SR 3 to Poplar Street in Griffin

• **PI # M005015**: 12 miles of resurfacing of SR 45 in Calhoun and Early counties from SR 62 to SR 37

• **PI # M005304**: Refurbishment and preservation of two bridges on I-985 in Hall County

• **PI# M005393**: 12.09 miles of resurfacing of SR 333 in Brooks County from the Florida state line to SR 38/U.S. 84

### Relieve Congestion and Improve Reliability

Atlanta is Georgia’s largest metropolitan area, accounting for approximately one-half of the state’s population and ranking as the 9th most populous Metropolitan Statistical Area in the United States.\(^9\) GDOT is committed to reducing congestion and congestion costs per peak automobile commuter. The following pages highlight four key projects that will significantly improve the traveling experience of Georgians and those moving through the state.

**Express Lanes (I-75 South)**

On January 27, 2017, the I-75 South Metro Express Lanes project opened to traffic after nearly 2 ½ years of construction. Located along the I-75 corridor south of Atlanta in Henry County, the project begins at SR 155 / McDonough Road and ends at SR 138 / Stockbridge Highway. The project consists of 12 miles of two reversible express lanes located within the median of I-75, which is managed by a variable priced tolling system. These lanes are 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 the first four months of operation through May 31, 2017, cumulative estimates of resident population change and rankings: April 1, 2010 to July 1, 2016 - United States -- Metropolitan Statistical Area; and for Puerto Rico: 2016 Population Estimates.” U.S. Census Bureau
more than 610,000 drivers used the new lanes with nearly 60,000 new Peach Passes sold by SRTA.\textsuperscript{10}

More information on the I-75 South Metro Express Lanes can be found at:

http://www.dot.ga.gov/DS/GEL/I75ExpressLanes

North Avenue Smart Corridor

On September 14, 2017, Commissioner Russell McMurry, along with Atlanta Mayor Kasim Reed and Georgia Tech President Dr. Bud Peterson, launched the North Avenue Smart Corridor Demonstration Project in a ribbon-cutting ceremony held at Ponce City Market in Atlanta Old Fourth Ward neighborhood.

Funded by the City of Atlanta’s Renew Atlanta Infrastructure Bond program, the North Avenue Smart Corridor will deploy the latest technology in adaptive signal systems for a safer, more efficient flow of transit, personal vehicles, bicyclists, and pedestrians, as well as facilitating improved emergency response by prioritizing fire engines and ambulances traveling through the corridor. The Corridor features Surtrac, an artificial intelligence-based adaptive signal system that has been shown to reduce travel times by 25 percent by eliminating stops and reducing wait times, not by increasing travel speeds. The reduction in stops and delays reduces wear and tear on vehicles and the road, and can reduce harmful emissions and improve air quality.

In coordination with GDOT, Renew Atlanta deployed technology and equipment at the signalized intersections along the corridor to support an adaptive traffic signal system, video surveillance and detection system, connected vehicle system, and Bluetooth travel time and origin destination system. Additionally, the City of Atlanta restriped the corridor to support improved safety and the demonstration of autonomous vehicles that rely on clear striping and signage to navigate the roadway. The restriping effort included refreshing the existing striping on the state route portion of the corridor west of Piedmont Avenue.

More information on the North Avenue Smart Corridor can be found at http://www.renewatlantabond.com.

\textsuperscript{10} “I-75 South Metro Express Lanes surpass expectations.” \textit{Atlanta-Journal Constitution}. Jun 13, 2017
On May 15, 2017, after two years of construction, GDOT opened a continuous flow intersection (CFI) in Dawson County at the intersection of SR 400 and SR 53. The first of its kind in Georgia, the new design will reduce conflict points and allow more “green time” at the intersection by removing the northbound/southbound (SR 400) left turn phase from the main SR 400/SR 53 intersection. Drivers will encounter new “crossover lanes” as part of the redesigned intersection. These lanes will guide drivers intending to make a left turn across SR 400 and then to separated left turn lanes where a traffic signal will allow left turns onto SR 53 eastbound or westbound.

The new CFI design was preferred by the community and resulted in reduced impacts to neighboring property and businesses, culminating in significant cost savings, improved capacity, and diminished congestion and expected crash frequency. In honor of the project’s exemplary work, innovation, and ingenuity, the Department’s Office of Roadway Design received the Georgia Partnership for Transportation Quality Preconstruction Design Grand Award at the 2017 Georgia Transportation Summit held on October 20.

This project will serve as a valuable case study for future CFI applications across the state, including a second CFI slated for the intersection of U.S. 78/SR 10 at SR 124 in Snellville that is currently in the planning phase.
During the weekend of May 12-14, 2017, GDOT employed an innovative, accelerated method to replace the SR 299 bridge over I-24 near the City of Trenton in Dade County. Known as Accelerated Bridge Construction (ABC), this method allowed the existing two-lane SR 299 bridge to be removed and a new bridge installation to occur within an 81-hour time period. In addition, ABC is also designed to shorten construction times and minimize impact on the traveling public by allowing traffic along the roadway to continue uninterrupted during the replacement process. The new bridge, which weighs 2 ½ million pounds and was assembled on site just north of the original bridge and slid into place, will improve safety by including two 12-foot travel lanes and two 8-foot shoulders.

More information on this project and a time-lapse video of the replacement can be found at [http://www.dot.ga.gov/BS/Projects/SpecialProjects/SR299](http://www.dot.ga.gov/BS/Projects/SpecialProjects/SR299).

**Environmental Sustainability**

Environmental sustainability is one of the national performance goals of the FAST Act that all state transportation departments must strive towards. GDOT is working towards reducing congestion throughout the transportation system which will aid in reducing vehicle emissions. The Major Mobility Investment Program (MMIP) is focused on relieving congestion throughout the state by creating additional capacity within the transportation network. These new enhancements including lane additions will allow traffic to move more fluidly, reducing the time spent in traffic and consequently vehicle emissions. GDOT is also implementing high-occupancy toll (HOT) lanes (Georgia Express Lanes) within portions of the I-75 and I-85 corridors in Metro Atlanta. The Express Lanes are dedicated toll lanes allowing drivers a choice to use the lanes to bypass traffic. Use of variable toll rates will keep the lanes fluid, relieving traffic throughout all lanes, and as a result reducing vehicle emissions. Through the MMIP, plans are also in place to implement Express Lanes along the top end of the I-285 corridor from I-75 in Cobb County (connecting with the currently-under construction lanes along that corridor) to I-85 in DeKalb County.
In addition to reducing congestion along the state’s transportation network, I-75 and I-85 within the state of Georgia have recently been designated as Alternative Fuel Corridors. Part of a FHWA initiative to accelerate the use of electric vehicles and their required charging infrastructure, Alternative Fuel Corridors involved two different categories. Signage-ready corridors currently have sufficient alternative fuel facilities to warrant signage, while signage-pending corridors do not meet conditions for signage and will require deployment of electric vehicle charging infrastructure to become signage-ready. I-85, nominated as an Alternative Fuel Corridor by GDOT, has 179 miles of its mileage in Georgia and is a major strategic interstate for the state and for the region. I-85 is designated signage-ready for electric vehicles (EV) from Commerce to the Alabama border and for compressed natural gas (CNG) from the South Carolina border to College Park (Metro Atlanta). The corridor is signage-pending for EV from Commerce to the South Carolina border and for CNG from College Park to the Alabama border. I-75, which runs 355 miles through Georgia from Tennessee to Florida, was nominated by the Atlanta Regional Commission (ARC) as an Alternative Fuel Corridor. It is designated signage-ready for electric vehicles from the Tennessee border to Warner Robins and from Tifton to Valdosta; and for CNG along the entire corridor. It is designated signage-pending for EV from Warner Robins to Tifton and Valdosta to the Florida border. Alternative Fuel Corridors are important in improving public access to alternative fuels and to improving air quality. These initial and future corridors will serve as a basis for a national network of electric vehicle charging infrastructure to enable zero-emission mobility on the nation’s highways.¹¹

**Freight Movement and Economic Vitality**

In February 2018, the American Transportation Research Institute (ATRI) released its report on best practices in freight planning at the state level. Georgia was ranked the second best freight investment plan in ATRI’s report. The report addressed freight planning components that are viewed as most critical by FHWA, state DOTs and State Trucking Association leaders. ATRI recognized Georgia’s freight investment plan for using tools that allowed it to project the return-on-investment for each project through the lens of overall value to the freight industry.

By examining freight transport throughout Georgia, a primary objective of the Freight and Logistics Plan was to evaluate which new capacity or network-improvement programs would most significantly decrease supply-chain costs and improve reliability for shippers. Georgia continues to be a leading state in terms of development and economic vitality; however growing demand and dwindling capacity could stunt economic growth and productivity. Investments are needed to continue closing performances gaps in both urban and rural areas to keep Georgia a growing, lucrative, and successful state.

GDOT is implementing the addition of two dedicated commercial vehicle lanes along the I-75 corridor. The dedicated commercial vehicle lanes are just one of many projects that are a part of the MMIP that is aimed to support economic

¹¹“I-85, I-75 IN GEORGIA NAMED NATIONAL ELECTRIC VEHICLE CHARGING CORRIDORS,” GDOT, November 22, 2016
development throughout the state, improve mobility for freight, and relieve congestion throughout the state. These dedicated lanes will run northbound from McDonough to I-475 in Macon. The commercial vehicle lanes will be barrier-separated from general purpose lanes and will not be tolled.

**Savannah Harbor Expansion Project**

In February 2018, Governor Nathan Deal announced that the U.S. Army Corps of Engineers has completed outer harbor dredging at the Port of Savannah, marking the midpoint of the Savannah Harbor Expansion Project (SHEP). To ensure that SHEP remains on schedule, the Governor’s FY 2018 budget proposal calls for $35 million in additional support for the project. Deal said that “deepening the port, along with other investments to create the nation’s strongest statewide logistics network, will make American exports more competitive abroad and benefit businesses in every corner of the state. Georgia is currently investing $1 billion per year in transportation projects to widen interstates, add truck-only lanes and improve trucking routes between ports and interstates so that cargo may move across our state and the Southeast faster, without adding to traffic congestion. Just as we have been ranked the top state in which to do business for five consecutive years, Georgia will continue to make investments that will help us to lead the way in transporting goods to the global marketplace.”

SHEP recently received $49 million in President Trump’s FY 2018 budget request to Congress. Georgia’s congressional delegation is working to increase funding to $100 million per year, the amount needed to complete the project in a timely manner. A study by the Corps of Engineers estimates that once the project is complete, the deepening of the harbor will result in a net benefit of $282 million in transportation savings for shippers and consumers per year. According to the Corps’ benefit-to-cost ratio, each dollar spent on construction will yield $7.30 in net benefits to the nation’s economy.

**National Highway Freight Program (NHFP)**

The FAST Act outlines freight provisions that create dedicated funding sources for maintaining and improving the nation’s multimodal freight network. The multimodal freight network established through the FAST Act includes freight railroads, public ports, and surface roads to promote efficient freight movement. The National Highway Freight Program (NHFP) has been established as a dedicated funding source for projects that will help with moving goods along roads. State and local agencies may also use Surface Transportation Block Grant Program (STBGP) funds to further address transportation needs.

**Reduced Project Delivery Delays**

Project and plan delivery and SSTP implementation will be tracked and reported through the SSTP Progress Report. State law requires the Director of Planning to report annually on the progress of projects and programs in the SSTP. 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:

---

• 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;
• Ensuring plans for Georgia’s future transportation network support the goals and objectives of the SSTP; and
• Monitoring the implementation of Georgia’s transportation plans to ensure the on-time and on-budget delivery of strategic investments.

Conclusion

The goals, objectives and strategies of the original SSTP remain the same. In order to achieve these goals given current and expected future funding levels, the state must continue to do more with less. To this end, GDOT will build upon its performance management system to prioritize existing revenue streams toward the critical investments that drive the performance measures in the SSTP. In addition, GDOT is continuing to implement a number of very cost-effective and successful programs (e.g., TRIP, CHAMP, and RTOP) to help get the best performance out of the existing system.

It is important to note that gaps in performance result even as the state invests existing funds into the most cost-effective programs. The challenge is funding the gap between current and required resources. Underinvestment in transportation puts future jobs and growth at risk. The state needs to continue to invest in our world-class transportation assets and position itself for a prosperous future.