

Georgia Statewide Transportation Improvement Program System Performance Report

Background

Pursuant to the Moving Ahead for Progress in the 21st Century (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state Departments of Transportation (DOT) and Metropolitan Planning Organizations (MPO) must apply a transportation performance management approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule).¹ This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

In accordance with The Planning Rule and the Georgia Performance Management Agreement between the Georgia DOT (GDOT) and the Georgia Association of Metropolitan Planning Organizations (GAMPO), GDOT and each Georgia MPO must publish a System Performance Report for applicable performance measures in their respective statewide and metropolitan transportation plans and programs. The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. This is required for the following:

- In any statewide or metropolitan transportation plan or program amended or adopted after May 27, 2018, for Highway Safety/PM1 measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after October 1, 2018, for transit asset and safety measures; and
- in any statewide or metropolitan transportation plan or program amended or adopted after May 20, 2019, for Pavement and Bridge Condition/PM2 and System Performance/PM3 measures.

The GDOT Fiscal Year (FY) 2018-2021 Statewide Transportation Improvement Program (STIP)_ was amended on July 25, 2018. Per The Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the GDOT FY 2018-2021 STIP is included, herein, for the required Highway Safety/PM1 performance measures.

¹ 23 CFR 450.314

Highway Safety/PM1

Effective April 14, 2016, the FHWA established the highway safety performance measures² to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

Safety performance targets are provided by the States to FHWA for each safety performance measure. Current safety targets address calendar year 2018 and are based on a five-year rolling average (2014-2018). Georgia statewide safety performance targets for 2018 are included in Table 1, along with baseline statewide performance, which for this first system performance report is the same as the current reporting period (2012-2016)³.

The latest safety conditions will be updated on a rolling 5-year window and reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets.

Table 1. Highway Safety/PM1, System Conditions and Performance

| Performance Measures | Georgia Statewide Baseline Performance (Five-Year Rolling Average 2012-2016) | 2018 Georgia Statewide Performance Target (Five-Year Rolling Average 2014-2018) |
|--------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
| Number of Fatalities | 1,305.2 | 1,593.0 |
| Rate of Fatalities per 100 Million Vehicle Miles Traveled | 1.148 | 1.320 |
| Number of Serious Injuries | 17,404.6 | 19,643.0 |
| Rate of Serious Injuries per 100 Million Vehicle Miles Traveled | 15.348 | 16.318 |
| Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries | 1,138.0 | 1,027.2 |

The Georgia Department of Transportation recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FY 2018-2021 STIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Strategic Highway Safety Plan

² 23 CFR Part 490, Subpart B

³ https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/

(SHSP), the Georgia Highway Safety Improvement Program (HSIP), and the current Georgia Statewide Transportation Plan (SWTP).

- The Georgia SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Georgia HSIP, MPO and local agencies' safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Georgia.
- The GDOT HSIP annual report provide for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- The GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.

To support progress towards approved statewide highway safety targets, the FY 2018-2021 STIP includes a number of key safety investments. A total of \$762,500,500 has been programmed in the FY 2018-2021 STIP to improve highway safety; averaging approximately \$190,625,125 per year.