



STATE TRANSPORTATION BOARD

JULY 2023 COMMITTEE MEETINGS

July 19, 2023



STATE TRANSPORTATION BOARD

Administrative Committee

July 19, 2023



Georgia Department of Transportation

Office of Performance-based Management and Research (OPMR)

Alma Mujkanovic

Office of Performance-Based Management and Research (OPMR)

July 19, 2023





OFFICE ROLE AND PROGRAMS

- Strategic Planning
- Performance Management
- Transportation Asset Management
- Research





PERFORMANCE - BASED MANAGEMENT UNIT



Strategic Planning

Define the strategy and a plan to achieve it



Asset Management

Explain how assets are managed and decisions are made



Performance Management

Measure, monitor, and manage performance

RESEARCH UNIT




Research

Administer and manage Research program




The Office of Performance-based Management and Research (OPMR) collaborates with GDOT offices and districts **to facilitate, support and implement continuous improvements** where strategic planning, asset management, performance management and research drive **Accountability, Efficiency, Transparency, and Innovation.**




Plan Development

- Strategic Plan
- Transportation Asset Management Plan



Performance Management

- 300+ Performance Measures
- Department Dashboard
- Performance Review Meetings



Process Improvement

- Process Improvement Analysis
- Surveys / Focus Groups



Research

- Project Management
- Research Manual
- Research Implementation Report
- Research Peer Exchange Report



Agency's Strategic Planning



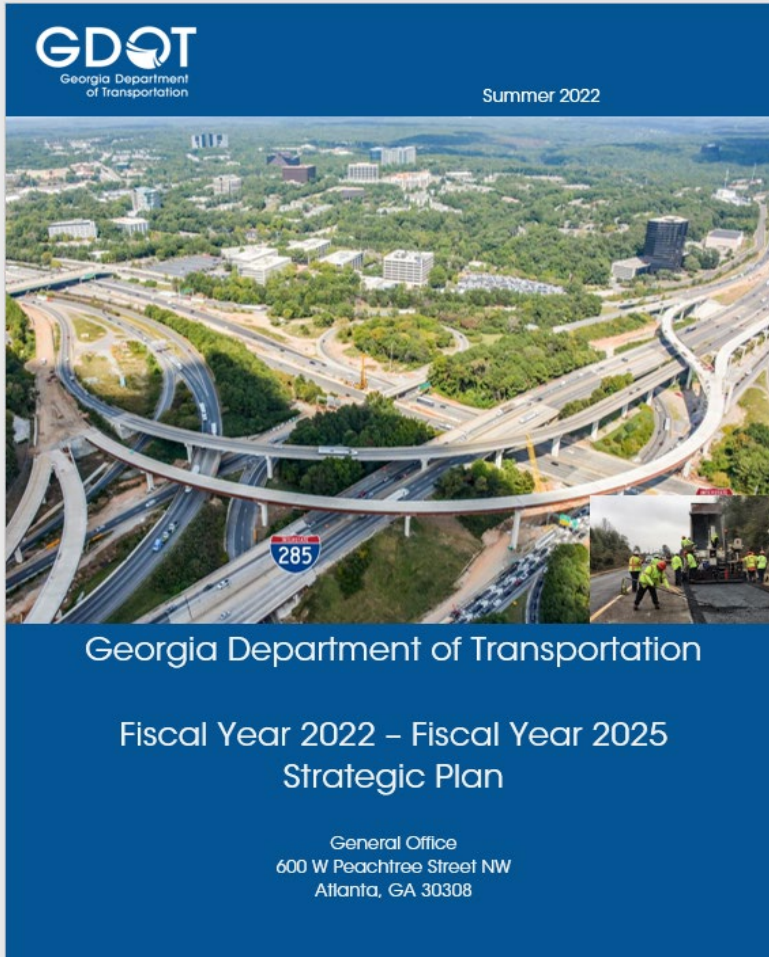


- Strategic Planning is a collaborative process of defining the Department's strategy/direction and the plan to achieve it
- Aligns with **Strategic Goals for Georgia:**
 - Make Georgia #1 for Small Business
 - Reform State Government
 - Strengthen Rural Georgia
 - Put Georgians first



OPMR's Role:

- Partnering with GDOT leadership, offices and districts in the development of the Strategic Plan



STRATEGIC PLAN ELEMENTS

- Vision and Mission
- Goals, Objectives, Action Items
- Performance Measures
- Defined outcomes
- Environmental Scan

4-year plan, updated every year

Mandated by a State law (*OCGA §45-12-73 and §45-12-175*)

Reported to the Governor's Office of Planning and Budget

Strategic Planning vs. Statewide Strategic Transportation Plan (SSTP)



	Strategic Plan	Statewide Strategic Transportation Plan (SSTP)
Developed by:	OPMR	Division of Planning
Outlines how to achieve:	Operationalizes strategic direction of the Department	Makes the business case for transportation investment in the State
Identifies/Evaluates:	<i>Business strategies</i> to meet Department Goals and Objectives	<i>Estimated benefits for Georgia's economy from recommended Investment Plan</i>
Time-frame covered:	4 years	20 years
Submission and approval:	Office of Planning and Budget	State Transportation Board, Governor

Vision
Boost Georgia's competitiveness via leadership in transportation

Mission
Deliver a transportation system focused on innovation, safety, sustainability and mobility

Core Values
Flexible
Open
Committed
Unified
Successful

Goals

- **Streamline Processes and Improve Access** to opportunities for small businesses
- **Utilize Performance-based Management, Innovation, & P3** to deliver GDOT's mission responsibly and more efficiently
- **Provide Multimodal Transportation Development** & infrastructure innovation throughout Georgia
- **Put Georgians' Safety First** through innovation & technology

Objectives and Action Plans

- **Enhance** small business training
- **Identify** opportunities to engage small businesses and the private sector for routine maintenance
- **Identify** and implement improvement initiatives
- **Advance** Georgia's Major Mobility Investment Program
- **Implement** new NAVIGATOR system
- **Evaluate** rural bridge needs
- **Utilize** rail bond program
- **Expand** technology deployments
- **Implement** State Highway Safety Plan and Highway Safety Improvement Plan
- **Develop** and implement Department Safety Plan for employees
- **Enhance** transportation technologies
- **Upgrade** signal technology

Outcomes

- **Increased** small business contract engagement
- **Delivered** routine maintenance program
- **Enhanced** organizational efficiencies through performance reviews
- **Increased** use of innovative contracting and delivery methods
- **Improved** GDOT's call center
- **Authorized** projects as programmed
- **Replaced** rural bridges
- **Increased** aircraft accessibility
- **Increased** freight load capacity
- **Expanded** broadband deployment in rural Georgia
- **Reduced** roadway fatalities and injuries
- **Decreased** worker-related injuries
- **Improved** HERO response time
- **Reduced** planning time index



Helps achieve Georgia's strategic goals



Establishes direction for day-to-day operations



Overcomes isolated planning and operations



Helps prioritize initiatives and resources



Transportation Asset Management



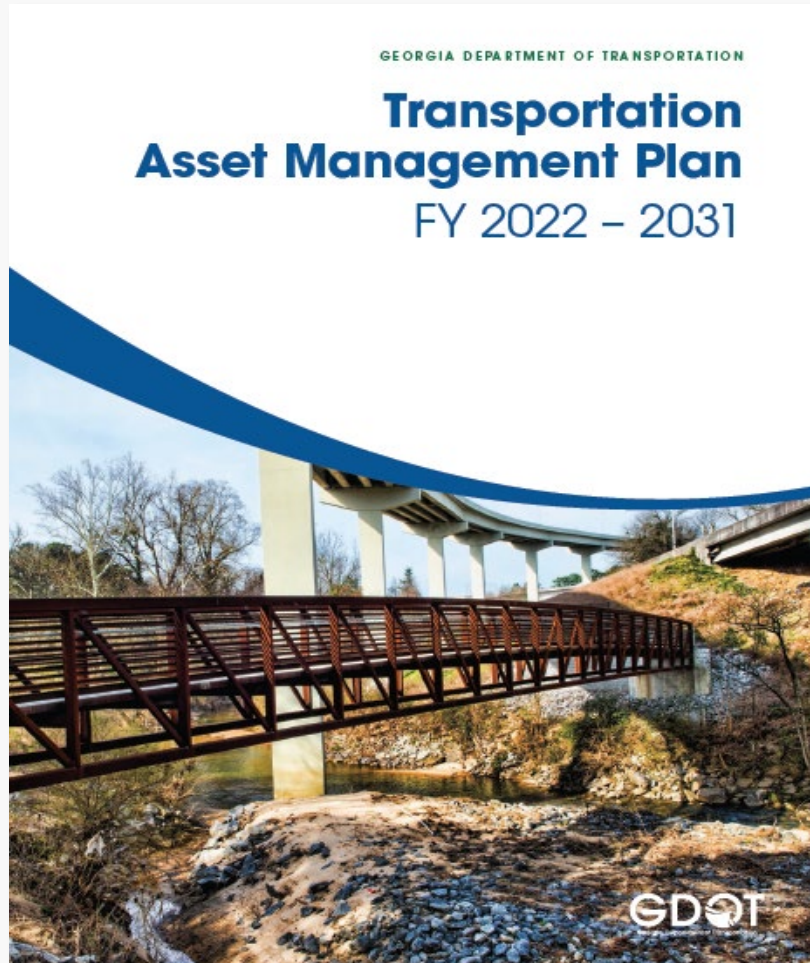


- Transportation Asset Management (TAM) is a data driven approach to cost effectively and efficiently manage our infrastructure while considering risks.
- Aligns with the **National Transportation goals:**
 1. Safety
 2. Infrastructure Condition
 3. Congestion Reduction
 4. System Reliability
 5. Freight Movement & Economic Vitality
 6. Environmental Sustainability
 7. Reduced Project Delivery Delays



OPMR's Role:

- OPMR's Asset Project Manager facilitates the development and implementation of the TAM Plan in coordination with Executive Leadership and with the support of the offices across GDOT.



TAMP ELEMENTS

- Goals and Objectives
- Asset Inventory and Condition
- Performance Measures and Targets
- Life Cycle Planning
- Financial Plan & Investment Strategies
- Performance Gap
- Risk Management

- 10-year plan, updated every 4 years
- Includes NHS Bridges and Pavements
- Mandated by a Federal law (23 U.S.C. 119(e), 23 CFR § 515.9)
- Reported to FHWA



NHS Pavement Inventory and Condition

Interstate Pavement Condition 2021

59% | 40% | <1%

Non-Interstate NHS Pavement Condition 2021

44% | 55% | <1%



7,241
Centerline
miles

NHS Bridge Inventory and Condition

NHS Bridge Condition 2021

79% | 21% | <1%

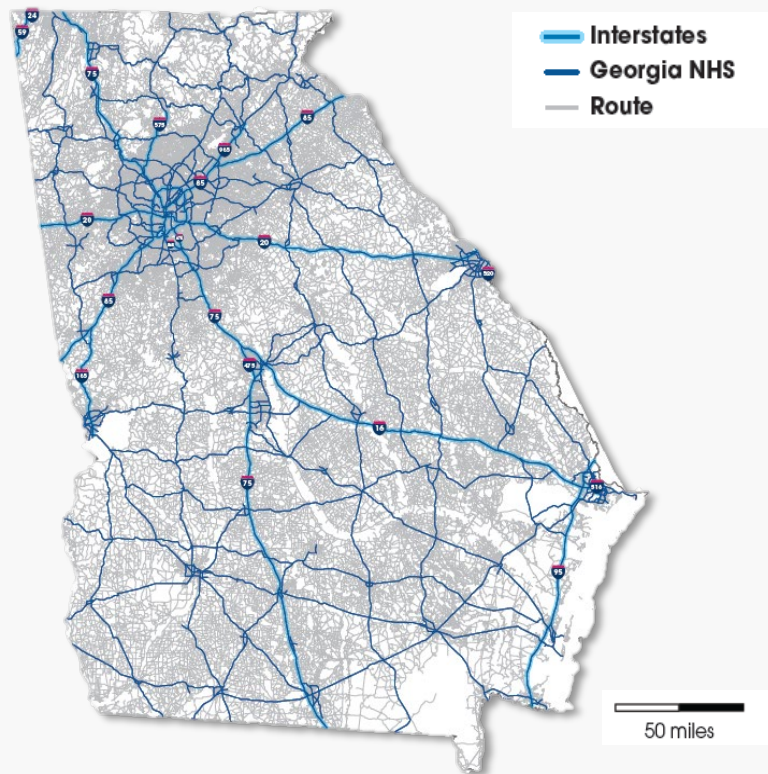


4,089
Bridge
Structures

Good

Fair

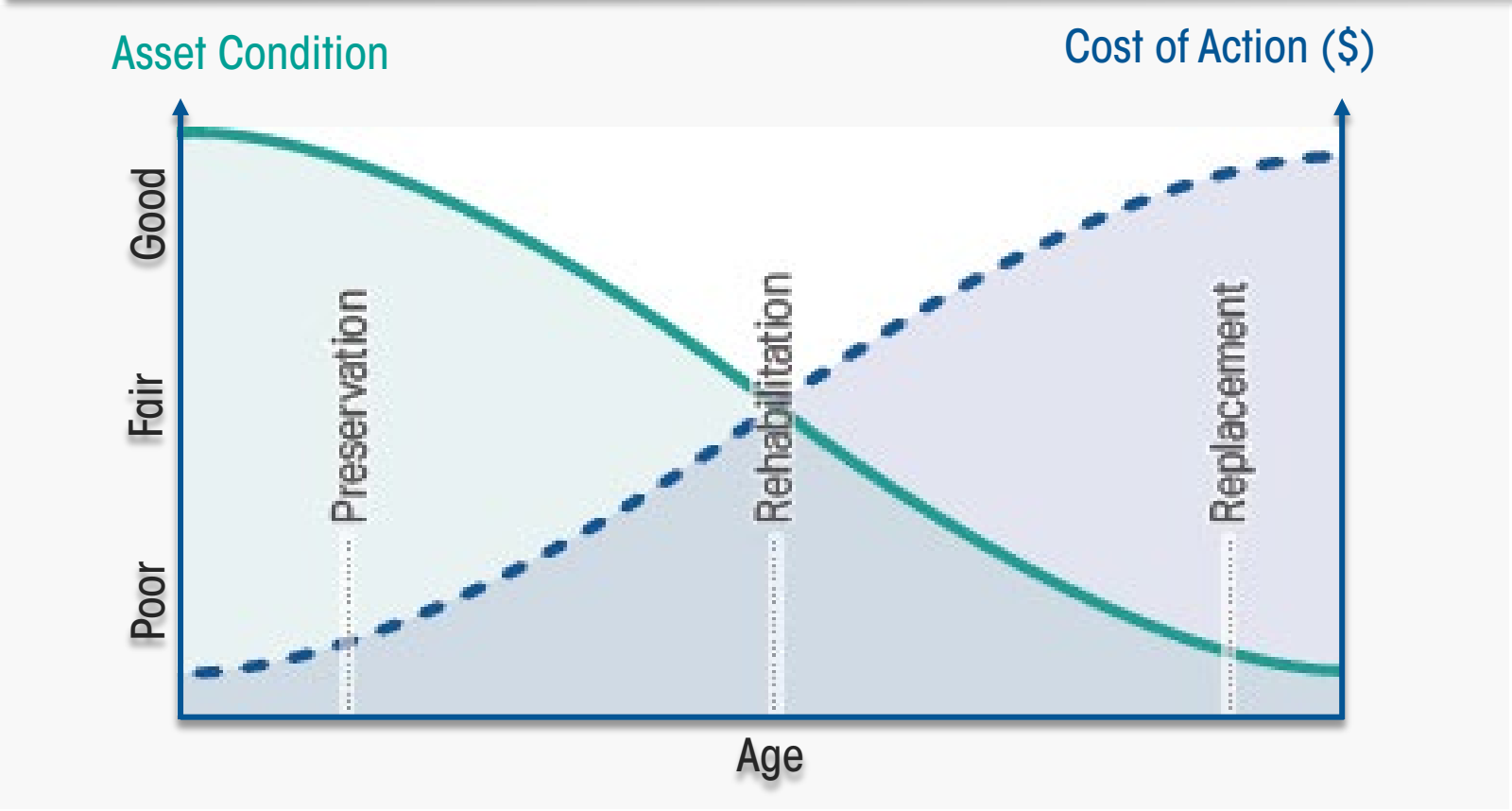
Poor



National Highway System (NHS) - A network on selected principal arterial routes identified as essential for international, interstate and regional commerce and travel, national defense and the transfer of people and goods to and from major intermodal facilities.



Relationship between Asset Conditions and Cost





Helps achieve national outcomes/goals



Increases accountability and transparency



Ensures effective and efficient infrastructure management

**Performance
Management**





- A process of regularly monitoring and evaluating performance and managing its outcomes
- Over 300 performance measures Department-wide used for:
 - Federal and State reporting purposes
 - Assessing internal performance
- Aligns with the achievement of Department's Strategic and Asset Management Plans and Department-wide initiatives



OPMR's Role:

- Assists with the development and reporting of the Department and office-level measures
- Analyzes business processes to identify improvements
- Facilitates performance review meetings



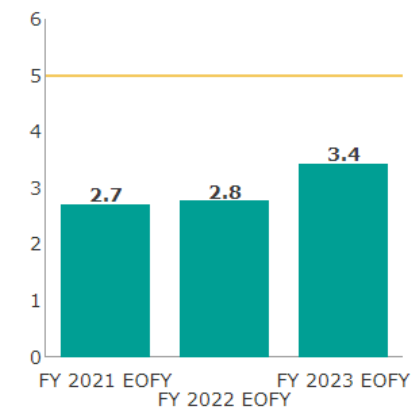
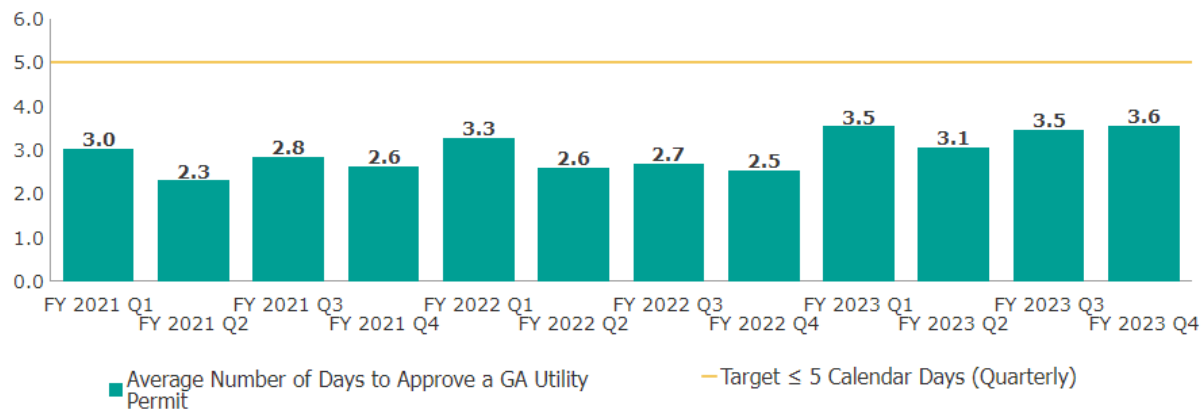
Average Number of Days to Approve a GA Utility Permit

Metric ID : OU-05

Metric Description: This performance measure tracks the average number of calendar days to approve a GA utility permit from receipt to issuance.

Metric Calculation: (Total number of days to approve a permit) / (Total permits approved during the period)

Metric Importance: This measures assures quality customer service by issuing Georgia utility permits in a timely manner.



Performance Dashboard



OCI Ratings

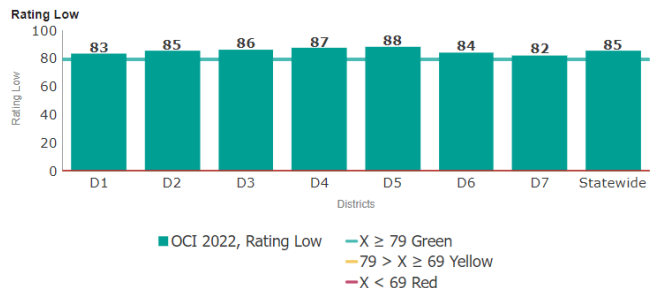
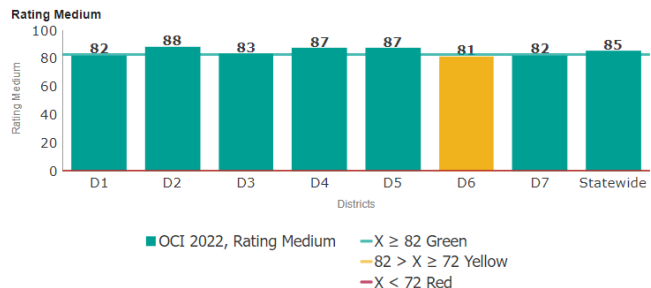
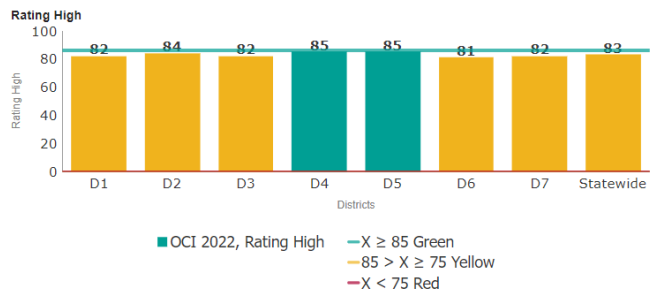
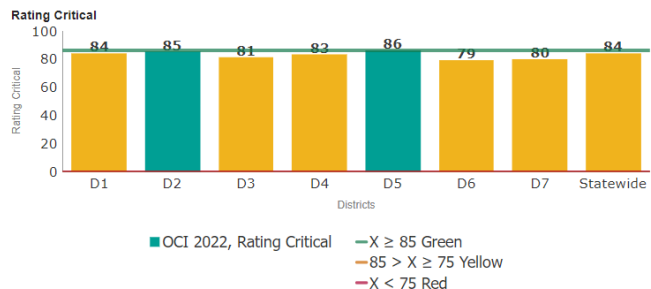
Metric ID : OM-01

Metric Description: This metric evaluates the pavement conditions for: Critical, High, Medium and Low priority routes.

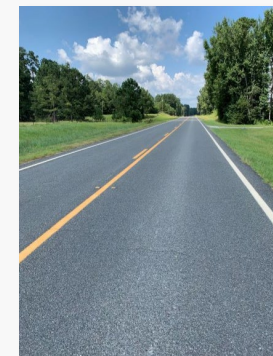
Metric Calculation: Lengthy analysis involving multiple data points.

Metric Importance: Maximizes the effectiveness of limited budget resources by identifying the right project and right treatment types.

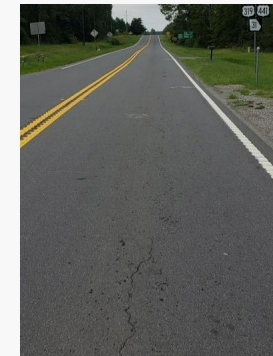
OCI Rating



Index Rating



Good >85



Fair 70 - 85



Poor <70

Route Definition

- **Critical Routes:** Interstates, STRAHNET/ STRAHNET Connectors, State Freight Corridors
- **High Routes:** NHS/Intermodal Connectors, Governor's Road Improvement Program, Georgia Emergency Management Agency Evacuation Routes, Hurricane Evacuation Routes, Annual Average Daily Traffic – High
- **Medium Routes:** U.S. Highways, 4 or More Lanes, Annual Average Daily Traffic – Medium
- **Low Routes:** All Unclassified Routes Including: Less than 4 Lanes



Ensures achievement of goals, objectives and mission



Helps to identify and communicate resource needs on the Department-level



Helps improve processes and performance

Research





Helps GDOT improve its operations



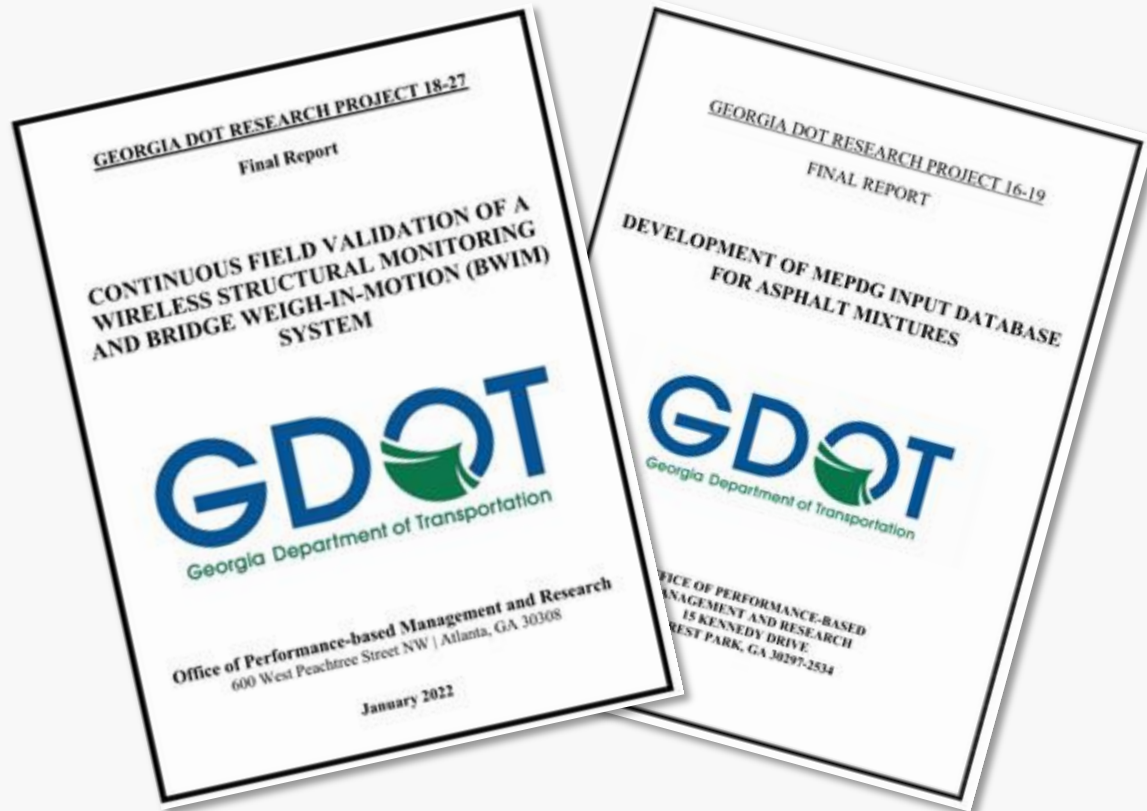
Drives improvements and innovation



Provides opportunities for competitive advantage



Identifies cost-effective solutions to transportation challenges



- Federally Mandated Program (participation in Federal and State Research activities)
- OPMR manages Research projects
- Research conducted primarily by Georgia Transportation Institute
- \$8.2M yearly budget mostly in Federal Funds
- Research Implementation



- Research helps GDOT to improve its operations and processes through strategic, implementable research.
- GDOT Research studies/projects align **in the areas of:**
 1. Policy/Workforce
 2. Safety
 3. Mobility
 4. Asset Management



OPMR's Role:

- Research Project Management (scope, schedule, budget, and quality)
- Ensures active participation in national research activities



Research Project	Office	Cost	Project Duration
Virtual Public Involvement (VPI) Guidance for Encouraging Public Participation and Soliciting Feedback During the Transportation Planning Process	Environmental Services	\$120,000	21 months
Implementation of a Geotechnical Asset Management Program in the State of Georgia	Materials and Testing	\$257,266	24 months
Incorporating Resilience Considerations in Transportation Planning, Transportation Systems Management & Operations (TSMO), and Asset Management	Planning	\$499,895	36 months
Guidelines for Incorporation of Cement Stabilized Reclaimed Base (CSRB) in Pavement Design	Materials and Testing	\$163,000	30 months



- Trailer



- 4 HD cameras

- Research Project: “Extended Field Testing and Enhancement of a Portable Pedestrian and Cyclist Detection System”
- Automated detection and monitoring
- Detection of cyclists, vehicles, and pedestrians above 90% accuracy



- CTAG (Concrete tag) is a barcode for concrete samples
- CTAG allow field sample scanning and recording, preventing sample loss and establishing a chain of custody

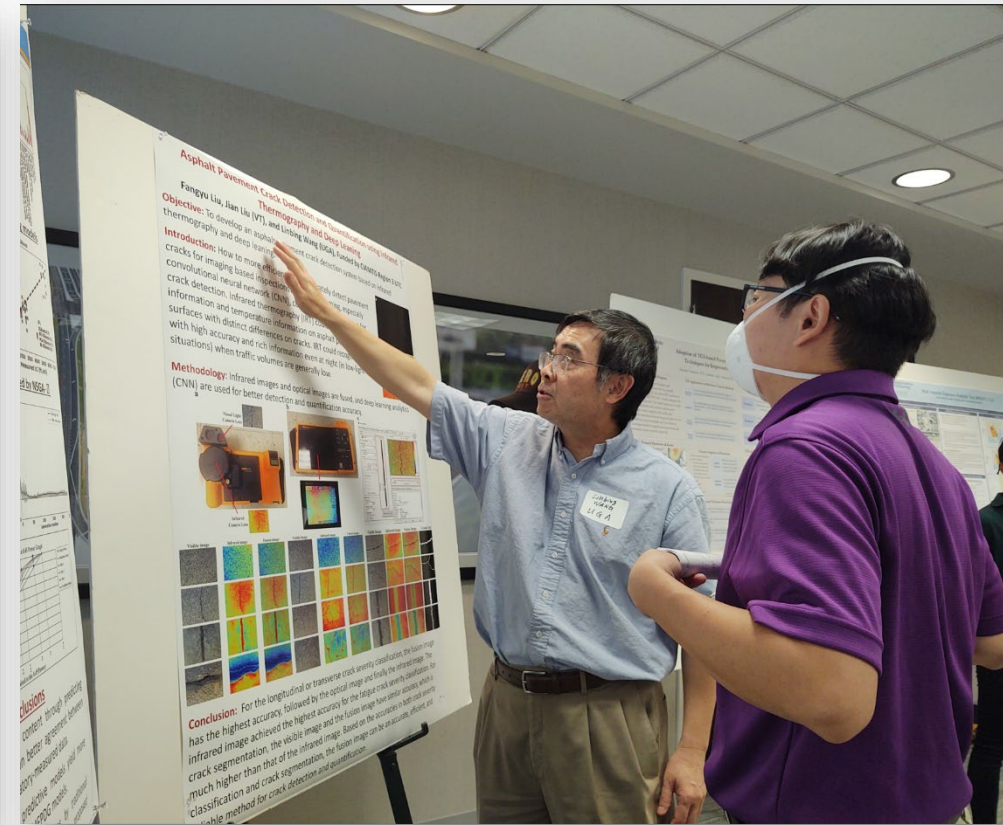


Research Development of an Apple app for GDOT AASHTOWARE Project



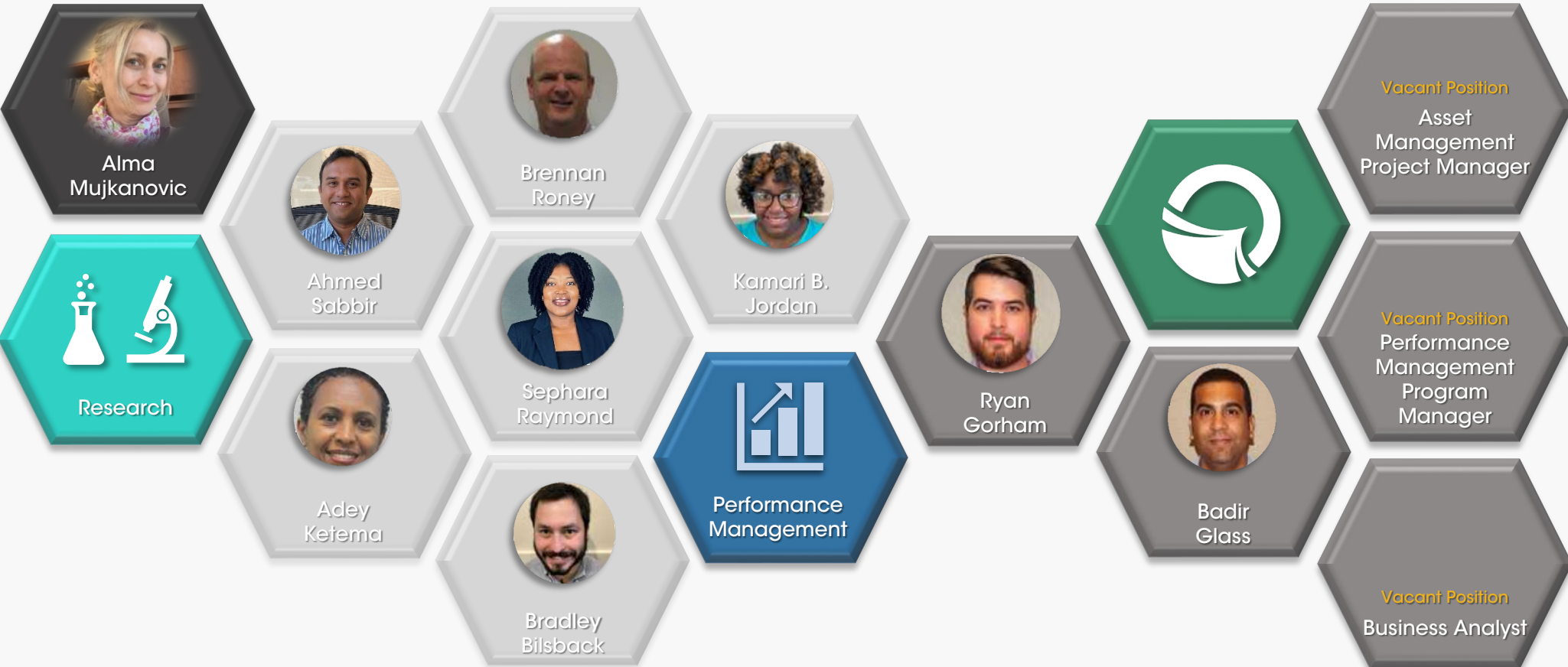
- Mobile application developed to use phone's cameras as a barcode scanner to create samples, create field measurements, and track the chain of custody of the sample.
- Information from the mobile application can be uploaded to GDOT's AASHTOWare Database

Upcoming: Annual Research Expo



- **September 27, 2023** – Annual Research Expo/Poster Session held at One Georgia Center
- GDOT and Academia come together to meet, network and discuss research
- Around 70 posters are planned to be displayed

OPMR TEAM



Questions?

Alma Mujkanovic
Office of Performance-Based Management and Research





STATE TRANSPORTATION BOARD

Committee of the Whole

July 19, 2023



Mileage Based User Fee (MBUF) Pilot Project

Joshua L. Waller

Director of Policy & Government Affairs

July 19, 2023

Overview

- **What?**
- **Why?**
- **How?**
- **And, what?**

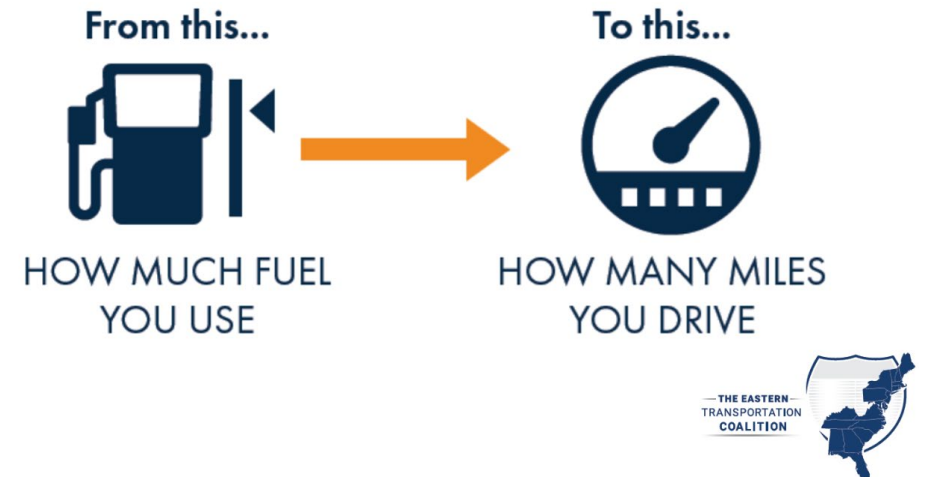


Mileage-Based User Fee (MBUF)?

What is an **MBUF**?

A mileage-based user fee, or MBUF:

- Charges drivers for the number of miles traveled, not on how much fuel is purchased
- Re-creates a link between how much drivers pay and how much they drive



Similar Terms:

Vehicle Miles Traveled (VMT)
Road User Charge (RUC)
Pay Per Mile

Why an MBUF Pilot Project?

To evaluate its **effectiveness** in the **long term** as one way to **preserve the principle** of a sustainable **user fee-based way** to **fund transportation** with the increased adoption of:



EPA combined/city/highway: 37/33/42 mpg

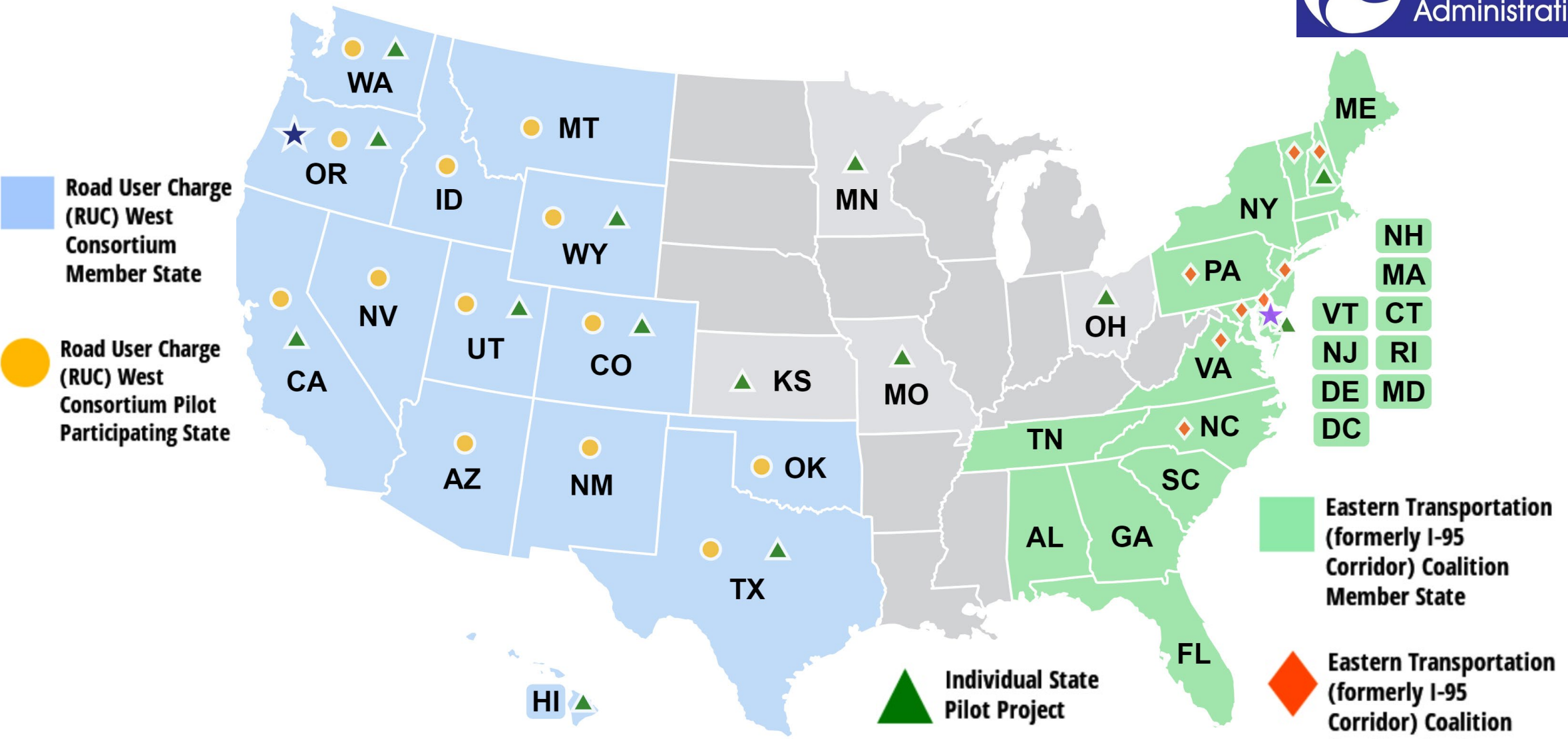


EPA combined/city/highway: 36/32/41 mpg

A National Conversation about the Future of Transportation Funding



Pilots & Programs Across the U.S.



Who is The Eastern Transportation Coalition (TETC)?

Overview of TETC MBUF Work

NATION'S FIRST MULTI-STATE & NATIONAL TRUCK PILOTS

THE EASTERN
TRANSPORTATION
COALITION



9 Passenger Vehicle Pilots*
*5 general public and 4 stakeholder

2,700+ Passenger Vehicles
14 States Represented Among Participants
3,000+ Public Opinion Survey Respondents

Completed
4 of 6
awarded grants

3 Commercial Vehicle Pilots

500+ Commercial Trucks
19M Miles traveled
48 States Traveled + Canada

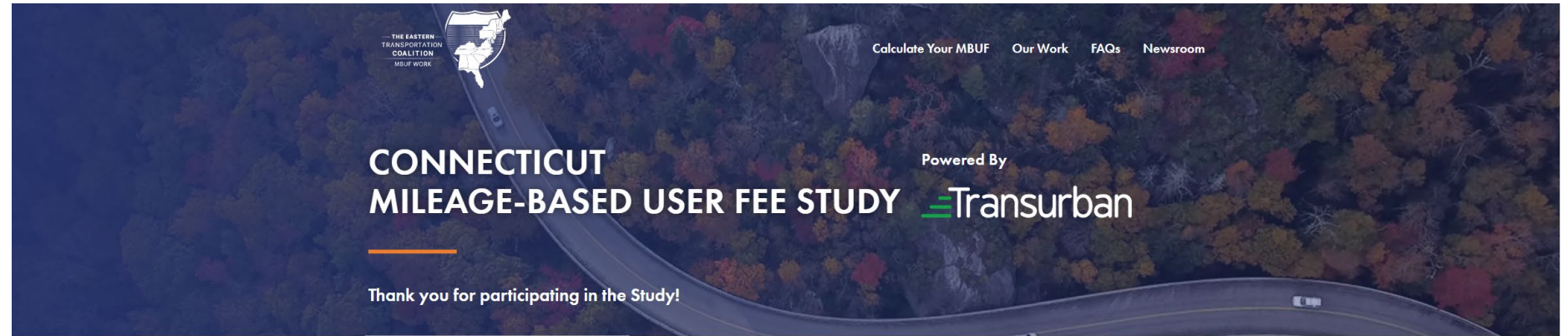
Participant Surveys & Focus Groups | Geographic & Socioeconomic Equity Analysis | Tolling, Congestion Mitigation & Rate-Setting Studies

Participant Surveys & Interviews | Motor Carrier Working Group | Rate-Setting Studies

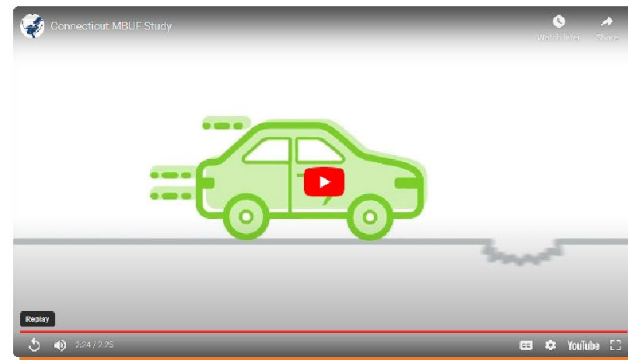
Pilot & Surveys Timeline

- **2023 Q3/Q4—Sign-up ~ 150 Stakeholders**
- **2023 Q4—4-Month Pilot & Public Surveys**
- **2024 Q1/Q2—Preliminary Analysis**
- **2024 Fall—Final Report**

Example TETC Web Resource for Pilot Participants



WHAT IS THE STUDY?



DRIVE

As a participant, continue to drive as you normally do! Your **Transurban dashboard** will collect and manage your daily mileage and fuel use.

The Study has strict privacy protection measures to safeguard your data, such as:

- Limiting the amount of personal information required for participation.
- Prohibiting the sale of data to any third-party entities.
- Requiring all personal identification data to be destroyed after the Study.
- Giving participants the option to opt out of GPS (location-based) services.
- Providing a participant agreement that states what will be collected, and how it will be used and then destroyed.

In addition, you will receive monthly statements to show how many miles you drive and the cost difference between a traditional fuel tax and a Mileage-Based User Fee approach. **No actual money is involved or exchanged.**



ENROLL

The Study has reached its goal of 150 participants and enrollment is now closed. If you weren't able to join this Study, but are interested in future opportunities, please email us at Connecticut@MBUFstudy.org to be added to a list.



INSERT

If you have already enrolled and selected a device (with or without GPS) for your mileage-based reporting option, you should receive the device in the mail within three business days. If you did not receive it or have questions, please contact us at 475-252-2220 or Connecticut@MBUFstudy.org.

After your device is inserted (or once your embedded telematics is activated), you will receive your first of two participant surveys emailed to you from Connecticut@MBUFstudy.org. Please mark this email as a safe sender in your email account to ensure you receive it.



RETURN

If you opted in to receive a plug-in device (with or without GPS) as your preferred mileage reporting option, return the device in early November 2023 (a prepaid shipping label will be sent out at the completion of the Study).

If you opted for in-vehicle telematics, you don't need to worry about this step.

Participants will be sent a Final Participant Survey shortly after the Study is completed.

Participants Choice and Potential Options



Pilot Participation and Experience

- Participant agreement enables reporting choice and underscores privacy safeguards.
- Previous pilots results asked passenger vehicle participants about their privacy concerns:
 - Before the pilot—52% concerned.
 - ✓ **After the pilot—7% concerned upon realization of robust privacy practices.**

What is the GDOT MBUF Pilot?

- **Informational** (participants will not pay taxes differently)
- **150** volunteer stakeholder **participants**
- Participants **select their choice** of reporting option
- 4-month pilot period plus public surveys
- Evaluate **results** from **participant surveys & focus groups**

Wrapping Up





District 2 Update

Corbett Reynolds

Director of Field Services

July 19, 2023

Agenda

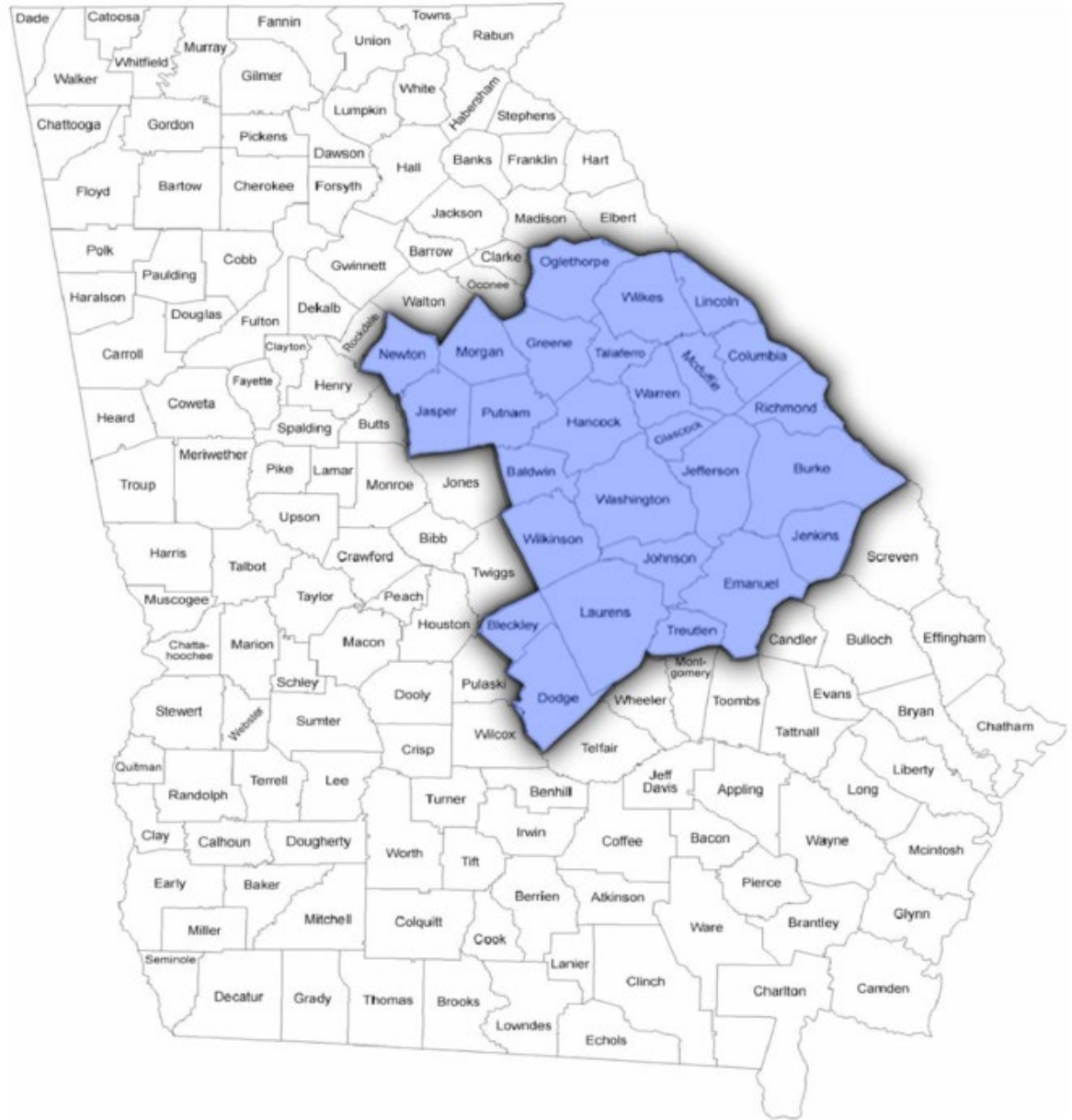
- District 2 Overview
- Operations
- Program Delivery
- Construction Projects
- Quick Response



District 2 Overview

East Central Georgia

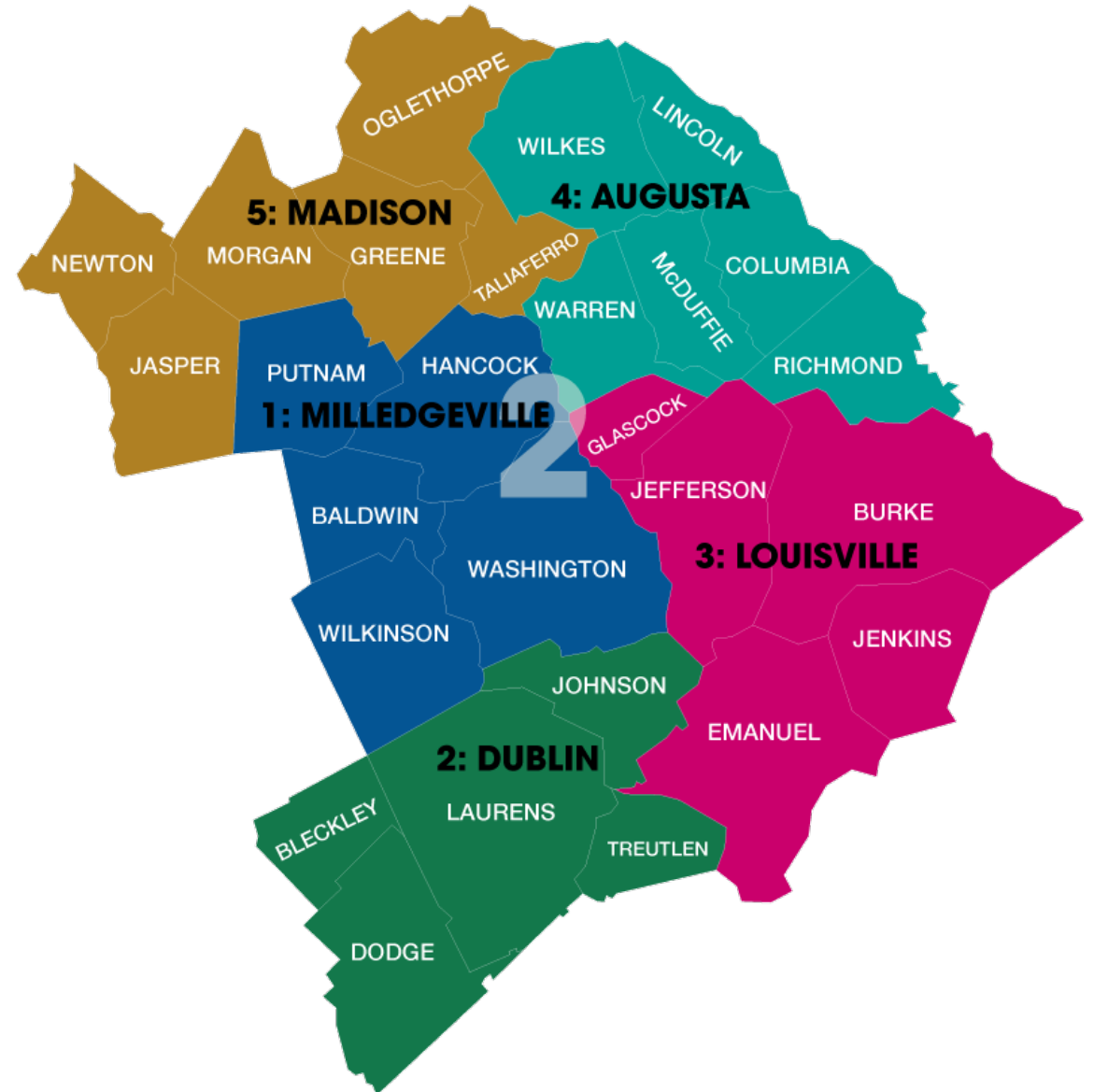
- 27 Counties
- CD's 4, 8, 10, & 12
- 7,772 Lane miles
- 3162 SR CL miles
- 187 Interstate CL miles
- 1862 Bridges



District 2 Overview

East Central Georgia

- 422 Full Time Employees
 - 9 Summer Interns
- 63 Vacant Positions
- 2021 = 24.5% vacant
- Today = 13% vacant
- Average Tenure - 10 years
- 43 employees eligible to retire within next 5 years



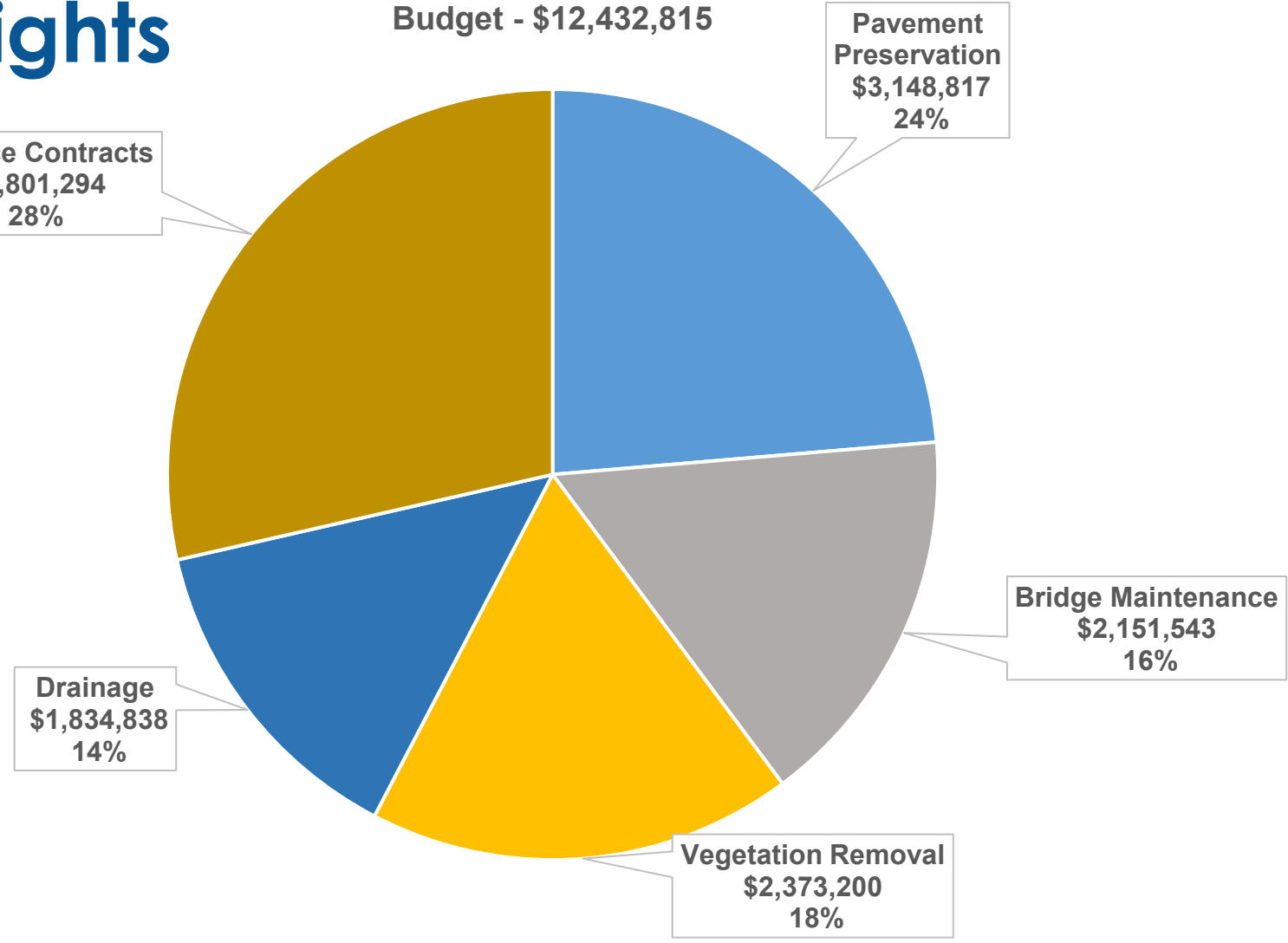
District 2 Overview

Community Outreach



Maintenance Highlights

FY 23
Budget - \$12,432,815



- **FY 23 ITB**
 - Awarded \$13.31M
 - 15 Projects Awarded

Maintenance Highlights



Approach Slab Repair

Vegetation Management



Maintenance Highlights

Pavement Preservation



Maintenance Highlights



Clean & Restore Ditches

Shoulder Building



Maintenance Highlights

Signing/Marking



Cable Barrier Repair

Maintenance Highlights



**Emergency Operations
Middle Georgia Tornadoes**



Traffic Ops Highlights



Signal Maintenance



Encroachment Permits

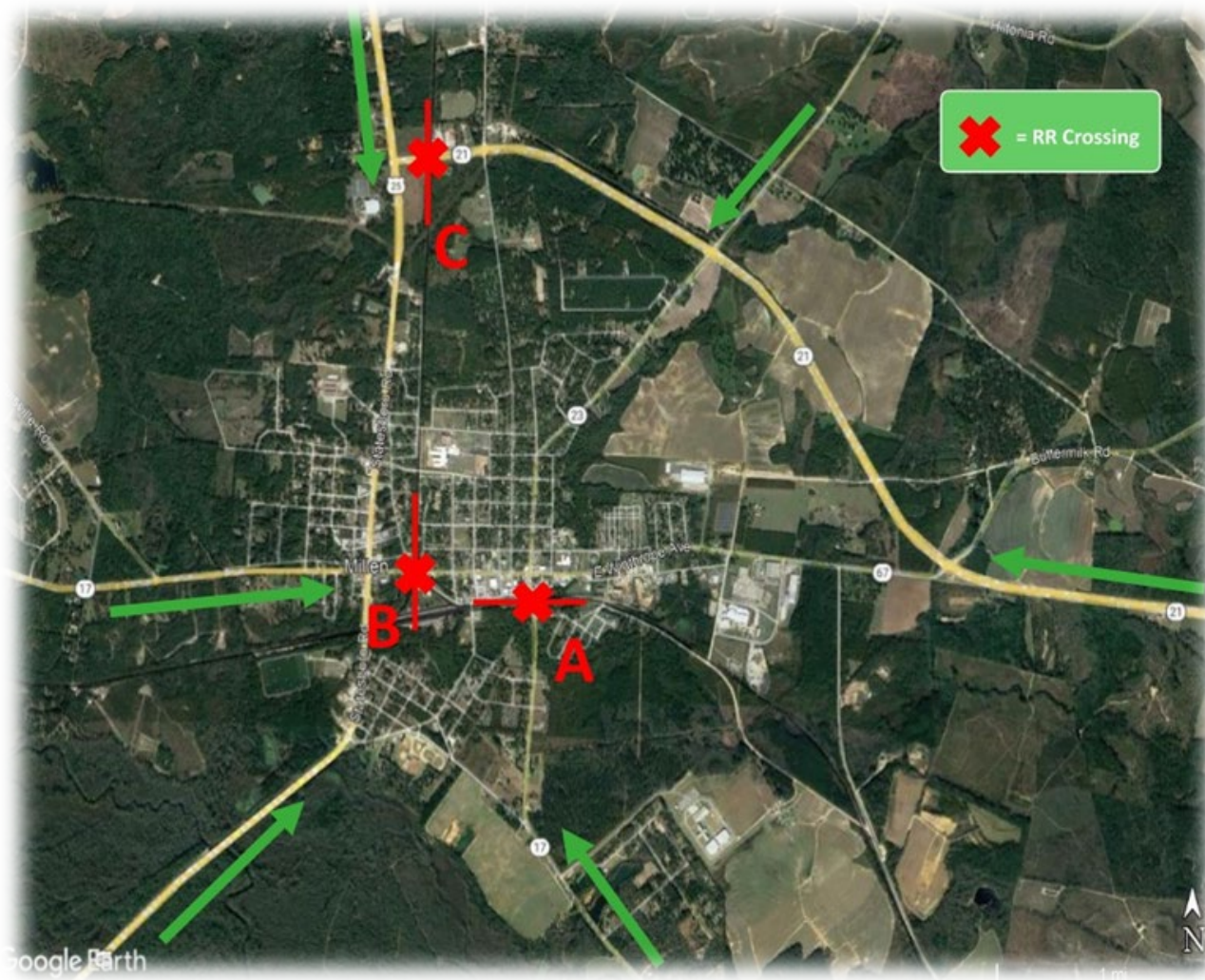
**Regulations for Driveway
and Encroachment Control**



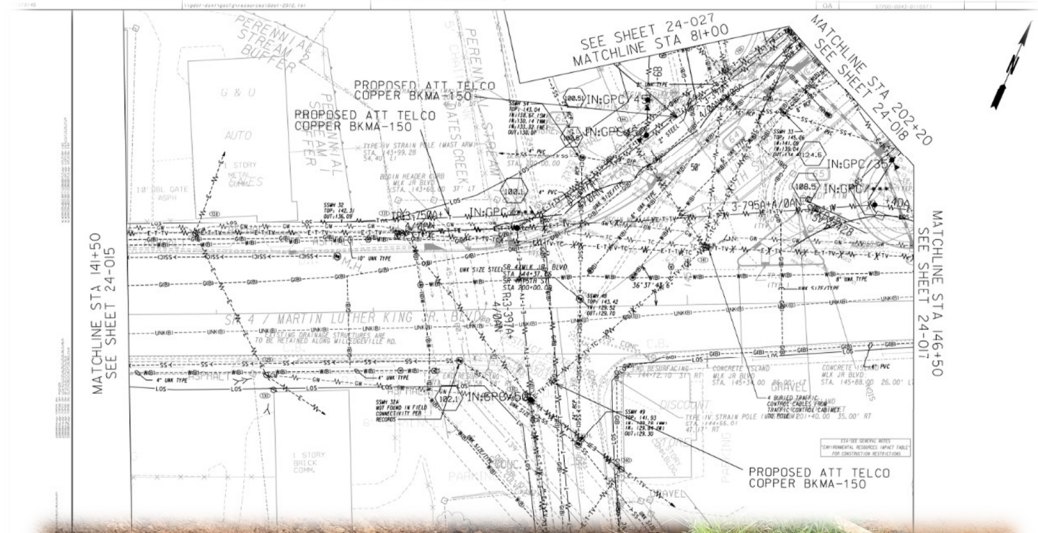
2/10/2023
Revision 5.4
Atlanta, GA 30308

Traffic Ops Highlights

Millen Railroad Crossing Project

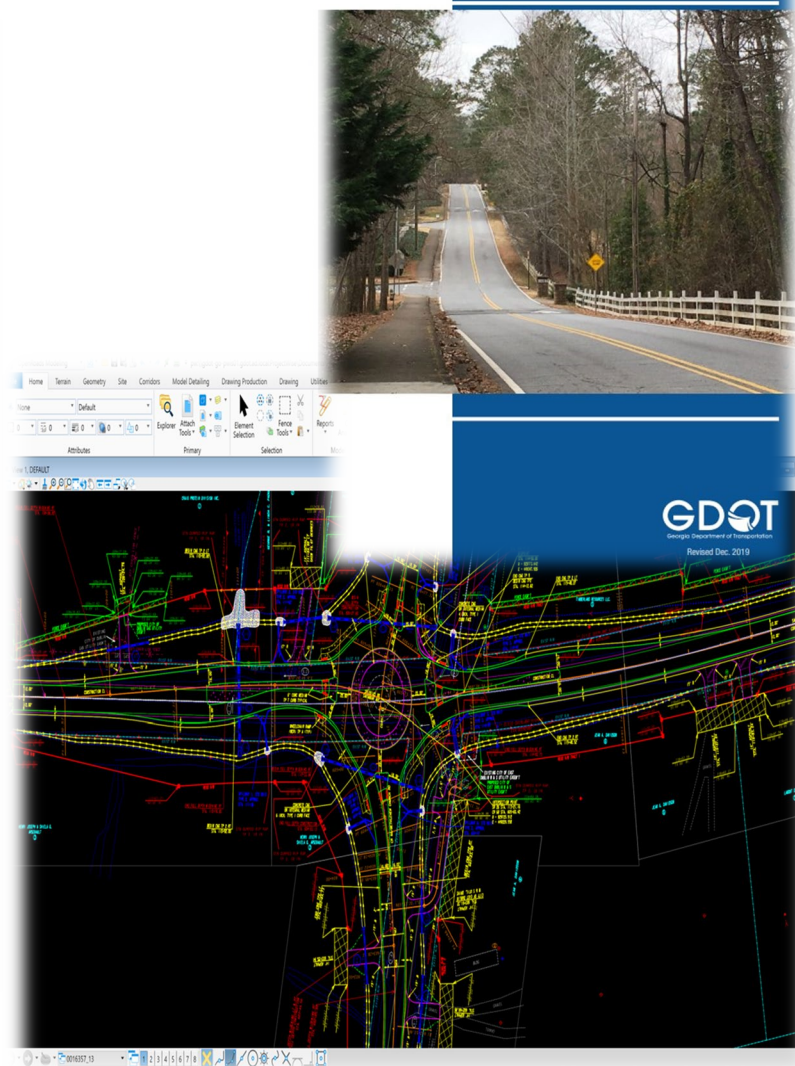


Utilities Highlights



Preconstruction Highlights

What Happens If Your
Property is Needed For A
Transportation Facility



Construction Update

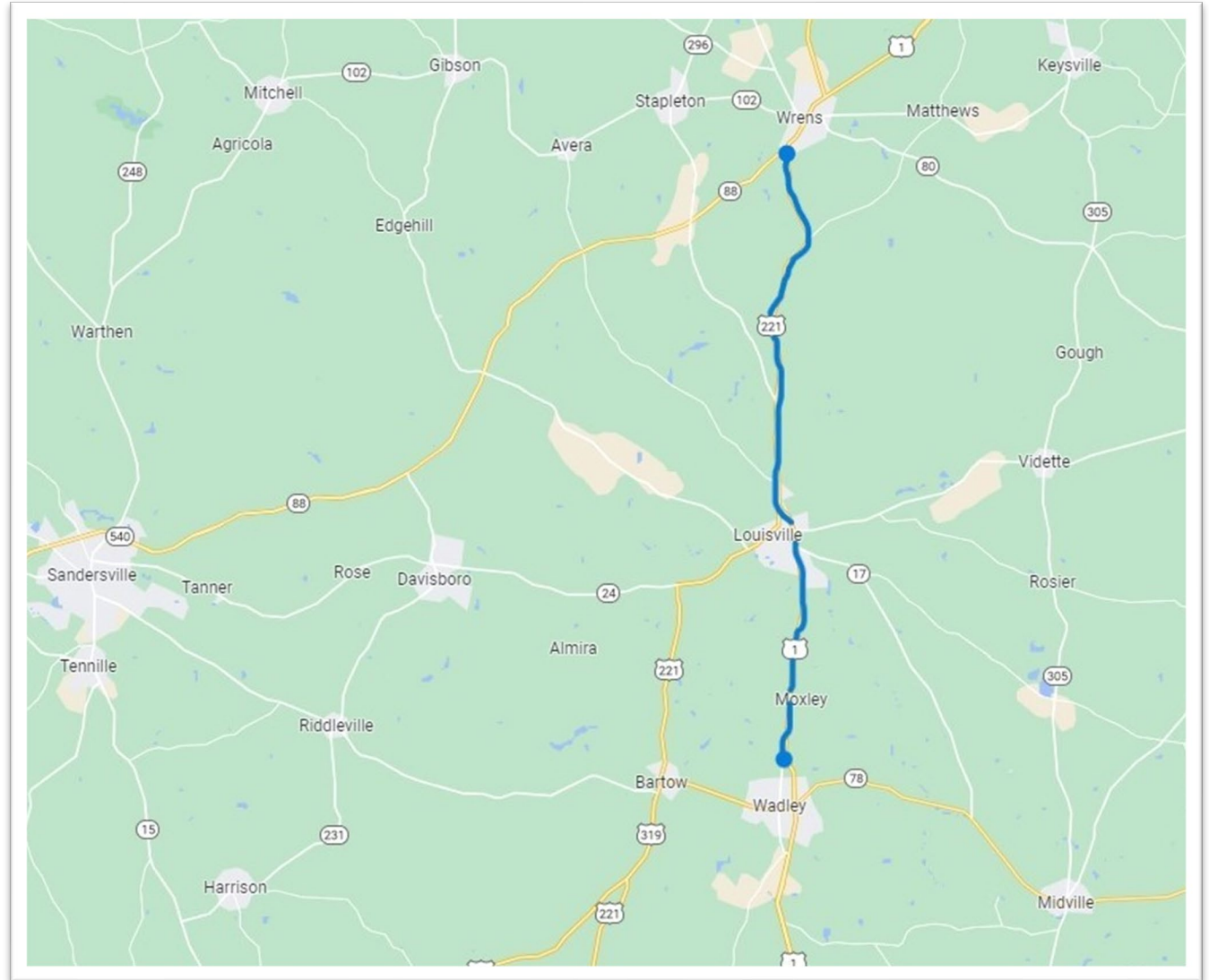
- \$459,128,651.39 Active Projects
- 76 Active Construction Projects



Construction Update

US 1 Corridor Jefferson County

- **4 projects**
- **21.82 miles**
- **6 Bridges**
- **3 Prime Contractors**
- **\$129,501,917.97**



Construction Update

222120 Jefferson



222150 Jefferson



Construction Update

222160 Jefferson



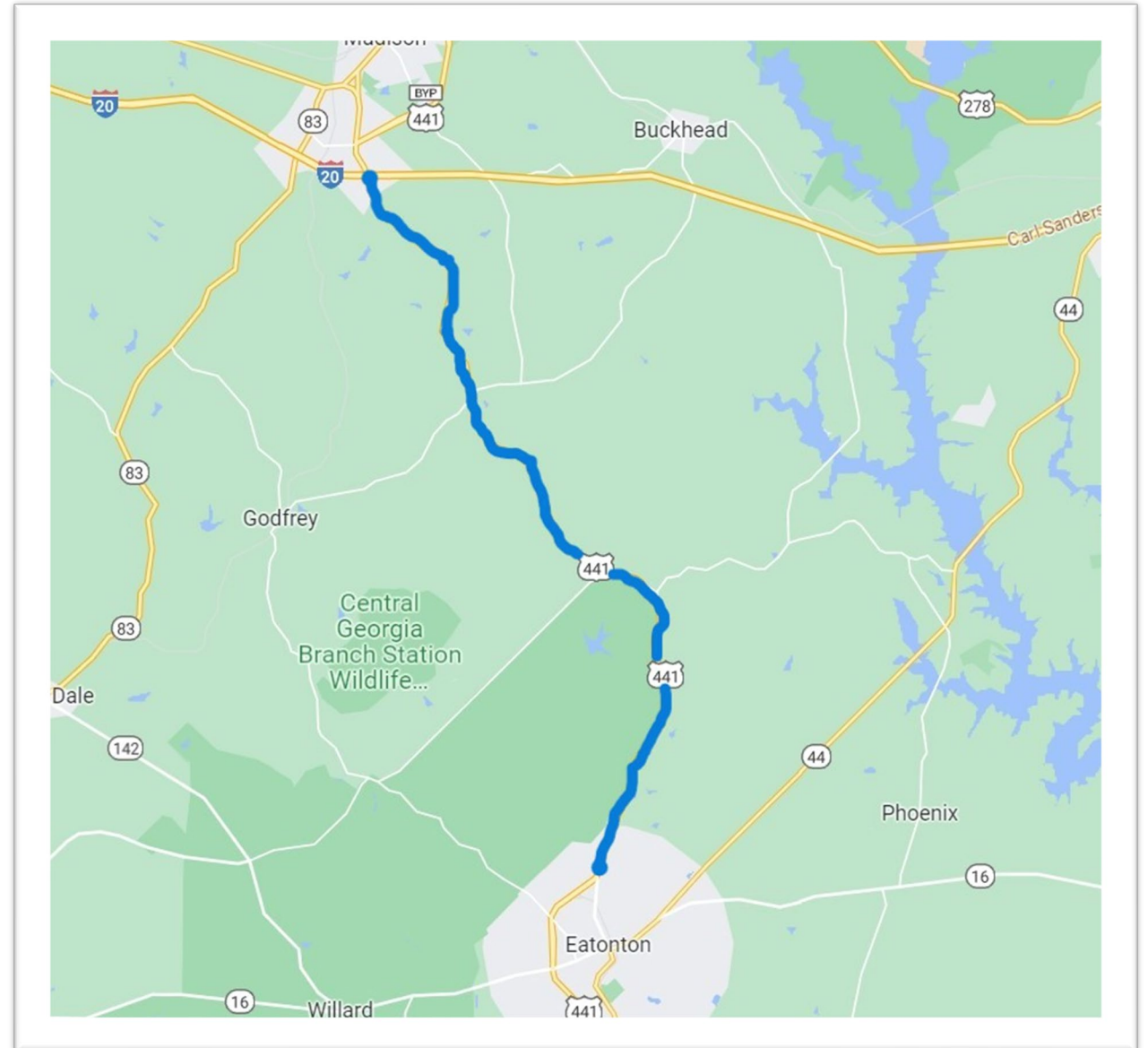
222170 Jefferson



Construction Update

US 441 Corridor Morgan & Putnam Counties

- 2 projects
- 17.724 miles
- \$102,790,416.55
- ER Snell Contractor, Inc.



Construction Update

0013615 Putnam



0013614 Morgan



Quick Response

- 9 Total Projects in FY 23
- \$1,493,196.12



Questions?



Implementation of H.B. 189 and Required Bridge Postings

Andrew Heath, P.E.
Deputy Chief Engineer
July 19, 2023

As a Reminder – HB 189

- Allows **10% variance** on gross vehicle weight & axle weights (up to **88,000 lbs**):
 - (1) Applies only to certain commodities;
 - (2) Does not apply in the 13 counties within the ATL Authority’s jurisdiction;
and
 - (3) Expires on July 1, 2025.
- Applicable commodities: forest products, live poultry, cotton, feed, poultry waste, “agricultural or farm product”, “**agricultural finished goods,**” or “**recovered materials to processing facility.**”
- Permanently restructures the fines for weight violations by type and in tiers; Authorizes local law enforcement to enforce on local roads and bridges

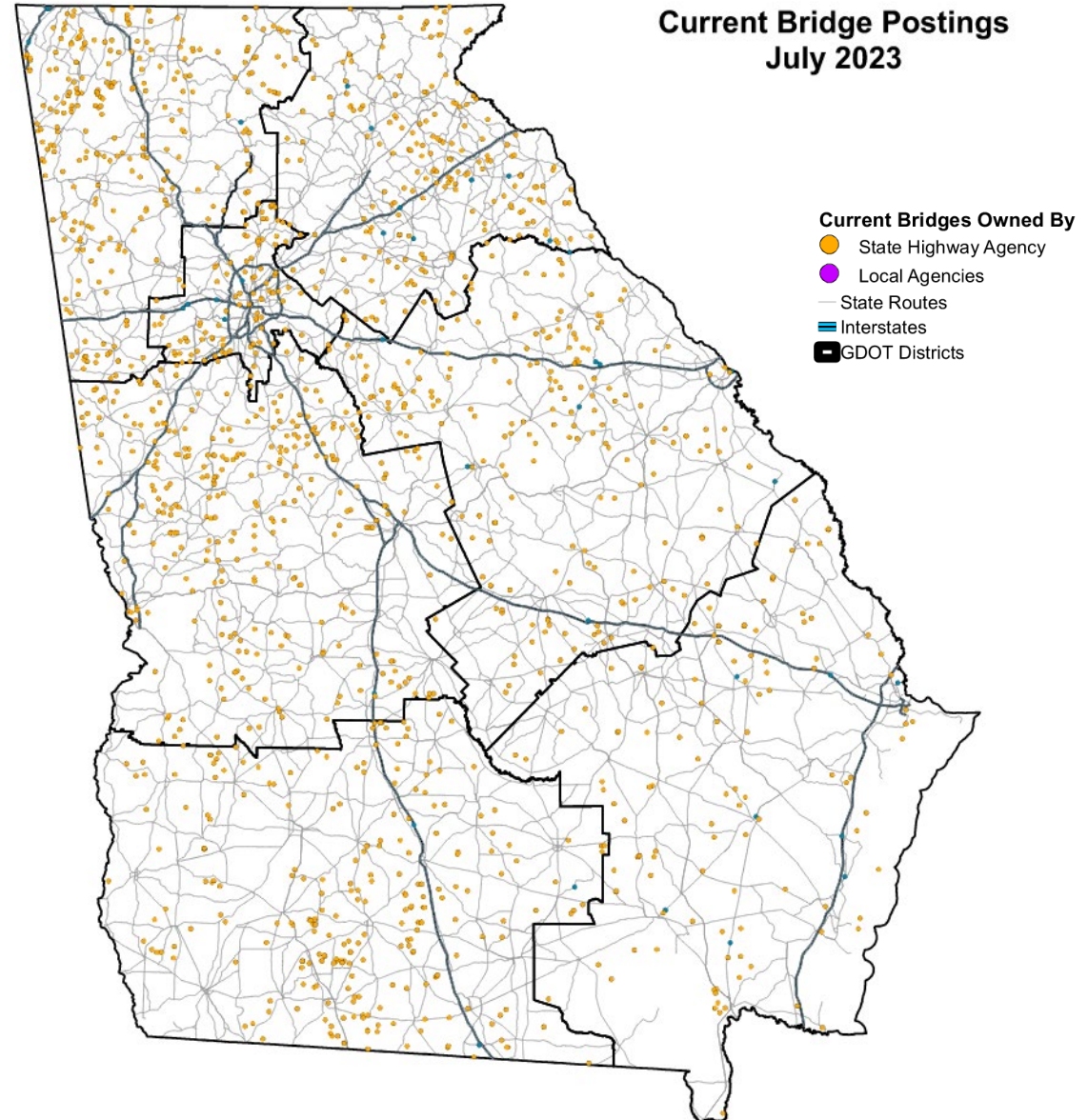
HB 189 Implementation – Key Dates

- 4/13/23 -- Letter sent to FHWA informing of potential law change upon passage by House/Senate.
- 5/3/23 – HB 189 Signed by Governor; Effective Upon Signature
- 8/3/23 - Per 23 CFR 650.313(k)(2), due date for completion of required load rating of all structures per change in law.
- 9/2/23 – Per 23 CFR 630.313(1)(2), due date for required posting of all structures based on results of load rating within 30 days of determination of need

Note: Postings must be completed for both State and Locally owned structures.
Receipt of Federal-aid funds within a state or local jurisdiction is conditional on compliance.

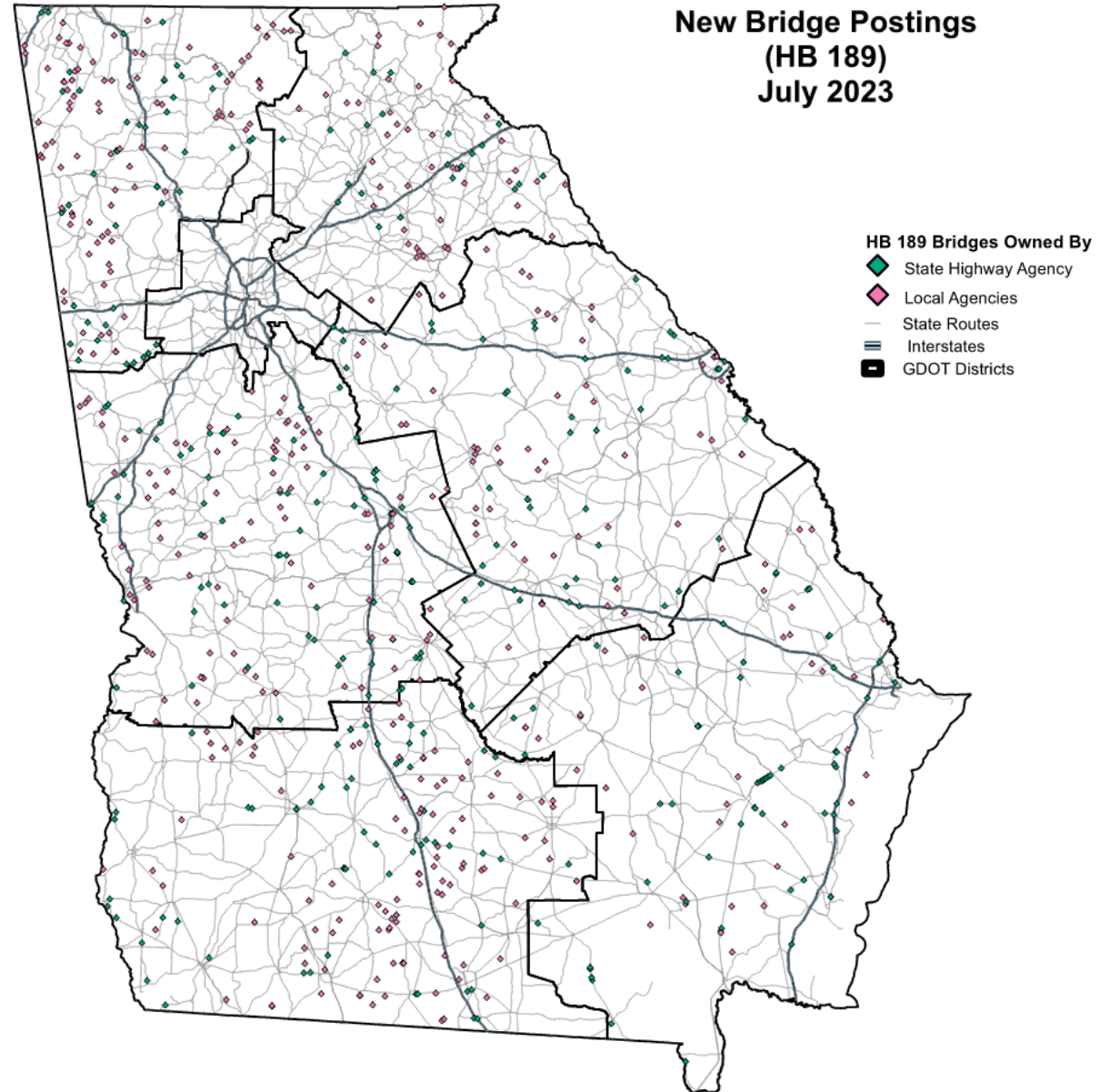
Current Bridge Postings – Pre HB 189

- 1,363 Current Bridges Posted
 - 41 State Owned
 - 1,322 Local Owned



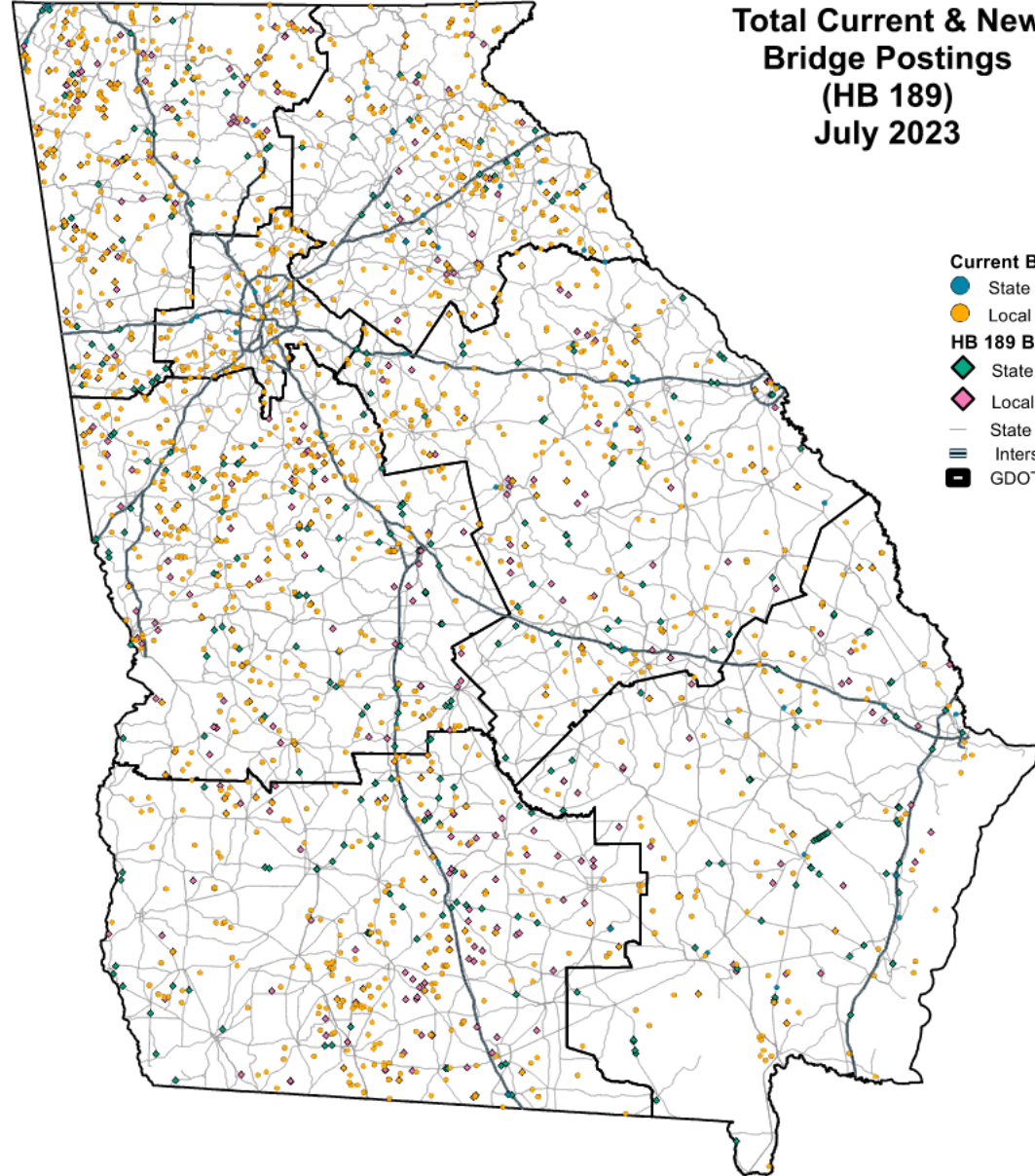
New Bridge Postings – HB 189

- 733 New Bridge Postings
 - 306 State Owned
 - 427 Local Owned



Current and New Bridge Postings

- 2,096 Total Current and New Postings
 - 347 State Owned
 - 1,749 Local Owned



H.B. 189 Implementation – Next Steps

- Finalize Completion of Load Rating Analysis per Deadline. Official Notifications and postings are occurring in advance of below dates
- Notify all Local Governments of required postings for locally owned bridges no later than CFR deadline (8/3/23)
- Ensure all postings in-place for both state and locally owned bridges no later than CFR deadline (9/2/23)
- Posting of GDOT signs underway by Districts. GDOT installing and fabricating ~1,500 signs.
- Notify Department of Public Safety of new in-place postings for truck weight enforcement and Oversize/Overweight Routing





Questions?

Andrew Heath, P.E.
Deputy Chief Engineer



STATE TRANSPORTATION BOARD

JULY 2023 COMMITTEE MEETINGS

July 19, 2023