PERFORMANCE MANAGEMENT AND PERFORMANCE MEASURES

Table of Contents

Hinesville Area Metropolitan Planning Organization
Transportation Improvement Program
System Performance Report
(updated December 10, 2020)

Background

Pursuant to the Moving Ahead for Progress in the 21st Century Act (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 Hinesville Area Metropolitan Planning Organization Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) was adopted on August 10, 2017. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the Hinesville Area Metropolitan Planning Organization FY 2018-2021 TIP is included, herein, for the required Highway Safety/PM1 performance measures.

Highway Safety/PM1

Effective April 14, 2016, the FHWA established the highway safety performance measures[2] to

2 23 CFR Part 490, Subpart B
3 https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/

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 2020 and are based on a five-year rolling average (2014-2018). Georgia statewide safety performance targets for 2020 are included in Table 1[3]. The Hinesville Area Metropolitan Planning Organization adopted/approved the Georgia statewide safety performance targets on November 16, 2017, November 8, 2018, February 14, 2019, and December 10, 2020. Statewide system conditions for each performance measure are also included in Table 1. System conditions reflect baseline performance, which for this first system performance report is the same as the current reporting period (2012-2016).

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.

National Safety Performance Measures	Baseline GDOT Safety Targets (2012 – 2016*)	2018 GDOT Safety Targets (2014 – 2018*)	2019 GDOT Safety Targets (2015 – 2019*)	2020 GDOT Safety Targets (2016 – 2020)	2021 GDOT Safety Targets (2017 – 2021*)
Number of Fatalities	1,305	1,593	1,655	1,698	1,715
Rate of Fatalities per 100 million VMT	1.148	1.32	1.31	1.28	1.23
Number of Serious Injuries	1,745	19,643	24,324	24,094	6,407
Rate of Serious Injuries per 100 million VMT	15.348	16.3	18.9	21.8	4.422
Total Number of Non-motorized Fatalities &Serious Injuries	1,138	1,027	1,126	1,163	686.50

The Hinesville Area Metropolitan Planning Organization 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 TIP 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 (SHSP), the Georgia Highway Safety Improvement Program (HSIP), the current Georgia Statewide Transportation Plan (SWTP), and the current Hinesville Area Metropolitan Planning Organization 2045 Metropolitan Transportation Plan (MTP).

- 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

2 23 CFR Part 490, Subpart B
3 https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/

be carried out across Georgia.

- The GDOT HSIP annual report provides 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.

- The Hinesville Area Metropolitan Planning Organization 2040 MTP increases the safety of the transportation system for motorized and non-motorized users as required by The Planning Rule. The MTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements.

To support progress towards approved highway safety targets, the FY 2018-2021 TIP includes a number of key safety investments. A total of $2,098,000 has been programmed in the FY 2018-2021 TIP to improve highway safety; averaging approximately $524,500 per year.

	2018	2019	2020	2021
Hinesville MPO	**$505,000.00**	**$531,000.00**	**$531,000.00**	**$531,000.00**

2 23 CFR Part 490, Subpart B
3 https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/

HAMPO Transportation Performance Management Targets
November 20, 2018 (updated December 10, 2020)

The use of Transportation Performance Management (TPM) provides agencies with a framework for incorporating performance data into making decisions regarding transportation investment to meet the goals and objectives established for the region. This provides accountability and added transparency to the transportation planning process.

The Fixing America's Surface Transportation Act (FAST Act) prescribed the national goals for performance management to be included in the MPO and State Transportation Plans. These organizations are required to coordinate to develop measures and targets for transportation plans in the areas or safety, interstate and NHS pavement condition, interstate and NHS bridge condition, system reliability, freight reliability, peak hour excessive delay, total emissions reduction and transit asset management:

- PM1: Safety Performance Measures – Initial Targets Due February 27, 2018; annually thereafter
- PM2: Pavement and Bridge Condition on Interstate and non-Interstate NHS roads – Initial Targets Due November 12, 2018; every 4 years thereafter, and
- PM3: Travel Time Reliability, Peak Hour Excessive Delay, and Freight Reliability on Interstate and non-Interstate NHS roads – Initial Targets Due November 12, 2018; every 4 years thereafter
- PM1t: GDOT adopted "Group Transit Asset Management Plan" to provide performance measures and benchmarks for transit assets.

On November 8, 2018, by resolution of the HAMPO Policy Committee HAMPO adopted performance targets set forth in the "GEORGIA PERFORMANCE MANAGEMENT AGREEMENT" as attached and the "GROUP TRANSIT ASSET MANAGEMENT PLAN" and to amend these into 2040 MTP and 2018-2021 TIP.

PM1 - SAFETY PERFORMANCE TARGETS:
This measure sets the benchmark for highway safety measures, both in total and per vehicle miles traveled. The table below shows the adopted safety targets:

National Safety Performance Measures	2018 GDOT Safety Targets (2014 – 2018*)	2019 GDOT Safety Targets (2015 – 2019*)	2020 GDOT Safety Targets (2016 – 2020)	2021 GDOT Safety Targets (2017 – 2021*)
Number of Fatalities	1,593	1,655	1,698	1,715
Rate of Fatalities per 100 million VMT	1.32	1.31	1.28	1.23
Number of Serious Injuries	19,643	24,324	24,094	6,407
Rate of Serious Injuries per 100 million VMT	16.3	18.9	21.8	4.422
Total Number of Non-motorized Fatalities &Serious Injuries	1,027	1,126	1,163	686.50

*5-year rolling average

PM2 – STATE OF GOOD REPAIR

This measure is for pavement and bridge condition measures on Interstates and non-Interstate National Highway System roadways. The table below shows the adopted state of good repair targets:

National Performance Measures: Pavement and Bridge Condition	Description	GDOT PM2 2-Year & 4-Year Targets
Percentage of Interstate Pavement in Good Condition	Interstate pavement rated as 'Good' will be considered for potential pavement preservation treatments to maintain the 'Good' rating.	Greater than or equal to 50% in Good Condition
Percentage of Interstate Pavement in Poor Condition	Pavement conditions are measures through field inspections. Pavements in 'Poor' condition needs work due to either the ride quality or due to a structural deficiency.	Less than or equal to 5% in Poor Condition
Percentage of non-Interstate NHS Pavement in Good Condition	Non-interstate NHS pavements in 'Good' condition will be evaluated for potential preservation treatments.	Greater than or equal to 40% in Good Condition
Percentage of non-Interstate NHS Pavement in Poor Condition	Non-interstate NHS pavements in 'Poor' condition that need major maintenance. These will be evaluated for potential projects.	Less than or equal to 12% in Poor Condition
Percentage of NHS Bridges Classified as in Good Condition	Bridge Rated as 'Good' will be evaluated as to cost to maintain Good condition. Bridges rated as 'Fair' will be evaluated as to cost of replacement vs. rehabilitation to bring the structure back to a condition rating of Good	Greater than or equal to 60% (NHS) in Good Condition
Percentage of NHS Bridges Classified as in Poor Condition	Bridge conditions are based on the results of inspections on all Bridge structures. Bridges rated as 'Poor' are safe to drive on; however, they are nearing a point where it is necessary to either replace the bridge or extend its service life through substantial rehabilitation investments.	Less than or equal to 10% (NHS) in Poor Condition

PM3 – CONGESTION

The performance measure consists of the travel time reliability, freight reliability, peak hour excessive delay, and total emissions reduction on all Interstates and non-Interstate NHS roadways.

National Performance Measures: Travel Time Reliability, Freight Reliability, Peak Hour Delay, and Total Emissions Reduction	GDOT PM3 - 2-Year Target	GDOT PM3 - 4-Year Target
Percentage of Person-Miles Traveled on the Interstate System that are Reliable	73.0%	67.0%
Percentage of Person-Miles Traveled on non-Interstate NHS that are Reliable	N/A	81%

Truck Travel Time Reliability (TTTR) Index (Interstate)	1.66%	1.78%
Total Emissions Reduction	VOC: 205.7kg/day; NOx: 563.3kg/day	VOC: 386.6kg/day; NOx: 1,085.0 kg/day

PM1t: GROUP TRANSIT ASSET MANAGEMENT

On September 25, 2018 GDOT adopted "Group Transit Asset Management Plan" to provide performance measures and benchmarks for transit assets. This plan has been adopted by both Liberty Transit and Coastal Regional Coaches and includes fleet inventory and facility evaluations. The key performance measure for transit agencies is the time in service metric for revenue vehicles:

- Liberty Transit: 30' Busses (9 each on a 12-year replacement cycle, all 9 purchased in 2010)
- Liberty Transit: (2 each on a 7-year replacement cycle, purchased in **2010** and 2018
- Coastal Regional Coaches: Cutaway Busses (62 each, 29 are 2014s, 33 are 2017s)

TRANSIT ASSET MANAGEMENT PERFORMANCE TARGETS

Asset Class	**Useful Life Benchmark (ULB)**	**FY19 Actual Performance** (% of vehicles over ULB)	**FY 20 Performance Target** (% of vehicles over ULB)	**FY20 Actual Performance** (% of vehicles over ULB)	**FY21 Proposed Performance Target** (% of vehicles over ULB)
BU – Bus (35'-40')	14 yrs.	9%	10%	4%	10%
BU- Bus (29'-30')	12 yrs.	35%	35%	23%	30%
CU – Cutaway Bus	7 yrs.	6%	10%	2%	8%
VN - Van	8 yrs.	50%	35%	35%	35%
EB – Electric Bus (35'-40')	14 yrs.	n/a	0%	n/a	0%
RT- Rubber Tired Vintage Trolley	14 yrs.	0%	0%	n/a	0%
AO – Automobile	8 yrs.	62%	55%	50%	55%
TR- Trucks and Other Rubber Tired Vehicles	10 yrs.	45%	55%	39%	50%

PROJECT CONTRIBUTION TO PERFORMANCE TARGETS

The projectsin the HAMPO 2040 LRTP and FY 2018 – 2021 TIP have been evaluated and the targets that they are anticipated to positively affect. By agreeing to support GDOT's performance targets in safety and those in PM1, PM2, PM3 and PM1t, HAMPO agreed to coordinate with GDOT to program projects that will contribute to the accomplishment of those goals, measures, and targets.

TIP AND MTP PROJECT CONTRIBUTION TO PERFORMANCE TARGETS (Nov. 20, 2018)					
Project Index	**Project**	**National Highway System**	**PM1 Safety Performance (Inj. & Fatalities)**	**PM2 State of Good Repair (Pavement & Bridge)**	**PM3 Congestion (Travel Time, Delays, & Freight Reliability)**
Highway Projects in the 2018-2021 Transportation Improvement Plan					
safety	Flemington Curve (Safety, Access Control - Old Sunbury Road to Old Hines Road)	X	X	X	X
115	US 84 Hinesville Bypass (western segment) (New Construction - SR 119 to US 84)	X	X		X
402	SR 119 @ Taylors Creek (Bridge Replacement - S of to N of SR 144)	X		X	
Highway Projects 2015-2040 Metropolitan Transportation Plan					
319	Oglethorpe Hwy/US 84 (Safety, Access Control - General Stewart Way to MLK Jr. Drive)	X	X		X

(see attached report)

TIP AND MTP PROJECT CONTRIBUTION TO PERFORMANCE TARGETS (Nov. 20, 2018)					
Project Index	**Project**	**National Highway System**	**PM1 Safety Performance (Inj. & Fatalities)**	**PM2 State of Good Repair (Pavement & Bridge)**	**PM3 Congestion (Travel Time, Delays, & Freight Reliability)**
Highway Projects in the 2018-2021 Transportation Improvement Plan					
safety	Flemington Curve (Safety, Access Control - Old Sunbury Road to Old Hines Road)	X	X	X	X
115	US 84 Hinesville Bypass (western segment) (New Construction - SR 119 to US 84)	X	X		X
402	SR 119 @ Taylors Creek (Bridge Replacement - S of to N of SR 144)	X		X	
Highway Projects 2015-2040 Metropolitan Transportation Plan					
319	Oglethorpe Hwy/US 84 (Safety, Access Control - General Stewart Way to MLK Jr. Drive)	X	X		X
154	Sandy Run/Patriots Trail Connector (New Construction Sandy Run Dr to Patriots Trail)				X
321	Oglethorpe Hwy/US 84 (Safety, Access Control - General Screven Way to Flowers Drive)	X	X		X
320	Oglethorpe Hwy/US 84 (Safety, Access Control - MLK Jr. Drive to General Screven Way)	X	X		X
318	Oglethorpe Hwy/US 84 (Safety, Access Control - Old Hines Road to General Stewart Way)	X	X		X
308	Oglethorpe Hwy/US 84 (Safety, Access Control - I-95 to Charlie Butler Road)	X	X		X
365	SR 119/General Screven (Safety, Access Control - US 84 to Fort Stewart Gate 1)	X	X		X
322	Oglethorpe Hwy/US 84 (Safety, Access Control - Flowers Drive to Topi Trail)	X	X		X
307	South Main Street (Mix: Widening, Median, Access Control - Darsey Road to Deen Street)		X	X	X
310	Oglethorpe Hwy/US 84 (Safety, Access Control - Peach Street to Butler Avenue)	X	X		X
317	Oglethorpe Hwy/US 84 (Safety, Access Control - Spires Drive to Old Hines Road)	X	X		X
314	Oglethorpe Hwy/US 84 (Safety, Access Control - SR 196 to Brights Lake Rd)	X	X		X
323	Oglethorpe Hwy/US 84 (Safety, Access Control - Topi Trail to Airport Road)	X	X		X
302	SR 196/E.G. Miles Pkwy (Mix: Raised Median, Access Control - Pineland Avenue to General Screven Way)		X		X
Highway Projects: Band Two 2021-2030					
255	SR 38C/General Stewart Way (Widening - Main St to Memorial Drive)	X	X	X	X
254	SR 38C/General Stewart Way (Widening - Memorial Drive to General Screven Way)	X	X	X	X
109	Flemington Loop (New Construction - US 84 to Fort Stewart Rd 47)		X		X
249	Coastal Hwy/US 17 (Widening - US 84 to Barrington Ferry Rd)		X	X	X
312	Oglethorpe Hwy/US 84 (Safety, Access Control - US 17 to Bill Carter Road)	X	X		X
Highway Projects: Band Three 2031-2040					
226	Sunbury Rd/Islands Hwy (Widening - I-95 ramp to Tradeport Access Road)		X	X	X
116	Central Connector/ General Stewart Ext (New Construction - General Screven Way to Veterans Parkway)		X		X

Project Index	Project	National Highway System	PM1 Safety Performance (Inj. & Fatalities)	PM2 State of Good Repair (Pavement & Bridge)	PM3 Congestion (Travel Time, Delays, & Freight Reliability)
311	Oglethorpe Hwy/US 84 (Safety, Access Control - Butler Avenue to US 17)	X	X		X
313	Oglethorpe Hwy/US 84 (Safety, Access Control - Bill Carter Road to SR 196)	X	X		X
250	Coastal Hwy/US 17 (Widening - Barrington Ferry Rd to SR 119/EB Cooper)		X	X	X
228	US 84 bridge at I-95 (Widening - I-95 access to I-95 access)	X	X	X	X
306	SR 119/EB Cooper Hwy (Widening - US 84/Hinesville Bypass to Barrington Ferry Rd)		X	X	X
316	Oglethorpe Hwy/US 84 (Safety, Access Control - John Martin Road to Spires Drive)	X	X		X
222	SR 119/EB Cooper Hwy (Widening - Barrington Ferry Rd to Hinesville Bypass)		X	X	X
Long Range Highway Projects: "Illustrative" (funding not available at the time of adoption)					
315	Oglethorpe Hwy/US 84 (Safety, Access Control - Brights Lake Road to John Martin)	X	X		X
201	15th Street (Widening - EG Miles Pkwy to Fort Stewart boundary)		X	X	X
114	Hinesville Bypass (eastern segment) (New Construction – US 84 to SR 119)	X	X		X
304	Hwy 57 (Ludowici - US 84 to US 84)		X		X
145	I-95 (8 lanes) (Widening - McIntosh County line to South of Jericho River 0.8 mi E 89)	X	X	X	X
325	SR 119/Talmadge Rd (Safety, Access Control - US 84 to US 84/Hinesville Bypass)		X	X	X
326	Coastal Hwy/US 17 (Safety, Access Control - Railroad to Creek, includes SR 119 intersection)		X	X	X
303	Elim Church Road (Safety, Access Control - SR 196 to Ludowici)		X	X	X
227	Coastal Hwy/US 17 (Widening - SR 196 to US 84)		X	X	X
301	Dunlevie Road (Safety, Access Control - US 84 to SR 119)		X	X	X
103	Central Connector/ General Stewart Ext 2 (New Construction - Veterans Parkway to 15th Street)		X		X
224	SR 196 W (Widening - Rye Patch Rd/SR 196 to Hodges Rd/Central Conn)		X	X	X
309	Oglethorpe Hwy/US 84 (Safety, Access Control - Charlie Butler to Peach Street)	X	X		X
354	I-95 Intersection/Road Improvements (Safety - I-95 Exit 76)	X	X	X	X
225	SR 196 W (to US 301) (Widening - Hodges Rd/Central Connector to US 301)		X	X	X
117	15th St/Veterans Connector (New Construction - Veterans Parkway to 15th Street)		X		X
118	Laurel View Connector (New Construction - Isle of Wight Road to Laurelview Road)				
324	Barrington Ferry Rd (Safety, Access Control - SR 119 to US 17)		X		X
119	Peacock Creek Rd (New Construction - US 84 to US 84)				X
152	Gen Stewart Extension East (New Construction - Behing Walmart to Sandy Run Extension)		X		X
355	I-95 Intersection/Road Improvements (Safety - I-95 Exit 67)	X	X	X	X

Project Index	Project	National Highway System	PM1 Safety Performance (Inj. & Fatalities)	PM2 State of Good Repair (Pavement & Bridge)	PM3 Congestion (Travel Time, Delays, & Freight Reliability)
106	Central Connector (W) (New Construction - 15th Street to Dairy Rd/Hodges Rd)				X
248	Barrington Ferry Rd (Widening - US 17 to SR 119)		X	X	X
151	Hinesville Bypass III (New Construction - US 84 to SR 196)	X	X		X
153	Developer Road (New Construction - Peacock Creek Rd to Patriots Trail)				
145	Independence Rd (N-S) (New Construction - SR 196 to Central Con./Ft Stew Boundary)				X
146	Independence Spine Rd (E-W) (New Construction - 15th Street at independence Conn to Dairy Rd)				X
129	WAAF Access Road (New Construction - Old Hines Rd/Flem Loop to Midcoast Regional Airport)				X
147	Live Oak Church Rd (New Construction - Current end to Central Connector)				X
105	Cay Creek Extension (Safety, Access Control - Cay Creek Rd to US 17)		X	X	
231	Hampton Island Road (New Construction - Hampton Island to US 17)				
120	Sandy Run Drive Extension (New Construction - Sandy Run Dr to Peacock Creek Rd)		X		X
256	Elim Church Road (Widening - SR 196 to Palmer Road)		X	X	X
155	Sunbury Road (Safety, Access Control - End of Paved Surface to LCDA WTP)				
Defence Funded					
327	SR 144 (Passing Lanes - four locations to through Fort Stewart)	X	X	X	X
208	Ft Stewart Rd 47 (Bypass (new construction) - Flemington Loop to SR 144)	X	X		X
112	Ft. Stewart Bypass (Bypass (new construction) - SR 144 to SR 144)	X	X		X
130	Ft Stewart Bypass (west) (Bypass (new construction) - SR 144 to 15th Street)	X	X		X

RESOLUTION OF THE HINESVILLE AREA METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

WHEREAS, federal regulations require that the Metropolitan Transportation Plans and Transportation Improvement Programs include Safety Performance Management Targets and,

WHEREAS, the Technical Coordinating Committee of HAMPO in coordination with the Federal Highway Administration, Federal Transit Administration, and the Georgia Department of Transportation has reviewed the requirement to adopt Safety Performance Management Targets for use in the transportation process,

WHEREAS, the Technical Coordinating Committee supports the Safety Performance Management Targets approved by the Georgia Department of Transportation as follows:

- Number of Fatalities - To maintain the 5-year moving average traffic fatalities under the projected **1,655** (2015-2019) 5-year average by December 2019.
- Rate of Fatalities per 100 million vehicle miles traveled (VMT) - To maintain the 5-year moving average traffic fatalities per 100M VMT under the projected **1.31** (2015-2019) 5-year average by December 2019.
- Number of Serious Injuries - To maintain the 5-year moving average serious traffic injuries under the projected **24,324** (2015-2019) 5-year average by December 2019.
- Rate of Serious Injuries per 100 million VMT - To reduce the 5-year moving average serious traffic injuries for every 100 million vehicle miles travelled by 3% from baseline 19.6 (2012-2016) 5-year average to **18.9** (2015-2019) 5-year average by December 2019.
- Number of Non-motorized Fatalities and Serious Injuries -To maintain the 5-year moving average non-motorist fatalities and serious injuries under the projected **1,126** (2017-2021) 5-year average by December 2021.

NOW, THEREFORE, BE IT RESOLVED that the HAMPO Policy Committee agrees to support the Safety Performance Management Targets as approved by the Georgia Department of Transportation.

CERTIFICATION: I hereby certify that the above is a true and correct copy of a Resolution adopted by the Hinesville Area Metropolitan Planning Organization Policy Committee on February 14, 2019.

SIGNED:

Mayor Allen Brown
Policy Committee Chair

ATTEST:

Jeff Ricketson, AICP
LCPC Executive Director

RESOLUTION OF THE HINESVILLE AREA METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE TO:

- **ADOPT GEORGIA DEPARTMENT OF TRANSPORTATION AND THE GEORGIA ASSOCIATION OF METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION PERFORMANCE MANAGEMENT TARGETS,**
- **AMEND THE 2040 METROPOLITAN TRANSPORTATION PLAN TO INCLUDE TRANSPORTATION PERFORMANCE MANAGEMENT TARGETS, AND**
- **AMEND THE 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE TRANSPORTATION PERFORMANCE MANAGEMENT TARGETS.**

WHEREAS, the 23 CFR 450.314(h) requires that MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS),

WHEREAS, in 2018 the Georgia Department of Transportation and the Georgia Association of Metropolitan Planning Organization executed the "GEORGIA PERFORMANCE MANAGEMENT AGREEMENT" to agree to adhere coordination mechanisms to meet performance-based planning and programming requirements for highways in accordance with 23 CFR 450.314(h) and established federal guidance,

WHEREAS, the Technical Coordinating Committee of HAMPO in coordination with the Federal Highway Administration, Federal Transit Administration, and the Georgia Department of Transportation has reviewed the requirement to adopt Performance Management Targets as detailed in this agreement for use in the transportation process,

WHEREAS, the Technical Coordinating Committee at its November 1, 2018 meeting recommended that HAMPO support the Performance Management Targets approved by the Georgia Department of Transportation as follows:

- PM1: Safety Performance Management Targets,
- PM2: Pavement and Bridge Condition on interstate and non-interstate NHS roads Performance Management Targets for use in the transportation process,
- PM3: Travel Time Reliability, Peak Hour Excessive Delays, and Freight Reliability on interstate and non-interstate NHS roads Performance Management Targets for use in the transportation process.

WHEREAS, the Technical Coordinating Committee at its November 1, 2018 meeting recommended that HAMPO support the Transit Asset Performance Management Targets approved by the Georgia Department of Transportation as follows:

- PM1t: Group Transit Asset Management Plan

NOW, THEREFORE, BE IT **RESOLVED** that the HAMPO Policy Committee concurs with the recommendation of the HAMPO Technical Coordinating Committee to agree and support the Performance

Management Targets as approved by the Georgia Department of Transportation, and

NOW, THEREFORE, BE IT FURTER RESOLVED that the HAMPO Policy Committee approves the amendment to the HAMPO 2040 Metropolitan Transportation Plan to incorporate Performance Management Targets PM1, PM2, PM3 and PMlt as approved by the Georgia Department of Transportation, and

NOW, THEREFORE, BE IT FURTER RESOLVED that the HAMPO Policy Committee approves the amendment to the HAMPO 2018 - 2021 Transportation Improvement Program to incorporate Performance Management Targets PM1, PM2, PM3 and PM1t as approved by the Georgia Department of Transportation.

CERTIFICATION: I hereby certify that the above is a true and correct copy of a Resolution adopted by the Hinesville Area Metropolitan Planning Organization Policy Committee on November 8, 2018.

RECOMMENDED BY:

for Kenneth L. Howard

Joey Brown
TCC Chair/Liberty County Administrator

SIGNED:

Mayor Allen Brown
Policy Committee Chair

ATTEST:

Jeff
LCPC Executive Director

Amendment to
HAMPO 2040 Long Range Transportation Plan &
FY 2018 – 2021 Transportation Improvement Program
to Include Transportation Performance Management Targets
November 8, 2018

The FAST Act and subsequent federal regulations required MPO's to develop safety performance targets or agree to support the safety performance targets developed by GDOT in terms of planning and programming of projects. On November 8, 2018, by resolution of the HAMPO Policy Committee HAMPO adopted performance targets set forth in the "GEORGIA PERFORMANCE MANAGEMENT AGREEMENT" as attached and the "GROUP TRANSIT ASSET MANAGEMENT PLAN" and to amend these into 2040 MTP and 2018-2021 TIP.

The use of Transportation Performance Management (TPM) provides agencies with a framework for incorporating performance data into making decisions regarding transportation investment to meet the goals and objectives established for the region to provide accountability and transparency to the transportation planning process.

The FAST Act prescribed the national goals for performance management to be included in Transportation Plans at the state and local levels. The states and MPO's are required to coordinate to develop measures and targets for transportation plans in the areas or safety, interstate and NHS pavement condition, interstate and NHS bridge condition, system reliability, freight reliability, peak hour excessive delay, total emissions reduction and transit assets as follows:

- PM1: Safety Performance Measures,
- PM2: State of Good Repair - Pavement and Bridge Condition on Interstate and non-Interstate NHS roads,
- PM3: Congestion - Travel Time Reliability, Peak Hour Excessive Delay, and Freight Reliability on Interstate and non-Interstate NHS roads, and
- PM1t: Transit Asset Management - For transit fleets and facilities.

PM1 - SAFETY PERFORMANCE TARGETS:
This measure sets the benchmark for highway safety measures, both in total and per vehicle miles traveled. The table below shows the adopted safety targets:

National Safety Performance Measures	**2018 GDOT Safety Targets (2014 – 2018*)**
Number of Fatalities	1,593.3
Rate of Fatalities per 100 million VMT	1.32
Number of Serious Injuries	19,642.8
Rate of Serious Injuries per 100 million VMT	16.318
Total Number of Non-motorized Fatalities &Serious Injuries	1,027.2

*5-year rolling average

PM2 – STATE OF GOOD REPAIR

This measure is for pavement and bridge condition measures on Interstates and non-Interstate National Highway System roadways. The table below shows the adopted state of good repair targets:

National Performance Measures: Pavement and Bridge Condition	Description	GDOT PM2 2-Year & 4-Year Targets
Percentage of Interstate Pavement in Good Condition	Interstate pavement rated as 'Good' will be considered for potential pavement preservation treatments to maintain the 'Good' rating.	Greater than or equal to 50% in Good Condition
Percentage of Interstate Pavement in Poor Condition	Pavement conditions are measures through field inspections. Pavements in 'Poor' condition needs work due to either the ride quality or due to a structural deficiency.	Less than or equal to 5% in Poor Condition
Percentage of non-Interstate NHS Pavement in Good Condition	Non-interstate NHS pavements in 'Good' condition will be evaluated for potential preservation treatments.	Greater than or equal to 40% in Good Condition
Percentage of non-Interstate NHS Pavement in Poor Condition	Non-interstate NHS pavements in 'Poor' condition that need major maintenance. These will be evaluated for potential projects.	Less than or equal to 12% in Poor Condition
Percentage of NHS Bridges Classified as in Good Condition	Bridge Rated as 'Good' will be evaluated as to cost to maintain Good condition. Bridges rated as 'Fair' will be evaluated as to cost of replacement vs. rehabilitation to bring the structure back to a condition rating of Good	Greater than or equal to 60% (NHS) in Good Condition
Percentage of NHS Bridges Classified as in Poor Condition	Bridge conditions are based on the results of inspections on all Bridge structures. Bridges rated as 'Poor' are safe to drive on; however, they are nearing a point where it is necessary to either replace the bridge or extend its service life through substantial rehabilitation investments.	Less than or equal to 10% (NHS) in Poor Condition

PM3 – CONGESTION

The performance measure consists of the travel time reliability, freight reliability, peak hour excessive delay, and total emissions reduction on all Interstates and non-Interstate NHS roadways.

National Performance Measures: Travel Time Reliability, Freight Reliability, Peak Hour Delay, and Total Emissions Reduction	GDOT PM3 - 2-Year Target	GDOT PM3 - 4-Year Target
Percentage of Person-Miles Traveled on the Interstate System that are Reliable	73.0%	67.0%
Percentage of Person-Miles Traveled on non-Interstate NHS that are Reliable	N/A	81%

Truck Travel Time Reliability (TTTR) Index (Interstate)	1.66%	1.78%
Total Emissions Reduction	VOC: 205.7kg/day; NOx: 563.3kg/day	VOC: 386.6kg/day; NOx: 1,085.0 kg/day

PM1t: GROUP TRANSIT ASSET MANAGEMENT

On September 25, 2018 GDOT adopted "Group Transit Asset Management Plan" to provide performance measures and benchmarks for transit assets. This plan has been adopted by both Liberty Transit and Coastal Regional Coaches and includes fleet inventory and facility evaluations. The key performance measure for transit agencies is the time in service metric for revenue vehicles:

- Liberty Transit: 30' Busses (9 each on a 12-year replacement cycle, all 9 purchased in 2010)
- Liberty Transit: (2 each on a 7-year replacement cycle, purchased in **2010** and 2018
- Coastal Regional Coaches: Cutaway Busses (62 each, 29 are 2014s, 33 are 2017s)

PROJECT CONTRIBUTION TO PERFORMANCE TARGETS

The projects in the HAMPO 2040 LRTP and FY 2018 – 2021 TIP have been evaluated and the targets that they are anticipated to positively affect. By agreeing to support GDOT's performance targets in safety and those in PM1, PM2, PM3 and PM1t, HAMPO agreed to coordinate with GDOT to program projects that will contribute to the accomplishment of those goals, measures, and targets.

TIP AND MTP PROJECT CONTRIBUTION TO PERFORMANCE TARGETS (Nov. 20, 2018)					
Project Index	**Project**	**National Highway System**	**PM1 Safety Performance (Inj. & Fatalities)**	**PM2 State of Good Repair (Pavement & Bridge)**	**PM3 Congestion (Travel Time, Delays, & Freight Reliability)**
Highway Projects in the 2018-2021 Transportation Improvement Plan					
safety	Flemington Curve (Safety, Access Control - Old Sunbury Road to Old Hines Road)	X	X	X	X
115	US 84 Hinesville Bypass (western segment) (New Construction - SR 119 to US 84)	X	X		X
402	SR 119 @ Taylors Creek (Bridge Replacement - S of to N of SR 144)	X		X	
Highway Projects 2015-2040 Metropolitan Transportation Plan					
319	Oglethorpe Hwy/US 84 (Safety, Access Control - General Stewart Way to MLK Jr. Drive)	X	X		X

(see attached report)

TIP AND MTP PROJECT CONTRIBUTION TO PERFORMANCE TARGETS (Nov. 20, 2018)					
Project Index	**Project**	**National Highway System**	**PM1 Safety Performance (Inj. & Fatalities)**	**PM2 State of Good Repair (Pavement & Bridge)**	**PM3 Congestion (Travel Time, Delays, & Freight Reliability)**
Highway Projects in the 2018-2021 Transportation Improvement Plan					
safety	Flemington Curve (Safety, Access Control - Old Sunbury Road to Old Hines Road)	X	X	X	X
115	US 84 Hinesville Bypass (western segment) (New Construction - SR 119 to US 84)	X	X		X
402	SR 119 @ Taylors Creek (Bridge Replacement - S of to N of SR 144)	X		X	
Highway Projects 2015-2040 Metropolitan Transportation Plan					
319	Oglethorpe Hwy/US 84 (Safety, Access Control - General Stewart Way to MLK Jr. Drive)	X	X		X
154	Sandy Run/Patriots Trail Connector (New Construction Sandy Run Dr to Patriots Trail)				X
321	Oglethorpe Hwy/US 84 (Safety, Access Control - General Screven Way to Flowers Drive)	X	X		X
320	Oglethorpe Hwy/US 84 (Safety, Access Control - MLK Jr. Drive to General Screven Way)	X	X		X
318	Oglethorpe Hwy/US 84 (Safety, Access Control - Old Hines Road to General Stewart Way)	X	X		X
308	Oglethorpe Hwy/US 84 (Safety, Access Control - I-95 to Charlie Butler Road)	X	X		X
365	SR 119/General Screven (Safety, Access Control - US 84 to Fort Stewart Gate 1)	X	X		X
322	Oglethorpe Hwy/US 84 (Safety, Access Control - Flowers Drive to Topi Trail)	X	X		X
307	South Main Street (Mix: Widening, Median, Access Control - Darsey Road to Deen Street)		X	X	X
310	Oglethorpe Hwy/US 84 (Safety, Access Control - Peach Street to Butler Avenue)	X	X		X
317	Oglethorpe Hwy/US 84 (Safety, Access Control - Spires Drive to Old Hines Road)	X	X		X
314	Oglethorpe Hwy/US 84 (Safety, Access Control - SR 196 to Brights Lake Rd)	X	X		X
323	Oglethorpe Hwy/US 84 (Safety, Access Control - Topi Trail to Airport Road)	X	X		X
302	SR 196/E.G. Miles Pkwy (Mix: Raised Median, Access Control - Pineland Avenue to General Screven Way)		X		X
Highway Projects: Band Two 2021-2030					
255	SR 38C/General Stewart Way (Widening - Main St to Memorial Drive)	X	X	X	X
254	SR 38C/General Stewart Way (Widening - Memorial Drive to General Screven Way)	X	X	X	X
109	Flemington Loop (New Construction - US 84 to Fort Stewart Rd 47)		X		X
249	Coastal Hwy/US 17 (Widening - US 84 to Barrington Ferry Rd)		X	X	X
312	Oglethorpe Hwy/US 84 (Safety, Access Control - US 17 to Bill Carter Road)	X	X		X
Highway Projects: Band Three 2031-2040					
226	Sunbury Rd/Islands Hwy (Widening - I-95 ramp to Tradeport Access Road)		X	X	X
116	Central Connector/ General Stewart Ext (New Construction - General Screven Way to Veterans Parkway)		X		X

Project Index	Project	National Highway System	PM1 Safety Performance (Inj. & Fatalities)	PM2 State of Good Repair (Pavement & Bridge)	PM3 Congestion (Travel Time, Delays, & Freight Reliability)
311	Oglethorpe Hwy/US 84 (Safety, Access Control - Butler Avenue to US 17)	X	X		X
313	Oglethorpe Hwy/US 84 (Safety, Access Control - Bill Carter Road to SR 196)	X	X		X
250	Coastal Hwy/US 17 (Widening - Barrington Ferry Rd to SR 119/EB Cooper)		X	X	X
228	US 84 bridge at I-95 (Widening - I-95 access to I-95 access)	X	X	X	X
306	SR 119/EB Cooper Hwy (Widening - US 84/Hinesville Bypass to Barrington Ferry Rd)		X	X	X
316	Oglethorpe Hwy/US 84 (Safety, Access Control - John Martin Road to Spires Drive)	X	X		X
222	SR 119/EB Cooper Hwy (Widening - Barrington Ferry Rd to Hinesville Bypass)		X	X	X
Long Range Highway Projects: "Illustrative" (funding not available at the time of adoption)					
315	Oglethorpe Hwy/US 84 (Safety, Access Control - Brights Lake Road to John Martin)	X	X		X
201	15th Street (Widening - EG Miles Pkwy to Fort Stewart boundary)		X	X	X
114	Hinesville Bypass (eastern segment) (New Construction – US 84 to SR 119)	X	X		X
304	Hwy 57 (Ludowici - US 84 to US 84)		X		X
145	I-95 (8 lanes) (Widening - McIntosh County line to South of Jericho River 0.8 mi E 89)	X	X	X	X
325	SR 119/Talmadge Rd (Safety, Access Control - US 84 to US 84/Hinesville Bypass)		X	X	X
326	Coastal Hwy/US 17 (Safety, Access Control - Railroad to Creek, includes SR 119 intersection)		X	X	X
303	Elim Church Road (Safety, Access Control - SR 196 to Ludowici)		X	X	X
227	Coastal Hwy/US 17 (Widening - SR 196 to US 84)		X	X	X
301	Dunlevie Road (Safety, Access Control - US 84 to SR 119)		X	X	X
103	Central Connector/ General Stewart Ext 2 (New Construction - Veterans Parkway to 15th Street)		X		X
224	SR 196 W (Widening - Rye Patch Rd/SR 196 to Hodges Rd/Central Conn)		X	X	X
309	Oglethorpe Hwy/US 84 (Safety, Access Control - Charlie Butler to Peach Street)	X	X		X
354	I-95 Intersection/Road Improvements (Safety - I-95 Exit 76)	X	X	X	X
225	SR 196 W (to US 301) (Widening - Hodges Rd/Central Connector to US 301)		X	X	X
117	15th St/Veterans Connector (New Construction - Veterans Parkway to 15th Street)		X		X
118	Laurel View Connector (New Construction - Isle of Wight Road to Laurelview Road)				
324	Barrington Ferry Rd (Safety, Access Control - SR 119 to US 17)		X		X
119	Peacock Creek Rd (New Construction - US 84 to US 84)				X
152	Gen Stewart Extension East (New Construction - Behing Walmart to Sandy Run Extension)		X		X
355	I-95 Intersection/Road Improvements (Safety - I-95 Exit 67)	X	X	X	X

Project Index	Project	National Highway System	PM1 Safety Performance (Inj. & Fatalities)	PM2 State of Good Repair (Pavement & Bridge)	PM3 Congestion (Travel Time, Delays, & Freight Reliability)
106	Central Connector (W) (New Construction - 15th Street to Dairy Rd/Hodges Rd)				X
248	Barrington Ferry Rd (Widening - US 17 to SR 119)		X	X	X
151	Hinesville Bypass III (New Construction - US 84 to SR 196)	X	X		X
153	Developer Road (New Construction - Peacock Creek Rd to Patriots Trail)				
145	Independence Rd (N-S) (New Construction - SR 196 to Central Con./Ft Stew Boundary)				X
146	Independence Spine Rd (E-W) (New Construction - 15th Street at independence Conn to Dairy Rd)				X
129	WAAF Access Road (New Construction - Old Hines Rd/Flem Loop to Midcoast Regional Airport)				X
147	Live Oak Church Rd (New Construction - Current end to Central Connector)				X
105	Cay Creek Extension (Safety, Access Control - Cay Creek Rd to US 17)		X	X	
231	Hampton Island Road (New Construction - Hampton Island to US 17)				
120	Sandy Run Drive Extension (New Construction - Sandy Run Dr to Peacock Creek Rd)		X		X
256	Elim Church Road (Widening - SR 196 to Palmer Road)		X	X	X
155	Sunbury Road (Safety, Access Control - End of Paved Surface to LCDA WTP)				
Defence Funded					
327	SR 144 (Passing Lanes - four locations to through Fort Stewart)	X	X	X	X
208	Ft Stewart Rd 47 (Bypass (new construction) - Flemington Loop to SR 144)	X	X		X
112	Ft. Stewart Bypass (Bypass (new construction) - SR 144 to SR 144)	X	X		X
130	Ft Stewart Bypass (west) (Bypass (new construction) - SR 144 to 15th Street)	X	X		X

GEORGIA PERFORMANCE MANAGEMENT AGREEMENT
Per 23 CFR 450.314(h)

WHEREAS, the United States Department of Transportation promulgated transportation planning regulations in 23 CFR 450.314, and

WHEREAS, Metropolitan Planning Organizations (MPO(s)), State(s), and providers of public transportation are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the performance-based planning and programming requirements established by federal law, and

WHEREAS, the 23 CFR 450.314(h) requires that MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).

NOW, THEREFORE, BE IT RESOLVED, that the parties do hereby agree to adhere to the following coordination mechanisms to meet performance-based planning and programming requirements for highways in accordance with 23 CFR 450.314(h) and established federal guidance.

1. Development of transportation performance data

    a. The Georgia Department of Transportation (GDOT) will collect data used in developing statewide targets to meet the federal performance management requirements for highways[1] to include the following:

        - Targets for assessing the **Highway Safety Improvement Program (PM1)** for the following measures[2]:

            1. Number of fatalities;
            2. Rate of fatalities per 100 million Vehicle Miles Traveled (VMT);
            3. Number of serious injuries;
            4. Rate of serious injuries per 100 million VMT; and
            5. Number of combined non-motorized fatalities and non-motorized serious injuries.

        - Targets for assessing **Pavement and Bridge Condition for the National Highway Performance Program (PM2)** for the following measures:

            1. Percentage of pavements on the Interstate System in Good condition;
            2. Percentage of pavements on the Interstate System in Poor condition;
            3. Percentage of pavements on the NHS (excluding the Interstate System) in Good condition;
            4. Percentage of pavements on the NHS (excluding the Interstate System) in Poor condition;
            5. Percentage of NHS bridge deck area classified as in Good condition; and
            6. Percentage of NHS bridge deck area classified as in Poor condition.

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[1] 23 CFR Part 490

[2] PM1/Safety performance measures and targets are applicable to all public roads regardless of ownership or functional classification; 23 CFR Part 924

- Targets for assessing performance of the **National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (PM3)** for the following performance measures:

    1. Percent of Person-Miles Traveled on the Interstate System That Are Reliable;
    2. Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable;
    3. Percent Change in Tailpipe CO2 Emissions on the NHS from the Calendar Year 2017[3];
    4. Percentage of the Interstate System Mileage providing for Reliable Truck Travel Times;
    5. Annual Hours of Peak-Hour Excessive Delay Per Capita;
    6. Percent of Non-Single-Occupant-Vehicle (SOV) Travel; and
    7. Total Emissions Reduction.

b. Those MPOs that are currently designated as being in non-attainment or maintenance for air quality[4] and GDOT will coordinate on the collection and provision of data used in developing targets for the Congestion Mitigation and Air Quality (CMAQ) traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay per Capita and Percent of Non-SOV Travel) and the Total Emission Reduction measures.

c. GDOT will coordinate directly with the Georgia Association of Metropolitan Planning Organizations (GAMPO) to distribute transportation performance data used in developing statewide highway targets to each Georgia MPO.

    - GDOT will provide performance data each time a statewide target is established or revised, per Section 2 of this agreement.

    - Where possible and practicable, GDOT will provide performance data for each MPO planning area for purposes of tracking progress towards attainment of critical outcomes for each region's required System Performance Reports, per Section 4 of this agreement.

d. If an MPO chooses to develop its own target for any highway measure, it will collect and provide GDOT with the performance target(s) and any supplemental data used in association with the MPO target setting process.

2. Selection of transportation performance targets

    a. GDOT and the MPOs will establish or revise performance targets in coordination with each other.

        - Coordination may include the following opportunities, as deemed appropriate, for each performance measure and target: in-person GAMPO meetings, webinars, conference calls, and email/written communication.

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[3] This measure and associated target will only be required if it is not repealed. Reference: Federal Register / Vol. 82, No. 215 / Wednesday, November 8, 2017 / Proposed Rules; FHWA Docket No. FHWA–2017–0025.

[4] As determined through annual *Applicability Determination: CMAQ Traffic Congestion and CMAQ On-Road Mobile Source Emissions Measures*, 23 CFR Part 490.

- MPOs shall be given an opportunity to provide comment on GDOT targets no less than 30-days prior to GDOT's establishment or revision of highway targets.

- If an MPO chooses to set its own target, the MPO will develop the target in coordination with GDOT. The MPO will provide GDOT the opportunity to comment on MPO targets no less than 30-days prior to MPO adoption of targets.

b. GDOT will select statewide performance targets to meet the federal performance management requirements for highways.

   - GDOT will provide written notice to GAMPO (for distribution to each Georgia MPO) when GDOT selects a target. This notice will provide the target and the date GDOT set the target, which will begin the 180-day time-period in which the MPO must set a corresponding performance target.

   - If an MPO chooses to support the statewide target, the MPO will provide written documentation to GDOT that the MPO agrees to plan and program projects that will contribute toward the achievement of the statewide highway performance target.

   - If the MPO chooses to set its own target, the MPO will provide GDOT documentation that includes the target and the date the MPO plans to adopt. Documentation will be provided no less than 30-days prior to MPO adoption of target (consistent with Section 2a).

c. Those MPOs currently in non-attainment or maintenance for air quality[4] and GDOT will coordinate to select single, unified targets for the CMAQ traffic congestion measures (Annual Hours of Peak-Hour Excessive Delay per Capita and Percent of Non-SOV Travel) and to select mobile source emission reduction targets for their respective nonattainment areas for ozone.

3. Reporting of performance targets.

   a. GDOT will report all highway targets to the Federal Highway Administration (FHWA) as applicable and in accordance with 23 CFR Part 490.

      - Through the Highway Safety Improvement Program Annual Report for PM1 measures;

      - Through the required Baseline, Mid and Full Performance Reports and the Transportation Asset Management Plan (TAMP) for PM2 measures; and

      - Through the required Baseline, Mid and Full Performance Period Reports for PM3 measures, to include CMAQ Performance Plans where applicable.

   b. GDOT will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.216(f) in any statewide transportation plan amended or adopted after May 27, 2018, and in accordance with 23 CFR 450.218(q) in any State Transportation Improvement Program amended or adopted after May 27, 2018.

4. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO.

a. Each Georgia MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after May 27, 2018, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after May 27, 2018, for PM1 measures.

b. Each Georgia MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after May 20, 2019, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after May 20, 2019, for PM2 and PM3 measures.

c. Each Georgia MPO will include a description of performance measures and performance targets, along with a System Performance Report, in accordance with 23 CFR 450.324(f)(3-4) in any Metropolitan Transportation Plan amended or adopted after October 1, 2019, and in accordance with 23 CFR 450.326(d) in any Transportation Improvement Program amended or adopted after October 1, 2019, for the GHG measure.

5. The collection of data for the State asset management plans for the NHS.

   a. GDOT will be responsible for collecting bridge and pavement condition data for the NHS. This includes NHS roads are that are not on the State highway system, but instead are under the ownership of local jurisdictions, if such roads exist.

All parties agree that email communications shall be considered written notice for all portions of this agreement.

[signature page to follow]

Signature page

GAMPO Chair

4/12/18
Date

GDOT (Commissioner)

4/30/18
Date

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LIBERTY TRANSIT

SAFETY PLAN

JULY 2020

5/26/2020 FINAL DRAFT

AUTHORIZATIONS

Moving Ahead for Progress in the 21st Century (MAP-21) and the Fixing America's Surface Transportation Act (FAST) granted the Federal Transit Administration (FTA) the authority to establish and enforce a comprehensive framework to oversee the safety of transit bus systems throughout the United States. On July 19, 2018, the FTA promulgated its final rule 49 C.F.R. Part 673 - Public Transportation Agency Safety Plan (PTASP) which requires recipients of FTA Chapter 5307 funds to develop and implement a safety plan based on Safety Management Systems (SMS) principles and methods.

Liberty Transit establishes this Safety Plan as our agency's commitment to system safety and the principles of SMS. The objectives of our plan are to:

- Increase the safety of our transit system by proactively identifying, assessing and controlling risks;
- Continually improve safety performance;
- Improve the commitment of transit leadership to safety; and
- Foster a culture of safety awareness and responsiveness.

Liberty Transit is committed to implementing a systematic and comprehensive safety program. Leadership will visibly demonstrate its commitment to safety by monitoring hazards, enforcing and supporting safety programs, and promoting an open and transparent environment to discuss and address safety issues.

This Safety Plan was developed by the Georgia Department of Transportation (GDOT), and Liberty Transit has adopted it to comply with FTA Part 673 requirements. Our Board of Commissioners, the City Manager, and Mobility Manager have reviewed and approved this Safety Plan and assure that its contents establish a comprehensive SMS framework and meet the requirements of Part 673.

This Safety Plan will be distributed to all transit employees and will be reviewed and updated annually.

APPROVED BY	DATE
ACCOUNTABLE EXECUTIVE, KENNETH HOWARD, CITY MANAGER, CITY OF HINESVILLE	

Revision Record				
Revision #	Review Date	Reviewer	Revision Date	Approved By
1	_/_/21			
2	_/_/22			
3	_/_/23			
4	_/_/24			

TABLE OF CONTENTS

TABLES

FIGURES

DEFINITIONS

Accident: An event that involves any of the following – loss of life; a report of a serious injury to a person; a collision of a public transit vehicle; an evacuation for life safety reasons at any location, at any time, whatever the cause.

Accountable Executive: A single, identifiable person who has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a public transportation agency; responsibility for carrying out the Agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the Agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. § 5329(d), and the Agency's Transit Asset Management Plan in accordance with 49 U.S.C. § 5326.

Chief Safety Officer: Means an adequately trained individual who has responsibility for safety and reports directly to a transit agency's chief executive officer, general manager, president, or equivalent officer. A Chief Safety Officer may not serve in other operational or maintenance capacities, unless the Chief Safety Officer is employed by a transit agency that is a small public transportation provider as defined in this part, or a public transportation provider that does not operate a rail fixed guideway public transportation system.

Event: Means any accident, incident, or occurrence.

Hazard: A condition that has the potential to cause injury, illness, death, or property damage.

Fatality: A death or suicide confirmed within 30 days of a reported event. Does not include deaths in or on transit property that are a result of illness or other natural causes; a death due to, Collision (including suicides), Fire, Hazardous material spill, Acts of God, System or personal security event (including suicides), and Other safety events.

Hazard Likelihood: Probability of a hazard consequence to occur.

Hazard Severity: The effect/damaging result of a hazards consequence.

Incident: An event that involves any of the following – a personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.

Injury: Any damage or harm to persons that requires immediate medical attention away from the scene because of a reportable event. Agencies must report each person transported away from the scene for medical attention as an injury, whether or not the person appears to be injured.

Occurrence: An event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency.

Performance target: A quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Transit Administration.

Reportable: An event occurring on transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle, excluding occupational safety events occurring in administrative buildings.

Risk: An assessed probability and severity calculation to classify the overall potential consequences of a hazard.

Safety Assurance: A list of defined safety performance indicators for reach priority risk and associated targets the Agency will use to determine if it is achieving the specified safety goals.

Safety Events: Include but are not limited to slips, trips, falls, smoke, power failure, maintenance-related issues, or electric shock. To be reported as a major event, these events must **either** meet the fatality, evacuation, or property damage threshold **or** result in two or more injured persons. Other Safety Events that cause only one person to be immediately transported from the scene for medical attention, and that do not trigger any other reporting threshold, are reported on the Non-Major Monthly Summary Report form. The FTA includes Other Safety Events that occur in a transit maintenance facility and meet a reporting threshold but continues to exclude occupational safety events occurring in administrative buildings.

Safety Performance Target: A performance target related to safety management activities.

Serious injury: Any injury which: (1) Requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; (2) Results in a fracture of any bone (except simple fractures of fingers, toes, or noses); (3) Causes severe hemorrhages, nerve, muscle, or tendon damage; (4) Involves any internal organ; or (5) Involves second or third degree burns, or any burns affecting more than 5 percent of the body surface.

Acronyms:

ADA	Americans with Disabilities Act
CAP	Corrective Action Plan
CEO	Chief Executive Officer
CSO	Chief Safety Officer
FAST	Fixing America's Surface Transportation Act
FTA	Federal Transit Administration
FY	Fiscal Year
GDOT	Georgia Department of Transportation
HAMPO	Hinesville Area Metropolitan Planning Organization
HR	Human Resources
KPI	Key Performance Indicator
MAP-21	Moving Ahead for Progress in the 21st Century
MILSTD	Military Standard
MPO	Metropolitan Planning Organization
NPTSP	National Public Transportation Safety Plan
NTD	National Transit Database
NTSB	National Transportation Safety Board
ODP	Operator Development Program
PHA	Preliminary Hazard Assessment
PPE	Personal Protective Equipment
PTASP	Public Transportation Agency Safety Plan
SMS	Safety Management System
TAM	Transit Asset Management
TPO	Third Party Operator
UPT	Unlinked Passenger Trips
VRM	Vehicle Revenue Miles

1. Transit Agency Information

Liberty Transit is a fixed route public transit system that operates within the City of Hinesville, City of Flemington, City of Walthourville, and Fort Stewart Military Installation, home of the 3rd Infantry Division. The service area is approximately 20 square miles with an estimated population of 31,932 (according to the 2018 Transit Development Plan). The Liberty Transit System is governed by the Transit Steering Committee, which is comprised of the Mayor of Hinesville, Mayor of Flemington, Liberty County Board of Commissioners Chairman, Mayor of Walthourville, and an ex-officio Fort Stewart representative. The agency operates a fleet of 9 buses each equipped with ADA complaint wheelchair lifts and tie downs as well as bicycle racks for multimodal passengers.

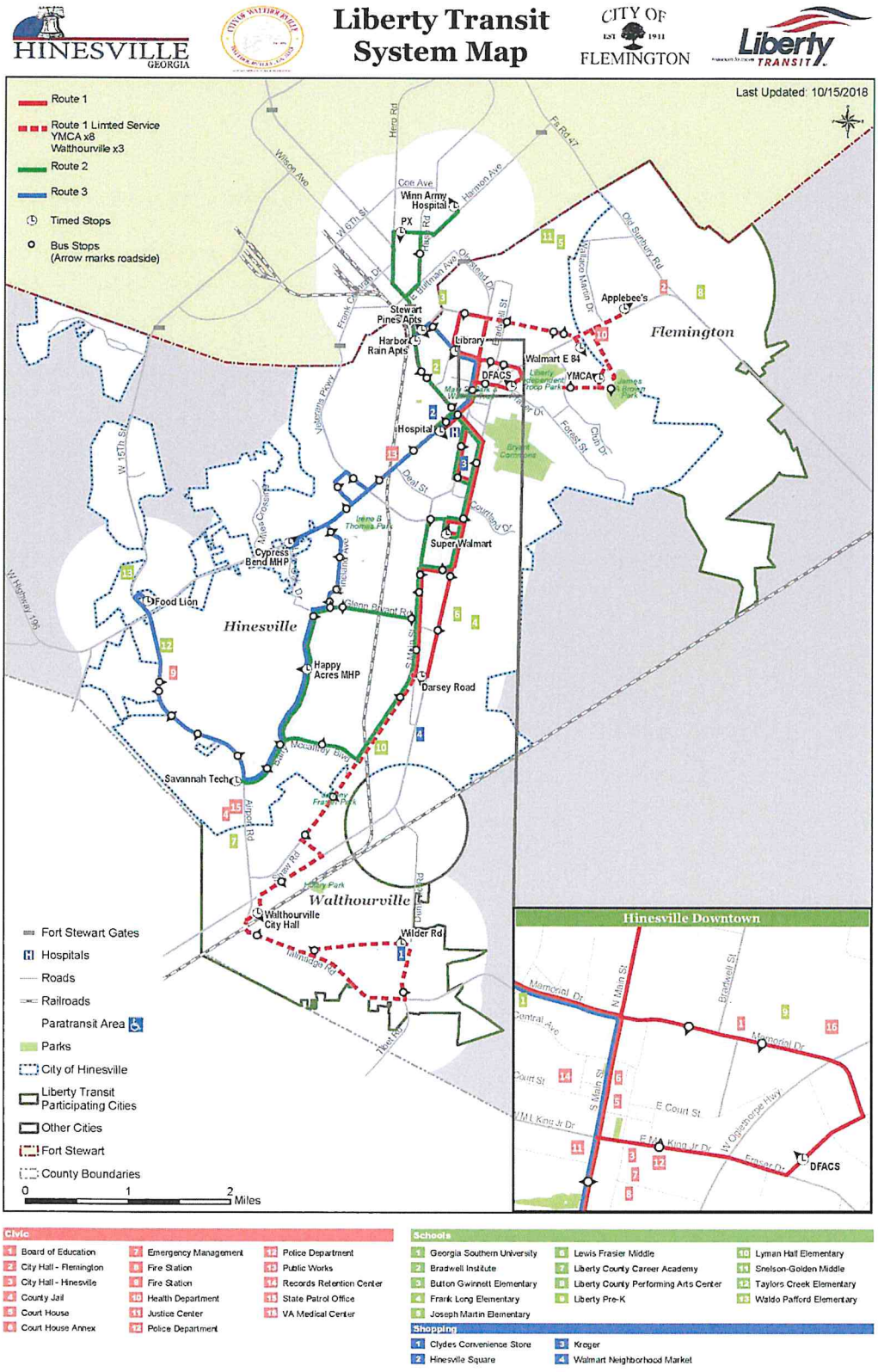
While Liberty Transit has begun as a fixed route transit system, the long-term goal is to become a countywide system and ultimately part of a regional solution to transportation needs. In order to accomplish these long-term goals, the staff at Liberty Consolidated Planning Commission is working across the region with transit partners to develop a plan to make these goals a reality.

Transit Agency Name	Liberty Transit		
Transit Agency Address	115 East Main Street, Hinesville GA 31313		
Accountable Executive (Name and Title)	Kenneth Howard, City Manager		
Chief Safety Officer (Name and Title)	Theodis Jackson, Mobility Manager		
Mode(s) of Service Provided (e.g., Fixed Route, Demand Response, ADA Paratransit, etc.)	Fixed Route & ADA Paratransit	**List All FTA Funding Types (e.g., 5307, 5310, 5311)**	5307
Vehicles Operated in Maximum Service, by Mode	Fixed Route 3	ADA Paratransit 1	Other(describe mode) 1 (capacity for extraordinary service route)
Mode(s) of Service Contracted Out to Third Party Operators (TPOs)	Liberty Transit's whole operations are contracted out to a third party (currently Transdev). Our governing local government entity pays for the fuel, provides the facilities, and administers the grants.		

Name of Third Party Operator (if applicable) and contact person	Transdev			
Does the agency provide transit services on behalf of another transit agency or entity?	Yes	No **X**	**Description of Arrangement(s)**	The City of Hinesville serves as the grantee for the 5307 program which funds Liberty Transit. Liberty Transit serves the Cities of Hinesville, Flemington, Walthourville and Fort Stewart.
Name and Address of Transit Agency(ies) or Entity(ies) for Which Service Is Provided	City of Flemington, 156 Old Sunbury Rd. Flemington GA. 31313 City of Walthourville, 222 Busbee Rd, Walthourville GA 31333 Ft. Stewart. 954 William H. Wilson Ave. Bldg 624, Suite 131 Fort Stewart, Georgia 31314			
Are any transit employees represented by a Labor Union? If so please describe.	No			
No. of Fixed Bus Routes:	3			

Annual Vehicle Revenue Miles (VRM)	Fixed Route Bus VRM	Demand Response/Paratansit VRM
	87,617	n/a still in first year
Annual Unlinked Passenger Trips (UPT)	Fixed Route Bus UPT	Demand Response/Paratansit UPT
	19,912	n/a still in first year

Figure 1 – Liberty Transit System Map



2. Safety Management

2.1 Safety Management Policy

Liberty Transit strives to provide the safest and most secure experience for the riding public and our employees. All levels of management and employees are accountable for the delivery of the highest level of safety performance, starting with the City Manager. Every employee must practice workplace safety, use equipment, tools and materials properly, and be trained in the agency's work rules and procedures for his or her respective areas of responsibility, including contingency plans for abnormal and emergency conditions.

Liberty Transit is committed to:

- Supporting an organizational culture that fosters safe practices, encourages effective employee safety reporting and communication, and actively manages safety with the same attention to results as paid to other management systems of the organization;
- Integrating the management of safety as a primary responsibility of all managers and employees, including contractors;
- Defining for all staff, managers and employees alike, their accountability and responsibility for the delivery of the organization's safety performance and the overall implementation of our Safety Plan;
- Establishing and implementing a proactive safety program to manage risks to a level that is acceptable and consistent with safety performance;
- Ensuring protections for any employee who discloses a safety concern through the employee safety reporting program;
- Complying with, and wherever possible, exceeding the expectations of legislative and regulatory requirements and standards;
- Ensuring all staff are provided with adequate and appropriate safety-related information, personal protective equipment (PPE), and training;
- Ensuring all staff are competent in safety management matters, and are allocated only to tasks commensurate with their skills;
- Communicating the purpose and benefits of the Safety Management System (SMS) to all staff, managers, supervisors, and employees;
- Establishing and measuring our safety performance against realistic and data-driven safety performance indicators and safety performance targets;
- Continually improving our safety performance through management processes that ensure appropriate safety management actions are taken and are effective; and

- Ensuring externally supplied systems and services to support our operations are delivered to meet our safety performance standards.

This agency Safety Plan describes our safety efforts and programs, and through our thorough implementation of such efforts and programs we explicitly show our commitment to system safety based on SMS principles, as per 49 CFR Part 673.

2.2 Employee Safety Reporting

Employees (both in-house and contract operator) are required to embrace Liberty Transit's safety goals and objectives and are encouraged to report safety concerns, issues or hazards. Executive management has established a safety reporting process for employees to voice their safety concerns without fear of retribution or blame. All frontline personnel will be responsible for utilizing this program as necessary. Our employees (including contractors) have a duty to report any unsafe condition to their supervisor, manager, or the Chief Safety Officer. Unsafe conditions may include issues with policies, procedures, physical conditions, events, information about an issue, among others. All violations of agency safety rules or procedures (including regulatory requirements of the agency) may result in disciplinary action. No action will be taken against any employee who communicates a safety condition through our reporting program unless such disclosure indicates an illegal act, gross misconduct or negligence, or a deliberate or willful disregard of our rules, policies and procedures. Once actions to remediate a safety violation have been determined, they shall be communicated throughout the organization and carried out.

2.3 Safety Management Policy Communication

Liberty Transit staff, including both Transdev and City of Hinesville employees, are informed of their responsibilities related to safety and the requirements of our Safety Plan during onboarding. Communicating the purpose and benefits of this Safety Plan and SMS principles among executive and senior management, supervisors and frontline staff are the most important jobs of all of our employees. All employees understand their respective safety roles and obligations and in identifying and assessing safety risks in the workplace and in agency operations. Fostering and reinforcing these obligations through regular agency-wide communications and programs are critical functions of senior management and the Chief Safety Officer including, but not limited to:

- Safety meetings;
- Operator meetings with supervisors and managers;
- Newsletters;
- Safety bulletins;
- Safety emails and text message alerts;
- Radio supervisor communication with operators;
- One-on-one communication between supervisors and frontline employees;
- Meetings with contractors;
- Committee meetings; and
- Safety campaigns.

2.4 Safety Responsibilities

The purpose of our Safety Plan is to maintain a formal safety program and establish a coordinated safety effort responsive to the needs of the operating, maintenance and support units (both contracted and in-house) involved in the provision of transit services. We emphasize the goal of all personnel and contractors to work toward the common goal of minimizing the occurrence of customer and employee accidents and incidents by providing safe revenue service to our customers and a safe work environment for our employees.

The following personnel lead the organization in the implementation of our Safety Plan:

City Manager, Accountable Executive (AE) (Current Incumbent, Kenneth Howard)

- Establishes and sets an organizational example for safety objectives and goals;
- Directs human resources;
- Manages agency finances;
- Oversees operations and maintenance programs;
- Promotes and communicates safety policy and programs;
- Participates in regular meetings with key staff to understand the status of safety programs and data; and
- Ultimately holds responsibility for all agency safety outcomes.

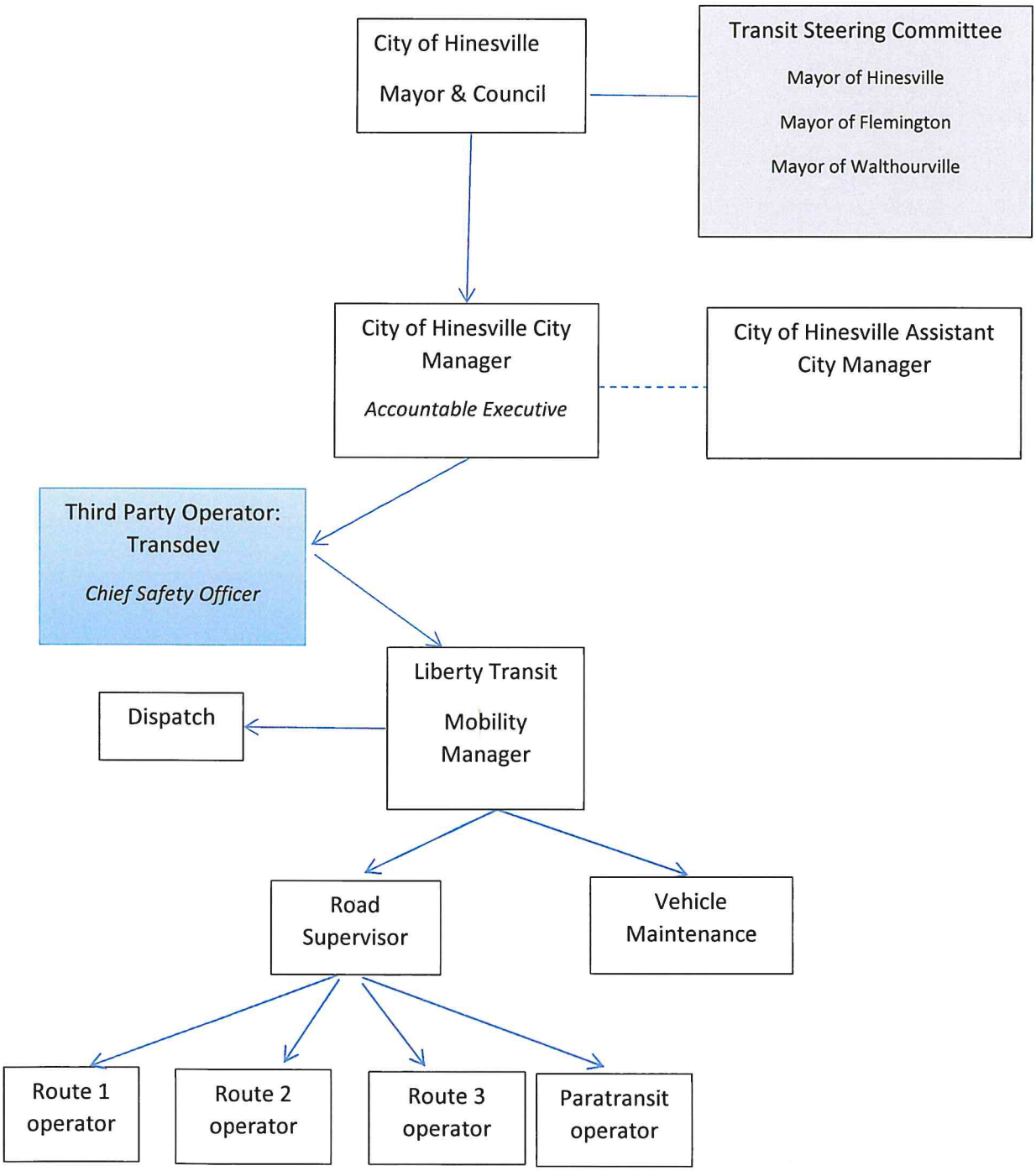
Mobility Manager, Chief Safety Officer (CSO) (current incumbent Theodis Jackson, Transdev)

- Regularly reports to the AE to provide status reports on Liberty Transit's safety program implementation;
- Manages and implements the Safety Plan throughout the Liberty Transit system;
- Chairs Safety meetings with key departmental managers including operations and maintenance;
- Participates in formal meetings with the FTA and GDOT on safety regulatory and program topics;
- Reports Safety Performance Measures/Targets to the Hinesville Area Metropolitan Planning Organization (HAMPO);
- Develops and implements safety policies, procedures, and programs;
- Supervises and oversees work of assigned safety staff, conducts performance reviews with staff, and initiates appropriate actions related to such;
- Directs the hazard management process and provides notification of reportable accidents, incidents and hazardous conditions;
- Investigates employee and vehicle accidents/incidents and injuries and works to develop programs to reduce accidents and injuries;
- Conducts inspections and researches safety codes, standards, and regulations;
- Compiles and analyzes health and safety statistics; produces reports, records, documents, and manifests; accesses and updates database files;
- Coordinates staff safety meetings and attends meetings, conferences and group functions related to safety;
- Develops and conducts training sessions relating to safety issues;
- Identifies health and safety concerns, analyzes reports and information, develops programs for accident/injury prevention, and submits recommendations to reduce frequency of accidents;
- Develops departmental and organizational Key Performance Indicators (KPI); and

- Conducts risk identification, evaluation, control, funding, and administration.

Other agency executive management who have responsibilities in support of implementation and management of Liberty Transit's SMS include the Assistant City Manager of the City of Hinesville, and representatives from Transdev, including the Road Supervisor, Vehicle Maintenance Department, and Dispatch. Provided in Figure 2, which follows, is the Organization Chart for the Liberty Transit SMS.

Figure 2 – Liberty Transit SMS Organizational Chart



2.5 Safety Committee

The CSO will periodically convene meetings of the Safety Committee to discuss safety program issues, safety data/performance indicators, Safety and Transit Asset Management (TAM) Plan updates, among various other issues that pertain to overall agency safety matters. The Safety Committee is an executive-level function that will at minimum include the City Manager, key representatives from Operations and Maintenance, and will be chaired by the CSO. The objectives of regular meetings of the Safety Committee are to ensure that the City Manager is well-versed in the implementation of the Safety Plan, KPI, and other important data, and that executive-level staff have a regular multi-disciplinary forum to discuss pertinent safety issues and policy.

3. Safety Risk Management

3.1 Hazard Management Program

Liberty Transit promotes the proactive identification and evaluation of hazards before they escalate into accidents or incidents. This Safety Plan and its programs must be effective in identifying and minimizing hazards in the operational environment. All operations must be viewed from a systems perspective in that the safety-critical functions of one group may impact those of one or more others. This focus on system safety is meant to foster the understanding of the interdependence of actions on overall safety. As such, our hazard management program involves a multi-disciplinary review process that is ultimately managed by the Safety Committee, led by the CSO. There are three basic objectives:

- Hazard identification;
- Hazard assessment; and
- Safety risk mitigation.

3.2 Hazard Identification

Hazard identification and resolution is a core element of the Safety Plan emphasizing timely correction of unsafe conditions, anticipated and reconciled before serious accident, injury, or damage occurs. Our risk management program includes the following practices:

- Employee safety reporting;
- Driver, dispatcher, supervisory and maintenance performance information;
- Rules compliance checks;
- Americans with Disabilities Act (ADA) compliance reviews;
- Asset conditions assessments;
- Camera and event recorder reviews;
- Environmental information;
- Safety observations;
- Pre- and post-trip inspections;
- Vehicle, facility and equipment inspections;
- Internal safety investigations;
- Fitness for duty checks;
- Accident reports;
- Compliance programs;
- Safety Committee reviews;
- Via reports from local agencies such as the Hinesville Police Department; and
- Public feedback/complaints.

Liberty Transit emphasizes the timely identification and correction of unsafe conditions, anticipated and reconciled before serious accident, injury, or damage occurs. To ensure we provide as safe and reliable transportation services as possible, we have established a process by which hazards are identified, analyzed for potential impact on the operating system, and resolved in a manner acceptable to management and applicable regulatory agencies. All

management, staff, contractors, and suppliers are required to implement high standards of safety and system assurance throughout the design, construction, testing, and operational phases of our projects. Hazards which cannot be eliminated with design mitigations including the implementation of safety warning devices are usually addressed by training, and/or written procedures to prevent mishaps. Most hazards are identified in the field, reported, entered in reports, and are addressed by the responsible departments through routine corrective measures that do not require special attention.

Hazards can be identified through a host of sources ranging from daily experience (accidents, incidents or safety concerns), gathered data, information submitted by patrons, to detailed analyses and assessments of existing conditions, among others. Once hazard causes, consequences, and likelihood of occurrence have been assessed, priorities for resolution can be established. The risks associated with hazards are accepted, minimized, controlled or identified for future remedy. Safety efforts must, however, continue to ensure that the implementation of hazard remedies do not create new safety concerns.

3.3 Hazard Assessment

Hazard assessments shall include specific inputs, reviews, and comments from any department and personnel, as necessary. To categorize the severity of a hazard, the likely effects on passengers, employees, general public and equipment must be established. Hazard severity ratings are based on categories from Military Standard 882E (MILSTD-882E) and require system key agency stakeholders to make subjective determinations of the worst case that could be anticipated to result from design inadequacies, human error, component failure or malfunction. Hazard severity categories are defined to provide a qualitative measure of the worst credible mishap from resulting from personnel error, environmental conditions, design inadequacies, and procedural deficiencies for a system, subsystem or component failure or malfunction. Table 1 below summarizes the hazard severity categories. It reflects the principle that not all hazards pose an equal amount of risk to personnel safety.

Table 1 – Hazard Severity

Characteristics				
Severity Level	**People**	**Equipment/Services**	**Financial**	**Reputational**
Catastrophic 1	Several deaths and/or numerous severe injuries (per event)	Total loss of equipment or system interruption, requiring months to repair	Estimated loss in excess of $5 million	Ongoing media coverage, irreparable reputational damage, government intervention (weeks-months)
Critical 2	Low number of deaths and/or severe injuries (per event)	Significant loss of equipment or system interruption, requiring weeks to repair	Estimated loss in the range of $500,000 to $5 million	Prolonged media campaign, serious reputational damage, sustained government involvement (days-weeks)
Major 3	Minor injury and possible serious injury (per event)	Some loss of equipment or system interruption, requiring 7 days or less to repair	Estimated loss in the range of $50,000 to $500,000	Adverse media coverage, reputational damage, government involvement
Marginal 4	Possible minor injury (per event)	Some loss of equipment, no system interruption, less than 24 hours to repair	Estimated loss in the range of $1000 to $49,999	Local media coverage and some reputational damage
Insignificant 5	No injury	Minor damage to equipment, no system interruption, no immediate repair necessary	Estimated loss is likely less than $1000	No adverse media or reputational damage

The probability that a hazard will occur during the planned life expectancy of a system element, subsystem, component or daily operational function can be described subjectively in potential occurrences per unit time, event, population, items or activity. A qualitative hazard probability may be derived from research, analysis, and evaluation of historical safety data or a similar system. The CSO, departmental managers or the Safety Committee can assign a probability rating to a particular event or a specific hazard. Supporting rationale for assigning a hazard probability is documented in hazard analysis reports, memos or minutes from meetings. The assessment of the probability of hazard occurrence will consider specific system operations based on the current system configuration. Hazard likelihood levels to be considered are shown in Table 2 below.

Table 2 – Hazard Likelihood

Probability	Specific Item	Fleet / Inventory	Frequency
A Frequent	Likely to occur frequently in the life of an item	Continuously experienced	26 or more events in a year
B Probable	Will occur often in the life of an item	Will occur frequently in the system	13 to 25 events in a year
C Occasional	Likely to occur sometime in the life of an item	Will occur several times	6 to 12 events in one year, or less than 24 events in 5 years
D Remote	Unlikely but possible to occur in the life of an item	Unlikely, but can be expected to occur	1 to 5 events in one year or less than 10 events in 10 years
E Improbable	Unlikely to occur but possible	Unlikely to occur, but possible	1 event in 25 years
F Eliminated	Incapable of occurrence. This level is used when potential hazards are identified and later eliminated.		

The Hazard Risk Index (Table 3) combines hazard categories, severity and probability to constitute a chart to assist in the evaluation of specific hazards and their associated levels of risk.

Table 3 – Hazard Risk Index

	Hazard Categories				
Frequency	**1** Catastrophic	**2** Critical	**3** Major	**4** Marginal	**5** Insignificant
A Frequent	1A	2A	3A	4A	5A
B Probable	1B	2B	3B	4B	5B
C Occasional	1C	2C	3C	4C	5C
D Remote	1D	2D	3D	4D	5D
E Improbable	1E	2E	3E	4E	5E
F Eliminated					

Hazard Risk Index	Risk Decision Criteria
Unacceptable	Hazard must be mitigated
Undesirable	Requires acceptance from management
Acceptable with Review	Hazard may be accepted with management review
Acceptable	Risk level is acceptable
Eliminated	No hazard remains

3.4 Safety Risk Mitigation

Once a risk has been evaluated, the agency will determine a course of action to address a given risk. As per the process above, a risk may be eliminated by eliminating the source of the hazard. For example, if a special service route has experienced incidents, such hazards will be eliminated when such special service is also eliminated. In other instances, for example, the CSO and Safety Committee may utilize accident/incident data over time to discuss the hazards of vehicle rear-endings and evaluate the type, severity and probability of these accidents, and mitigation measures to prevent these mishaps in the future. Such mitigations may include new standard operating procedures, policies, additional training requirements, public awareness campaigns, or even vehicle design changes.

This methodology may be applied for the analysis of risks of day-to-day operations as well as for preliminary hazard assessments (PHA) when designing new system infrastructure. During the safety certification process to develop system expansions, identified hazards can be addressed by designing system elements for minimum risk, and/or incorporating safety and warning devices.

3.5 Hazard Tracking

Some more complex hazards may require the use of a Safety Risk Register which may consist of the following information:

- Assigned hazard number;
- Date hazard identified;
- Hazard title;
- Hazard description;
- Sources from which a hazard was identified;
- The element of operation affected by the hazard;
- Initial hazard classification;
- Current hazard classification; and
- Corrective Action Plan (CAP).

The Register, when used, is updated regularly until the hazard CAP has been closed out. All captured data is analyzed for the identification of developing trends to ensure future safety risks/hazards can be mitigated and/or eliminated.

Other departmental records and oversight of issues are routinely maintained to track issues as matter-of-course office processes. For example, the tracking of complaints and concerns regarding Liberty Transit; these issues are processed by the City of Hinesville via its online tracking software, and complaints and concerns may also be made to the Assistant City Manager and/or City Manager

4. Safety Assurance

The purpose of Safety Assurance is to evaluate the overall effectiveness of safety risk controls established under safety risk management program. The City Manager and CSO are responsible for monitoring and evaluating day-to-day operations to ensure that: 1) emerging risks are identified, 2) Liberty Transit is in compliance with regulatory requirements applicable to the Safety Plan, and 3) that our safety programs are meeting our safety goals and objectives. Safety Assurance programs provide important feedback and data into the risk management process and vice versa to promote safer operations. Through our Safety Risk Management and Safety assurance Activities, we will evaluate the adequacy of procedures, processes, personnel performance, our data collected, and compliance with procedures and programs.

4.1 Safety Performance Monitoring and Measurement of Risk Mitigations

The City Manager has the ultimate responsibility of affording the riding public and employees safe and secure operations. Each employee is required to carry out specific system safety responsibilities in compliance with their job specifications, agency rules and regulations and this Safety Plan. Each department generates its own performance data used for the detection of trends or problems in operations and maintenance prior to the development of a major safety concern. Among the various safety assurance activities overseen by the City Manager and CSO include:

- Fleet operations;
- Road supervision;
- Fleet maintenance;
- Drug and Alcohol Program;
- TAM;
- Resource planning;
- Internal operations reviews;
- Accident/incident investigations and other means to determine causal factors;
- Contractor safety efforts;
- Data collection and analysis; and
- Security activities.

It is the task of the CSO to monitor and measure the safety performance of operations through data provided from the various departments and report to the City Manager and Safety Committee periodically. Using collected data and assessing trends, we develop minimum performance standards to meet agency safety targets and goals. From there, we may create KPI that show us whether or not we are achieving our safety targets and goals. Selected data is accumulated and analyzed for ongoing trending and performance measurement, including fatalities, injuries to passengers and/or personnel, system reliability, and other safety related events. This data comes from various sources including, but are not limited to:

- Event reports;
- Observations of operations reports;
- Internal and external inspection, survey, and audit reports;
- Safety suggestions from employees and customers;
- Historical knowledge;

- Seasonal events and effects;
- Environmental considerations;
- New equipment or facility deployments;
- Fleet issues;
- Process reviews and audits;
- Training efforts; and
- Peer reviews.

For example, Liberty Transit conducts safety investigations of events (accidents, incidents, and occurrences, as defined by FTA) to find causal and contributing factors and review the existing mitigations in place at the time of the event. An investigation report is prepared and sent to the Safety Committee for integration into their analysis of the event. The Safety Committee determines whether:

- The accident was preventable or non-preventable;
- Personnel require discipline or retraining;
- The causal factor(s) indicate(s) that a safety hazard contributed to or was present during the event; and
- The accident appears to involve underlying organizational causal factors beyond just individual employee behavior.

Monitoring and measurement of our Safety Assurance program establishes a baseline which we can use to compare criteria and conditions at other specific points in time. Once a baseline is established through monitoring and measurement, data can be used as criteria in evaluating operations to reduce risk and overall safety objective/goal achievement. Ongoing monitoring is built into our operations, performed continually, and responsive to change. Ongoing monitoring includes regular management and supervisory activities, comparisons, reconciliations, and other routine actions.

The CSO maintains a list of safety risk mitigations in a Safety Risk Register. The mechanism for monitoring safety risk mitigations varies depending on the mitigation. The CSO establishes one or more mechanisms for monitoring safety risk mitigations as part of the mitigation implementation process and assigns monitoring activities to the appropriate director, manager, or supervisor. These monitoring mechanisms may include tracking a specific metric on daily, weekly, or monthly logs or reports; conducting job performance observations; or other activities. The CSO will endeavor to make use of existing processes and activities before assigning new information collection activities.

The CSO and Safety Committee review the performance of individual safety risk mitigations during Safety Committee meetings, based on the reporting schedule determined for each mitigation, and determine if a specific safety risk mitigation is not implemented or performing as intended. If the mitigation is not implemented or performing as intended, the Safety Committee will propose a course of action to modify the mitigation or take other action to manage the safety risk. The CSO will approve or modify this proposed course of action and oversee its execution.

4.2 Safety Performance Measures and Targets

Among the various KPI that we use are the four safety performance measures that are required by the National Public Transportation Safety Plan (NPTSP): Fatalities, Injuries, Safety Events and System Reliability, as defined below:

- Fatalities – Total number of reportable[1] fatalities and rate per total vehicle revenue miles (VRM) by mode;
- Injuries – Total number of reportable injuries and rate per total VRM by mode;
- Safety Events – Total number of reportable events and rate per total VRM by mode; and
- System Reliability – Mean distance between major mechanical failures by mode.

These safety performance measures are based on data submitted to the National Transit Database (NTD). Our annual performance targets for these measures for FY 2021 are as below on Error! Reference source not found.. These safety performance targets will be shared with HAMPO to aid in the planning process. Liberty Transit will coordinate with GDOT and HAMPO in the selection of State and MPO safety performance targets as requested. A member of HAMPO regularly attends the Liberty Transit Monthly Steering Committee Meeting to provide staff support. The CSO and representatives of the City also attend monthly HAMPO meetings. These various meetings are used as a way for Liberty Transit and HAMPO to stay in contact and connected.

Table 4 – FY 2021 Safety Performance Measures and Targets

Mode of Transit and Service	**Fatalities** (total)	**Fatalities** (per 100,000 VRM)	**Injuries** (total)	**Injuries** (per 100,000 VRM)	**Safety Events** (total)	**Safety Events** (per 100,000 VRM)	**System Reliability** (VRM/Failures)
Fixed Route Bus	0	0	0	0	3	4.5	3,982 miles
Demand Response ADA Paratransit	0	0	0	0	1	5.9	1,690 miles[2]

[1] The thresholds for "reportable" fatalities, injuries, and events are defined in the NTD Safety and Security Reporting Manual.

[2] The Demand Response ADA Paratransit service is still in its first year of operation, therefore the System Reliability performance target was estimated based in part on the Fixed Route VRM.

5. Safety Promotion

Safety Promotion fosters a positive safety culture and improves safety performance by increasing safety awareness through training and communication. Appropriate training for all employees regardless of their position within the agency provides knowledge for a successful safety program. Through communication of lessons learned and safety performance data, employees are made aware of safety priorities and concerns as they relate to their individual job tasks and the entire organization.

5.1 Safety Training

All new and existing transit employees whether contracted or in-house undergo Safety Plan familiarization training. Employees at all levels of the agency (defined as both in-house and contracted) need to understand 1) what the Safety Plan is, 2) how it supports the agency's mission, and 3) what their specific individual Safety Plan responsibilities are. This core element of our comprehensive safety training program applies to all Liberty Transit employees directly responsible for safety, including:

- City Manager and CSO;
- Bus operators;
- Dispatchers;
- Maintenance technicians; and
- Managers and supervisors.

Liberty Transit has developed job specifications for all job classifications which require certain skills training in order for personnel to perform job functions safely. For certain positions this will include initial as well as refresher training. Our safety training programs include, but are not limited to, the following:

- Bus operator training;
    - Transdev is responsible for 40 hours of driver training in a classroom setting, and 80 hours in the vehicle. This training includes learning the following items:
        - Basic class in first aid
        - Driver sensitivity training with respect to meeting the needs of persons with disabilities
        - Passenger assistance techniques or comparable training
        - Drug and alcohol awareness training
        - Blood-borne pathogen training
        - National Safety Council defensive driving course
    - Refresher training is conducted monthly in which supervisors are on the vehicle to conduct a safety inspection
    - Operator Development Program (ODP) Classroom Training
- Bus maintainer training;
- Dispatcher training; and
- Supervisor training.

Refresher training programs are outlined in our individual departmental training syllabi. Liberty Transit and Transdev maintain records of all employees upon hire and manage their progress through training, annual recertification and retraining if required.

5.2 Safety Communication

All employees, from the City Manager to frontline personnel, shall communicate the virtues and requirements of our Safety Plan and program elements. Safety communication activities ensure that all employees and contractors are aware of the following goals and responsibilities:

- The observance of all agency standard operating procedures, policies, and plans;
- The need to systematically identify safety hazards, mitigate risk and reduce fatalities and injuries resulting from transit operations;
- The need to reduce the injury incidence rate by minimizing exposure to unsafe conditions and reducing hazardous employee behavior;
- Providing safe and efficient transit services by ensuring that all vehicles, equipment and facilities are regularly inspected, maintained and serviced as needed; and
- Achieving 100 percent of scheduled routine inspections, preventative and regular maintenance work is completed on time, and essential repairs addressed in a designated time.

Further, we encourage employees and contractors to be mindful of their safety responsibilities, and we review various safety issues, recommendations, policies, etc. by various means which include but are not limited to:

- Employee Safety Reporting Program;
- Safety meetings;
    - Transdev currently holds monthly safety meetings. The Liberty Transit Steering Committee meets and addresses any issues brought and reviews a safety report including Drug and Alcohol testing, accident reports, and any complaints;
- Operator meetings with supervisors and managers;
- Newsletters;
- Safety bulletins;
- Safety emails;
- Text message alerts;
- Radio supervisor communication with operators;
- One-on-one communication between supervisors and frontline employees;
- Meetings with contractors;
- Committee meetings; and
- Safety campaigns.

A positive safety culture focuses on finding and correcting systemic issues rather than finding someone or something to blame. A positive safety culture flourishes in an environment of trust, encouraging error-reporting and discouraging covering up mistakes. The need to address behavior that is malicious or recklessly negligent must be balanced with the need for a just culture that is not excessively punitive. A positive safety culture goes beyond simply adhering to procedures. It is demonstrated when employees carry out their duties correctly, with alertness, full knowledge, sound judgment, and a sense of accountability.

6. Annual Update Process

The CSO will review and update this Safety Plan annually. The updated version of the Plan will be signed by the City Manager and approved by the agency's Board of Directors. The newly authorized version will be reissued to all transit personnel for their perusal and comprehension. The Governing Body of Liberty Transit consists of a Steering Committee made up of the Mayors of the Three Cities that contribute to the program on a per-population based share (City of Hinesville, City of Walthourville, and City of Flemington). The Steering Committee is responsible for approving all items and reports. The City of Hinesville serves as the Transit System's Fiscal Agent and grant administrator and approves contracts and agreements after approval of the Steering Committee has been received.

Liberty Transit will maintain all documents that are related to the implementation of this Safety Plan and results from SMS processes and activities. These documents will be made available upon request by the FTA or other related federal entity. All such documents will be maintained for a minimum of three years after they are created.

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Appendix A: PTASP Relationship to Other Federal Laws & Regulations

1. Public Transportation Safety Program Rule - 49 U.S.C. § 5329

The Public Transportation Safety Program Rule establishes substantive and procedural rules for FTA's administration of the Public Transportation Safety Program authorized by 49 U.S.C. § 5329. The rule establishes FTA's SMS approach to the development and implementation of the Safety Program. Further, it sets rules of practice for the FTA's enforcement authority and describes the contents of a National Public Transportation Safety Plan.

National Public Transportation Safety Plan (NPTSP)- section 5329(b)

Through the NPTSP, the FTA has adopted the principles and methods of SMS as the basis for enhancing the safety of public transportation in the United States. The NPTSP is a policy document, communications tool, and a repository of standards, guidance, best practices, tolls, technical assistance, and other resources.

This Safety Plan was written in accordance to the Public Transportation Safety Program Rule and the NPTSP.

2. Public Transportation Agency Safety Plan (PTASP) Rule - 49 CFR Part 673

The Federal Transit Administration (FTA) published a final rule for PTASP as authorized by the Moving Ahead for Progress in the 21st Century Act (MAP–21). This final rule requires States and certain operators of public transportation systems that receive Federal financial assistance under Urbanized Area Formula Program (49 U.S.C. § 5307) to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). Transit operators must certify they have a safety plan, meeting the requirements of the rule, in place by July 20, 2020.

3. Transit Asset Management (TAM) Rule - 49 CFR Part 625

The PTASP final rule applies to only Section 5307 recipients and sub-recipients, and the TAM rule applies to all operators of public transit. However, the two plans can support one another by providing useful data for agency use and NTD reporting. Pursuant to 49 C.F.R. Part 625, condition assessments were performed as part of safety risk management and safety assurance activities. The results of TAM condition assessments, and subsequent SMS analysis can help prioritize a transit agency's TAM Plan elements. Condition assessments help identify potential safety issues, which could undergo a safety risk assessment as part of safety risk management. Further, TAM data and analysis can also be used for performance monitoring and measurement as part of safety assurance. Results of safety risk assessments and safety performance monitoring and measurement can guide the prioritization of an asset for repair or replacement.

4. National Transit Database (NTD) Rule 49 U.S.C 5335(a)

Transit agency's receiving funding from the Urbanized Area Formula Program (5307) or Rural Formula Program (5311) are required to submit data to the NTD in uniform categories. Agencies submit reports to NTD each fiscal year. The PTASP rule and NTD reporting rule are related, as both rules require agencies to track data based on the same data points; fatalities, injuries and safety events per total revenue vehicle mile by mode, with the additional requirement of mean distance between major mechanical failures.

Appendix B: Approval by Governing Body

Agency Name: **Liberty Transit**

I hereby certify on behalf of Liberty Transit (Agency Name),

that on June, 2020, the 18th

City of Hinevsille (Name of governing Board) approved the enclosed

Agency Safety Plan in accordance with 49 CFR 673.11(a)(1).

Signature of Authorized Official: Kenneth L. Howard

Printed Name and Title: Kenneth Howard, City Manager

Date: 6/19/20

Appendix C: GDOT Plan Certification

[ATTACH CERTIFICATION LETTER]