



STATE TRANSPORTATION BOARD

AUGUST 2024 COMMITTEE MEETINGS

August 15, 2024



STATE TRANSPORTATION BOARD

Finance Committee

August 15, 2024



Amended Fiscal Year 2025 and Fiscal Year 2026 Budget Update

Angela O. Whitworth

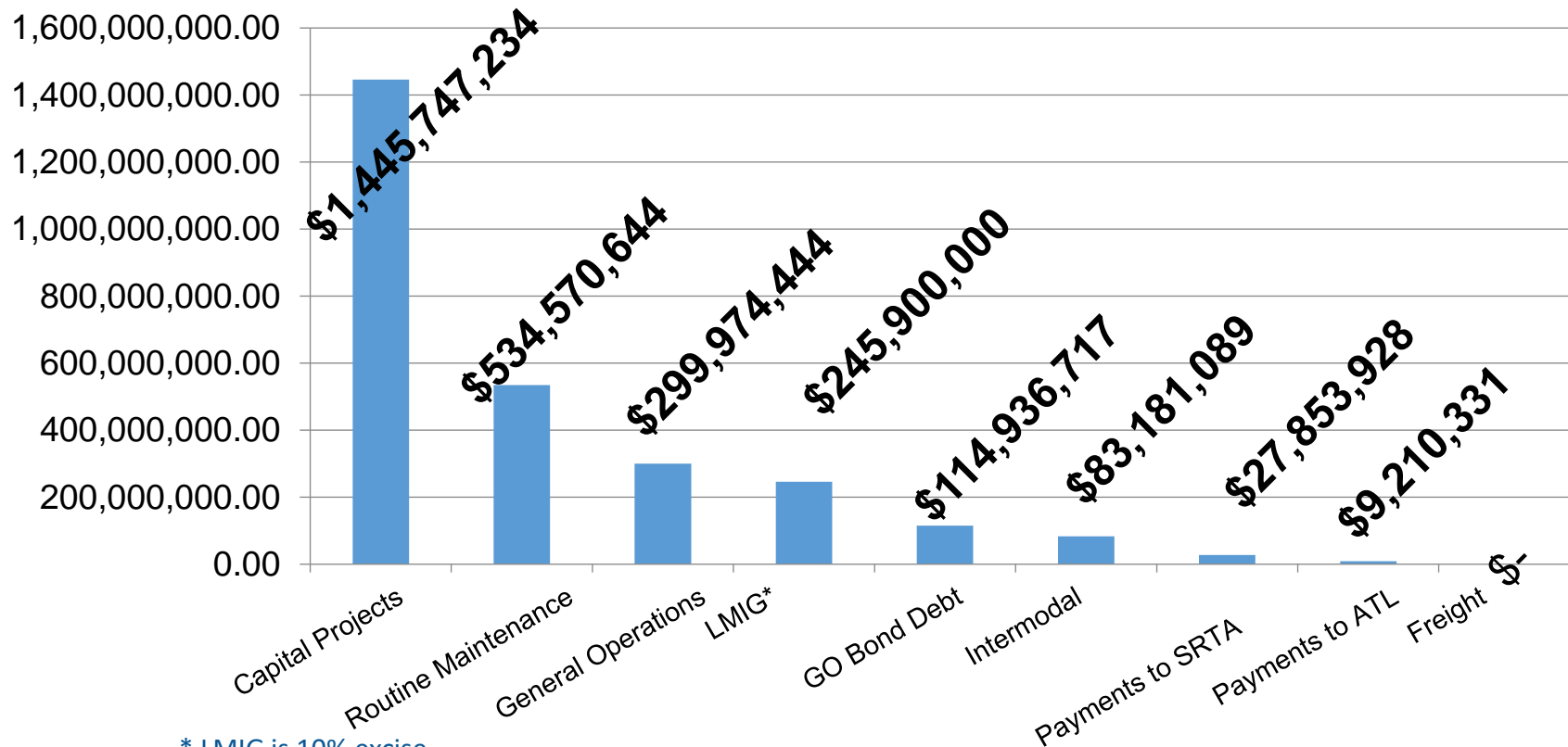
Treasurer

August 15, 2024

Amended FY 2025 Revenue Comparison Request

	FY 25 Base	Change	Amended FY 25
Excise:	\$2,201,466,000	\$257,534,000	\$2,459,000,000
Transportation Trust Fund Fees:	\$228,614,524	\$-	\$228,614,524
Transit Trust Fund Fees:	\$32,412,973	\$-	\$32,412,973
State General Funds:	\$41,346,890	\$-	\$41,346,890
<hr/>			
Total:	\$2,503,840,387	\$257,534,000	\$2,761,374,387

Amended FY 2025 Budget Request - Summary



* LMIG is 10% excise

Budget Request by Program and Fund Source

Program	Fund Source	FY 25 BASE	Change	Amended FY 25
GO Bond Debt	Motor Fuel	\$114,936,717	\$-	\$114,936,717
Airport Aid	State General Funds	\$26,359,425	\$-	\$26,359,425
Capital Construction	Motor Fuel	\$885,544,844	\$125,138,723	\$1,010,683,567
	Transportation Trust Fund Fees	\$135,971,563	\$-	\$135,971,563
	Total	\$1,021,516,407	\$125,138,723	\$1,146,655,130
Capital Maintenance	Motor Fuel	\$150,588,167	\$100,000,000	\$250,588,167
	Transportation Trust Fund Fees	\$44,157,476	\$-	\$44,157,476
	Total	\$194,745,643	\$100,000,000	\$294,745,643
Data Collections	Motor Fuel	\$3,167,938	\$9,020	\$3,176,958

Budget Request by Program and Fund Source

Program	Fund Source	FY 25 BASE	Change	Amended FY 25
Departmental Admin	Motor Fuel	\$90,794,582	\$-	\$90,794,582
Freight	TBD	\$-	\$-	\$-
LMIG	Motor Fuel	\$220,146,601	\$25,753,399	\$245,900,000
Local Roads	Motor Fuel	\$4,346,461	\$-	\$4,346,461
Planning	Motor Fuel	\$2,900,880	\$-	\$2,900,880
	Transportation Trust Fund Fees	\$2,000,000	\$-	\$2,000,000
	Planning Total	\$4,900,880	\$-	\$4,900,880
Ports & Waterways	State General Funds	\$1,397,141	\$-	\$1,397,141
Program Delivery	Motor Fuel	\$138,726,423	\$697,000	\$139,423,423

Budget Request by Program and Fund Source

Intermodal	Fund Source	FY 25 BASE	Change	Amended FY 25
Rail	State General Funds	\$1,348,032	\$-	\$1,348,032
	Locomotive Diesel Funds	\$11,742,292	\$-	\$11,742,292
	Rail Total	\$13,090,324	\$-	\$13,090,324
Routine Maintenance	Motor Fuel	\$529,162,085	\$5,408,559	\$534,570,644
Traffic Management	Motor Fuel	\$61,151,302	\$527,299	\$61,678,601
Transit	Transportation Trust Fund Fees	\$9,421,226	\$-	\$9,421,226
	Transit Trust Fund	\$32,412,973	\$-	\$32,412,973
	State General Funds	\$500,000	\$-	\$500,000
	Transit Total	\$42,334,199	\$-	\$42,334,199

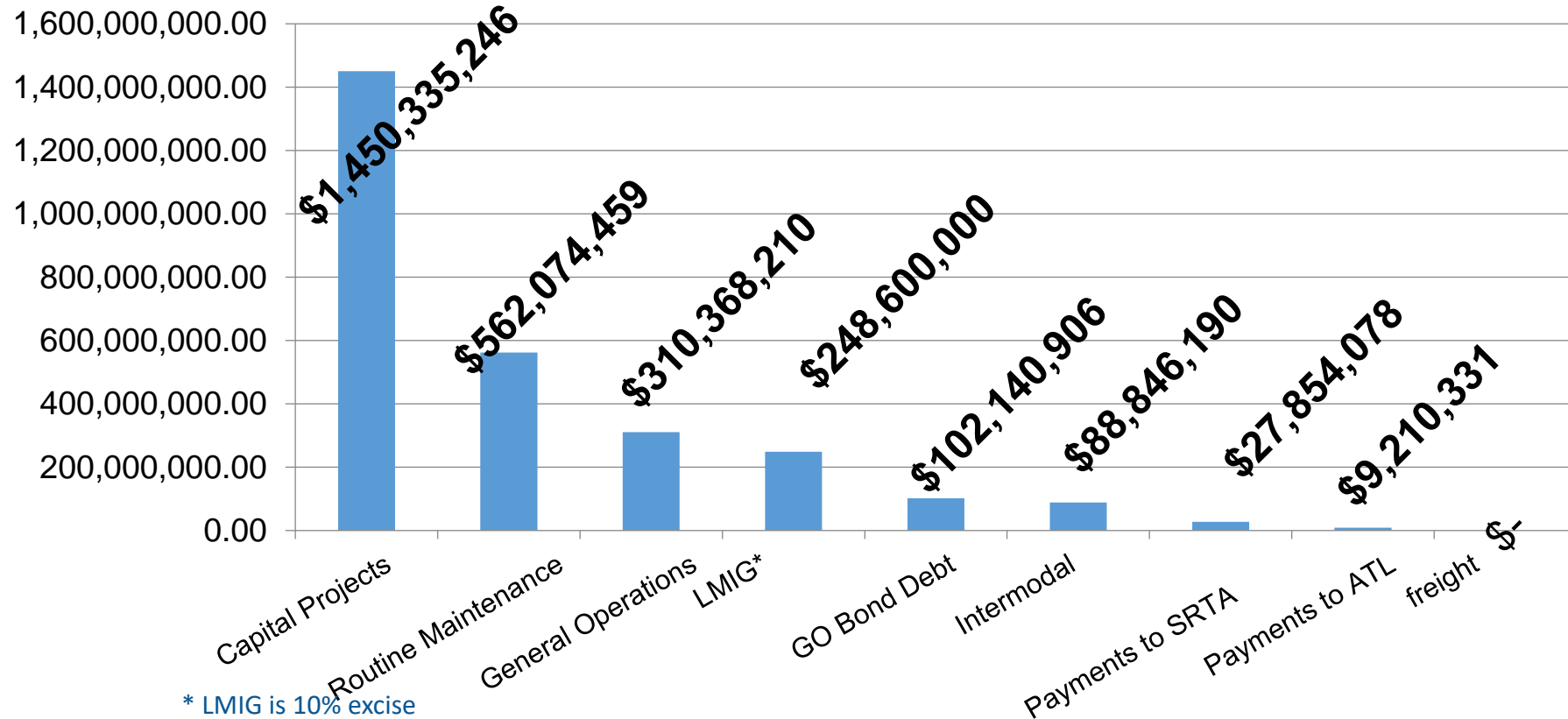
AFY 2025 Budget Request-Attached Agencies

Program	Fund Source	FY 25 BASE	Change	Amended FY 25
Payments to SRTA	Transportation Trust Fund Fees	\$27,853,928	\$-	\$27,853,928
Payments to ATL	Transportation Trust Fund Fees	\$9,210,331	\$-	\$9,210,331

FY 2026 Revenue Comparison Request

	FY 25 Base	Change	FY 26
Excise:	\$2,201,466,000	\$284,534,000	\$2,486,000,000
Transportation Trust Fund Fees:	\$228,614,524	\$10,282,227	\$238,896,751
Transit Trust Fund Fees:	\$32,412,973	\$5,613,163	\$38,026,136
State General Funds:	\$41,346,890	(\$4,840,357)	\$36,506,533
Total:	\$2,503,840,387	\$295,589,033	\$2,799,429,420

FY 2026 Budget Request - Summary



Budget Request by Program and Fund Source

Program	Fund Source	FY 25 BASE	Change	FY 26
GO Bond Debt	Motor Fuel	\$114,936,717	(\$12,795,811)	\$102,140,906
Airport Aid	State General Funds	\$26,359,425	\$-	\$26,359,425
Capital Construction	Motor Fuel	\$885,544,844	\$114,336,953	\$999,881,797
	Transportation Trust Fund Fees	\$135,971,563	\$5,389,782	\$141,361,345
	Total	\$1,021,516,407	\$119,726,735	\$1,141,243,142
Capital Maintenance	Motor Fuel	\$150,588,167	\$110,000,000	\$260,588,167
	Transportation Trust Fund Fees	\$44,157,476	\$-	\$44,157,476
	Total	\$194,745,643	\$110,000,000	\$304,745,643
Data Collections	Motor Fuel	\$3,167,938	\$9,020	\$3,176,958

Budget Request by Program and Fund Source

Program	Fund Source	FY 25 BASE	Change	FY 26
Departmental Admin	Motor Fuel	\$90,794,582	\$1,070,247	\$91,864,829
Freight	TBD	\$-	\$-	\$-
LMIG	Motor Fuel	\$220,146,601	\$28,453,399	\$248,600,000
Local Roads	Motor Fuel	\$4,346,461	\$-	\$4,346,461
Planning	Motor Fuel	\$2,900,880	\$-	\$2,900,880
	Transportation Trust Fund Fees	\$2,000,000	\$-	\$2,000,000
	Planning Total	\$4,900,880	\$-	\$4,900,880
Ports & Waterways	State General Funds	\$1,397,141	\$-	\$1,397,141
Program Delivery	Motor Fuel	\$138,726,423	\$2,635,529	\$141,361,952

Budget Request by Program and Fund Source

Intermodal	Fund Source	FY 25 BASE	Change	FY 26
Rail	State General Funds	\$1,348,032	\$-	\$1,348,032
	Locomotive Diesel Funds	\$11,742,292	(\$4,840,357)	\$6,901,935
	Rail Total	\$13,090,324	(\$4,840,357)	\$8,249,967
Routine Maintenance	Motor Fuel	\$529,162,085	\$32,912,374	\$562,074,459
Traffic Management	Motor Fuel	\$61,151,302	\$7,912,289	\$69,063,591
Transit	Transportation Trust Fund Fees	\$9,421,226	\$4,892,295	\$14,313,521
	Transit Trust Fund	\$32,412,973	\$5,613,163	\$38,026,136
	State General Funds	\$500,000	\$-	\$500,000
	Transit Total	\$42,334,199	\$10,505,458	\$52,839,657

FY 2026 Budget Request-Attached Agencies

Program	Fund Source	FY 25 BASE	Change	FY 26
Payments to SRTA	Transportation Trust Fund Fees	\$27,853,928	\$150	\$27,854,078
Payments to ATL	Transportation Trust Fund Fees	\$9,210,331	\$-	\$9,210,331

For Board Action

**Approval
Requested**

THANK
YOU



STATE TRANSPORTATION BOARD

P3 Committee

August 15, 2024



I-285/I-20 West Interchange

Tim Matthews, P.E.

Asst. P3 Division Director/Pre-let Administrator

August 15, 2024



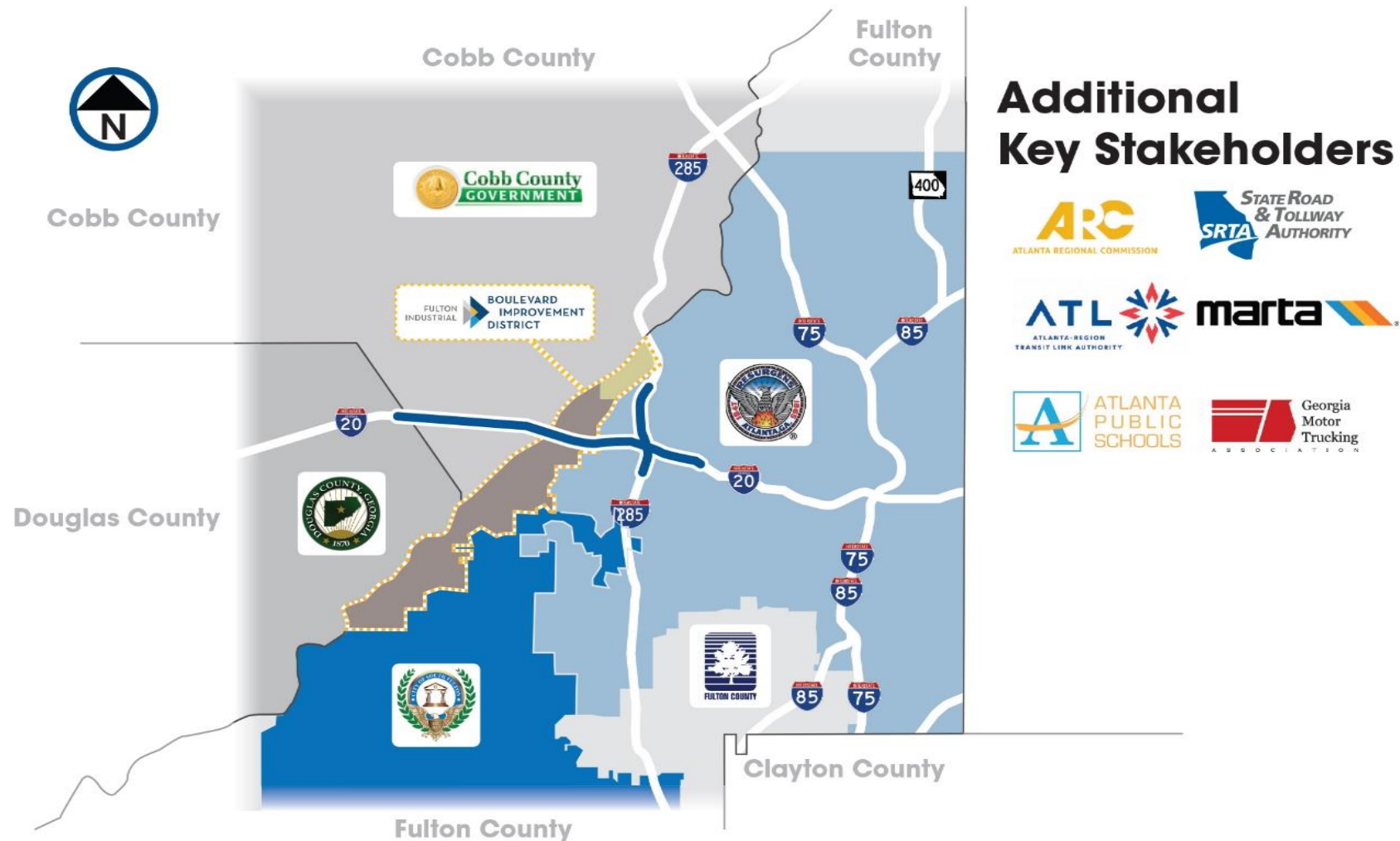
Agenda

- **I-285/I-20 West Interchange**
 - Overview of Project
 - Stakeholder Coordination
 - Workforce Development
 - Contracting Structure
 - Proposal Evaluation Structure
 - Next Steps



Stakeholder Coordination

- Conducted multiphase approach to inform, engage, and involve stakeholders and the public during the environmental process.
- Collection of a variety of stakeholder and local community groups.



Workforce Development



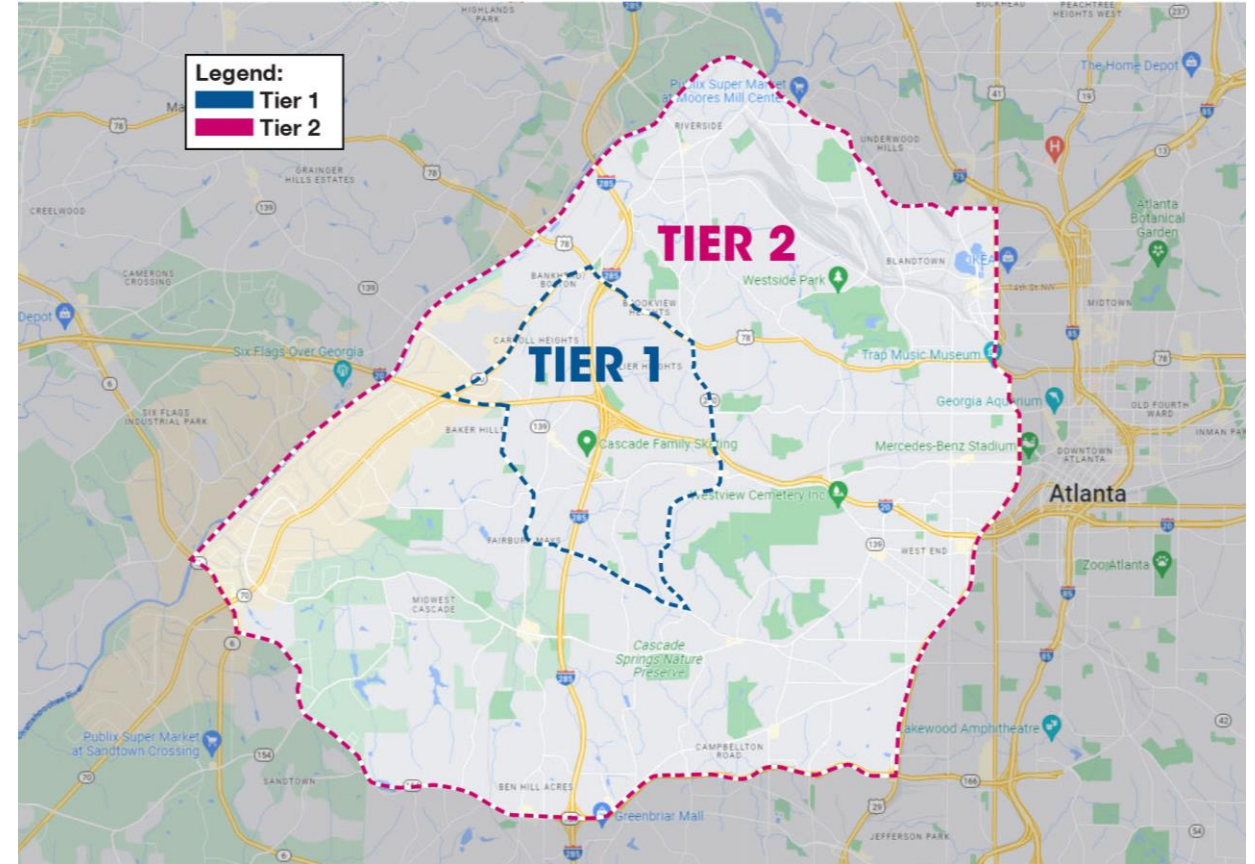
Utilizes existing workforce programs such as ARC Workforce Development and Goodwill Career Center



Identify and develop a training program to recruit, train, and retain Workforce Participants within a defined area



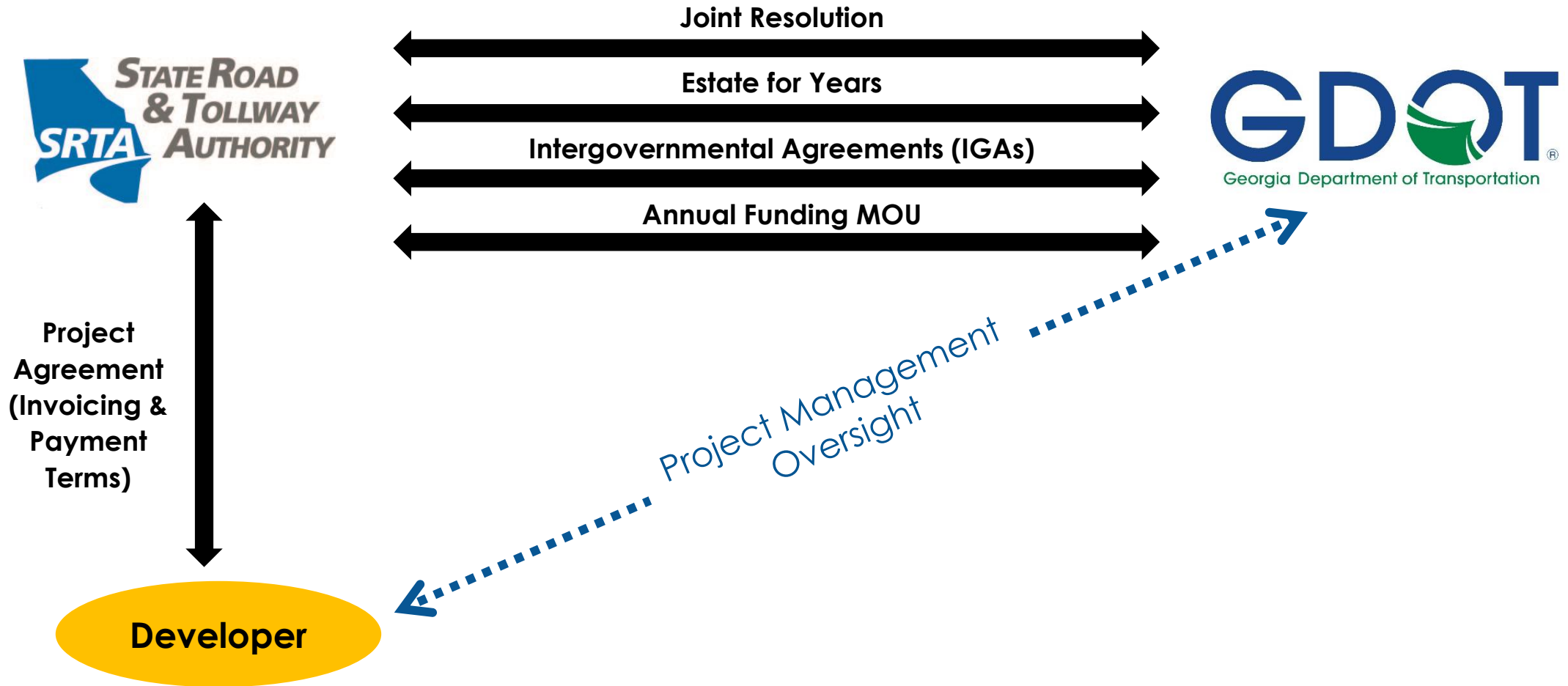
Bring attention to Workforce Entities through public outreach and events, high school and STEM program outreach, media advisories, and other public outreach mechanisms



P3 Procurement Accomplishments

	Activity	Date (CY)
✓	Issued NOIA	November 2022
✓	Hosted Industry Forum	December 2022
✓	RFQ Advertisement	January 2023
✓	Received SOQs	March 2023
✓	GDOT-SRTA Joint Resolution Approval	April 2023
✓	Announced Shortlist Firms	May 2023
✓	RFP Activities <ul style="list-style-type: none"> <i>RFP Release – June 2023</i> <i>Coordinated Questions and Responses for each Draft RFP</i> <i>Hosted multiple rounds of One-on-One Meetings</i> <i>Alternative Technical Concepts (ATCs)</i> <i>Issued Final RFP – March 2024</i> <i>Received Proposals – June 2024</i> 	June 2023 - August 2024

P3 Procurement: GDOT & SRTA Contracting Structure



GDOT manages project using department processes and procedures

P3 DBF Approach: Roles and Responsibilities

State of Georgia		Developer
GDOT	SRTA	
<ul style="list-style-type: none"> • Project Sponsor • Project Agreements Lead • Developer Procurement • Project Manager • Public Funds Provider 	<ul style="list-style-type: none"> • Contracting Entity • Invoicing & Payment Entity 	<ul style="list-style-type: none"> • Finalize Design • Construction • Financing
Governed by Contract Terms		

P3 Procurement: By the Numbers

110+

Participants registered for the
virtual Industry Forum on
12/12/2022

6

Rounds of one-on-one meetings held with
shortlisted proposers

2

Proposals received

14

Rounds of Questions &
Responses

52

ATCs accepted by GDOT

880

Number of Total Questions from
Proposers (Includes RFP & Technical)

Committees & Proposal Evaluation Process

Administrative Subcommittee

Initial
Responsiveness
Review

Supervisory Subcommittees

Responsiveness
Verification

Pass/Fail
Recommendations

Subcommittee
Resource

Bid Validation

Technical Subcommittees

Reviews Technical
Proposals and
Proposal
Commitments

Technical Scoring
Recommendations

Financial Subcommittee

Review Financial
Proposal

Review Financial
Proposal Comments

Selection Recommendation Committee

Provide Pass/Fail
Determination

Review Financial
Proposal and
Calculate Price
Proposal

Scoring
Determination and
recommend Best
Value Proposal

P3 Steering Committee

Offer Best
Value Proposal
Determination

State Board

Issue
Approval/
Award Project

RFP: Technical Submittal



Project Management
Approach



Design-Build Technical
Solutions/ATCs



Enhance Operations &
Improve Level of Service



Construction Approach
and Sequencing



Workforce
Development



DBE Performance
Plan



Public Involvement and
Community Relations



Quality Program
and Safety

RFP: Financial Submittal



Financial Capacity



Financial Plan



Letter(s) of Credit/Debt
Commitment



Investment Grade
Rating/Interest Rate
Approval

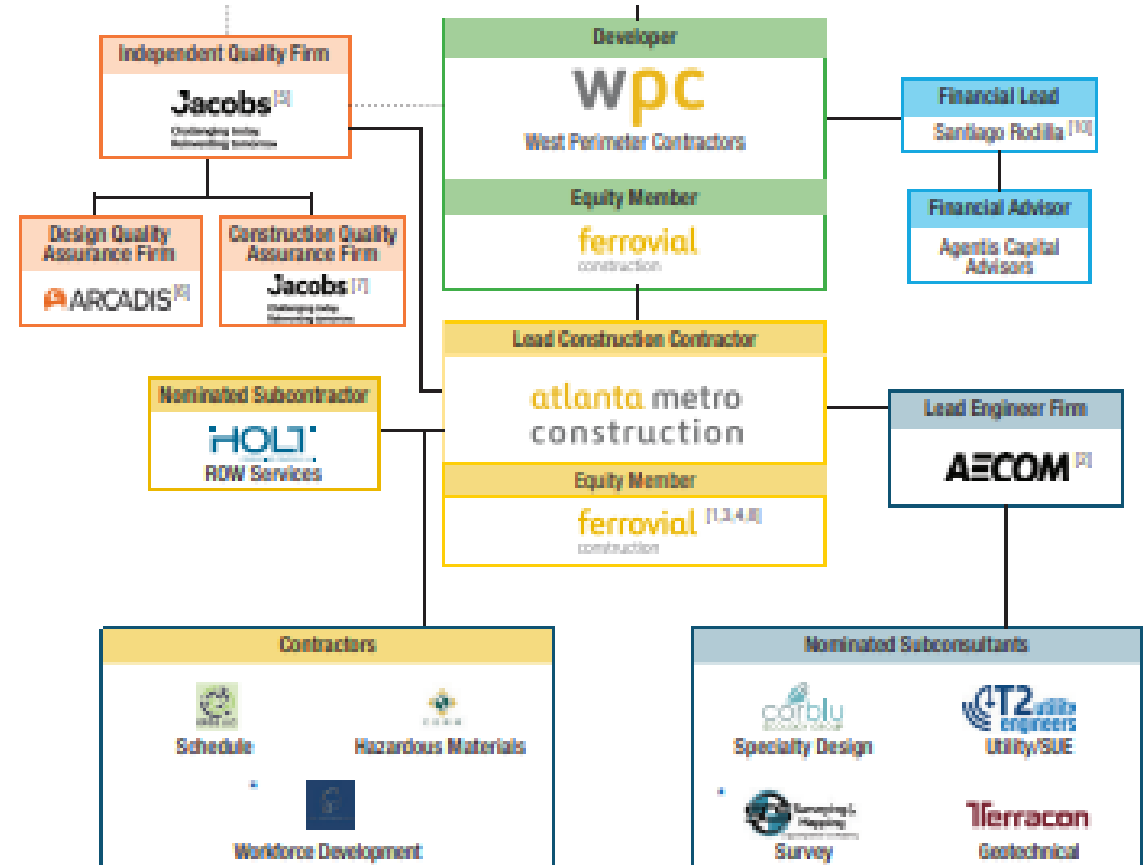


Various Financial
Models



Cost & Pricing
Data Proposal

Proposals Finalist Proposer Teams



I-285/I-20 West Interchange Award: What to Expect?

- ✓ Georgia DOT strives to develop evaluation criteria that's concise and aligns with project goals and risks.
- ✓ Each proposal (inc. Admin, Technical, and Financial) has been reviewed to ensure:
 - A. Responsiveness
 - B. Meets the requirements of the RFP
- ✓ During the evaluation process, the various subcommittees evaluated received Proposals and provided a scoring recommendation for consideration.
- ✓ Once evaluation process has concluded, the Selection Recommendation Committee presents its recommendations to the P3 Steering Committee.
- ✓ **Action: The P3 Steering Committee recommended the approval of Best Value Proposer (BVP) to the STB.**



SR 400 Express Lanes P3 Committee

**Meg Pirkle, P.E.
Chief Engineer
August 15, 2024**



SR 400 EL Schedule

- ★ Today, August 15, 2024: State Transportation Board Approve Best Value Selection
- November 2024: Commercial Close & early works begin
- August 2025: Financial Close
- July 2026 to February 2031: Construction

Economic Growth & Transportation Challenges

- SR 400 is a major north/south highway and serving fast-growing communities along corridor
- Project area has housed nearly 70% of the region's population and projected to contain approximately two-thirds of the region's population by 2050 (ARC)
- New economic and retail centers continue to emerge
- Multiple employers and two major business districts

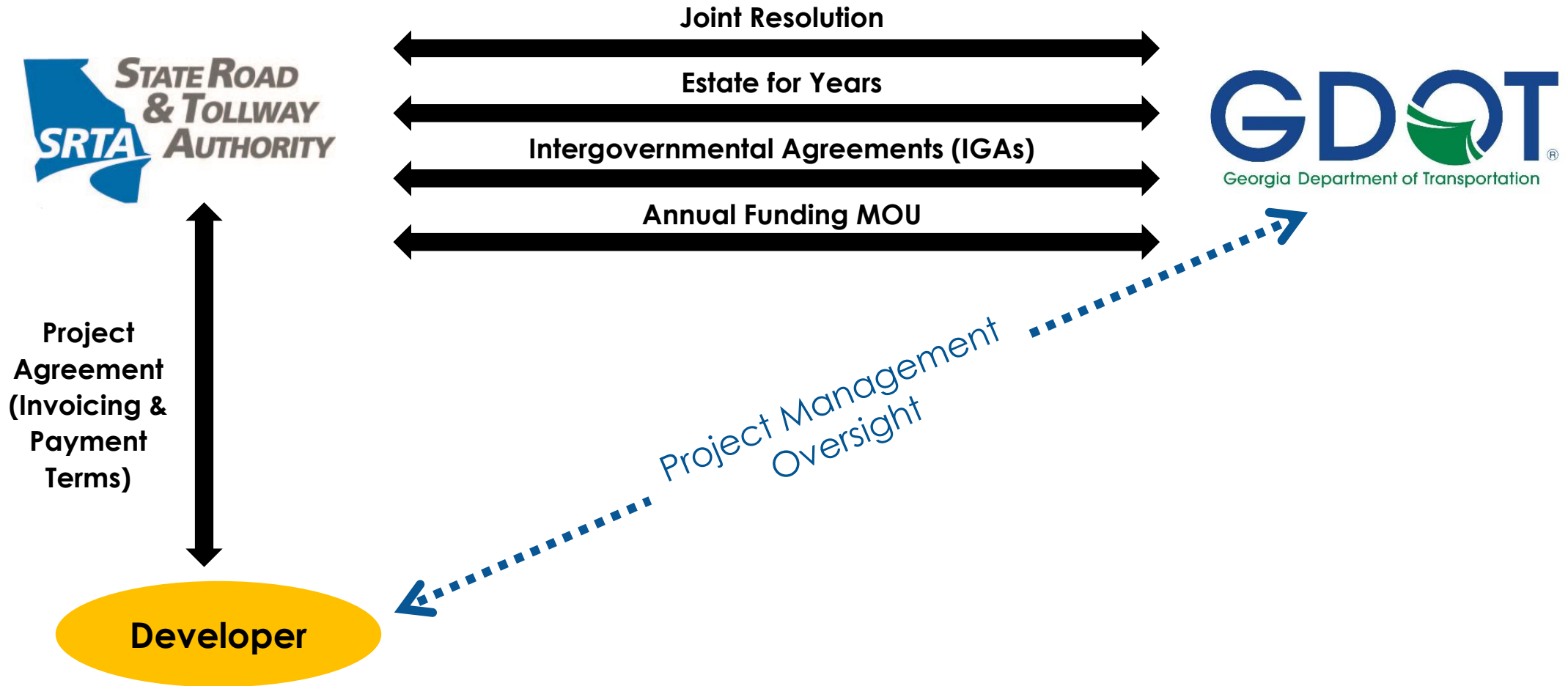


Combat increased traffic and travel delay



Continue to support economic growth

P3 Procurement: GDOT & SRTA Contracting Structure

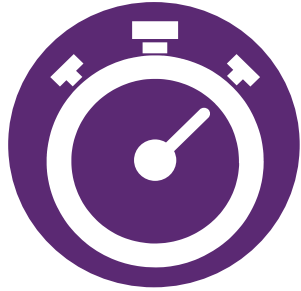


GDOT manages project using department processes and procedures

SR 400 Express Lanes



Benefits of Georgia Express Lanes



Provides Predictable and
Efficient Transit Travel Times



Enhances Transit
Operations in Corridor



Transit Vehicles Operate Toll-Free
& Transit Riders Pay their
Standard Fee



Offers Reliable and
Consistent Travel Speeds



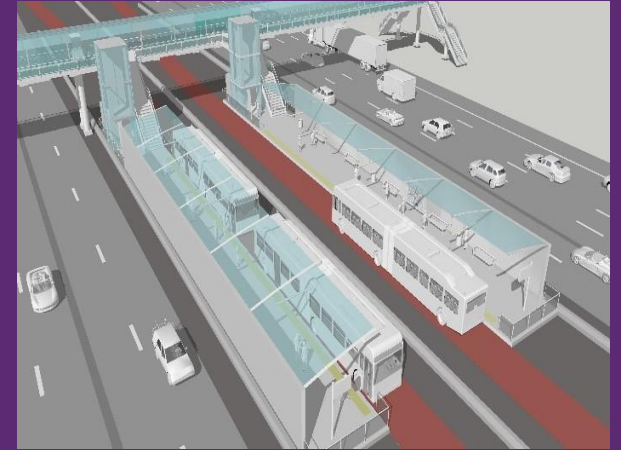
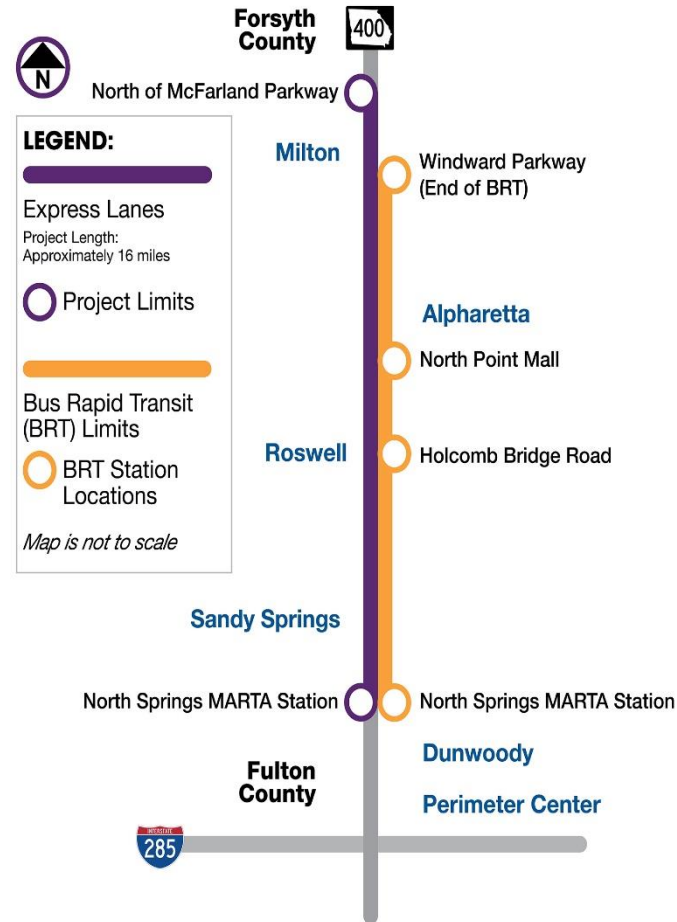
Improve Mobility and Level
of Service in Corridor



Peach Pass Customer Service
for Seamless Experience

SR 400 Bus Rapid Transit (BRT)

- SR 400 BRT was approved by MARTA as the local preferred alternative for higher capacity transit
- BRT offers predictable and efficient transit travel times
- \$100 million GO bond transit investment by state
- Technical Points for Phase II
- Constructs 2 BRT stations as part of the contract – up to 90%
- Project builds access to existing stations



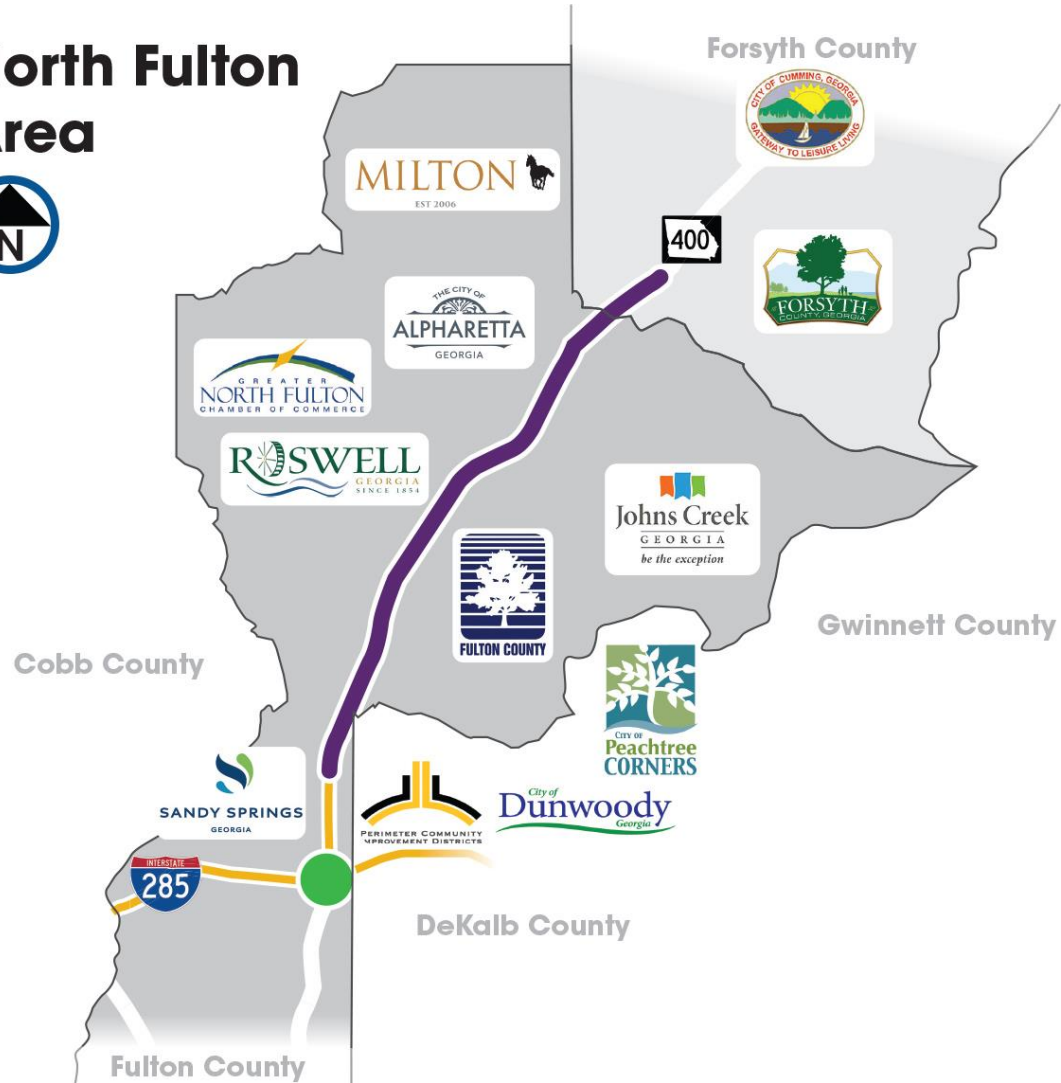
Illustrative rendering of a proposed MARTA BRT station within the SR 400 Express Lanes facility.

SR 400 Phase 1 Bridge Replacements Project



Stakeholder Coordination

North Fulton Area



GA 400 Express Lanes: Private Sector Partner Responsibilities



Financing

- USDOT TIFIA (Transportation Infrastructure Finance and Innovation Act)
- USDOT Private Activity Bonds (PABs)
- Private equity
- Potentially taxable debt



Design & Construction

- Maximize project value to increase capacity, enhance access and connectivity for reliability
- Evaluate alternative technical concepts (ATCs) that provide an equal or better solution



Toll Operations*

- Sets tolls based on demand for speed reliability per contract requirements
- Operational Back Office
- *SRTA retains invoicing, customer service interface - seamless to PeachPass customers



Facility Operations and Roadway Maintenance

- Must meet GDOT contractual requirements

*Tolling Services Agreement between Developer and SRTA will delineate each entity's responsibilities and business terms.

SR 400 Express Lanes Procurement Accomplishments

	Activity	Date (CY)
✓	Issued NOIA	February 2022
✓	Hosted Industry Forum	March 2022
✓	RFQ Advertisement	March 2022
✓	GDOT-SRTA Joint Resolution Approval	June 2022
✓	Received SOQs	July 2022
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SR 400 Express Lanes Shortlisted Teams

Georgia Express Link Partners

- Equity Member – Cintra Infrastructures SE; Tikehau STAR INFRA
- Lead CST Contractor – Ferrovial Construction US Corp.
- Lead Engineering Firm – Arcadis U.S. Inc.

SR 400 Peach Partners, LLC

- Equity Member – Acciona Concesiones S.L.; Meridiam SR-400, LLC; ACS Infrastructure Development, Inc.
- Lead CST Contractor – Acciona Construction USA Corp.; Dragados USA, Inc.
- Lead Engineering Firm – Parsons Transportation Group Inc.

Express 400 Partners (Withdrew from procurement in May 2023)

- Equity Member – ASTM North America Inc.; Shikun & Binui Concessions USA Inc.
- Lead CST Contractor – Halmar International, LLC; Shikun & Binui-America, Inc.; FCC Construcción, S.A.
- Lead Engineering Firm – Parsons Transportation Group Inc.

SR 400 Express Lanes Procurement: By the Numbers

230+

Participants registered for the virtual Industry Forum on 3/7/2022

18

Rounds of multiple one-on-one meetings held with shortlisted proposers

2

Proposals received

27

Rounds of Question & Responses

141

Alternative Technical Concepts (ATCs) accepted by GDOT

1,794

Number of Total Questions from Proposers (Includes RFP & Technical)

Committees & Proposal Evaluation Process

Administrative Subcommittee

- Initial Pass/Fail Review (except Financial Proposal)

Supervisory Subcommittees

- Responsiveness Review and Pass/Fail Review (except Financial Proposal)
- Bid Validation

Technical Subcommittees

D&C/O&M Subcommittee:

- Reviews Technical Solutions and score Threshold Points

Tolling Subcommittee:

- Reviews Tolling Technical Solutions only and score Threshold Points

Financial Evaluation Subcommittee

- Financial Proposal (Phase 1) Pass/Fail Review and Recommendation
- Financial Proposal (Phase 2) Pass/Fail Review and Recommendation

Selection Recommendation Committee

- Calculate Technical Score
- Provide Pass/Fail Determination of Financial Proposal (Phase 1 & 2) and Calculate Score
- Rank Proposal Scores and recommend Best Value Proposal

P3 Steering Committee

Offer Best Value Proposal Determination

State Board

Issue Approval/
Award Project

Proposal Evaluation: Best Value Criteria

- Private Sector Partner designs, builds, finances, operates and maintains SR 400
- 50-year term from service commencement
- Best Value Selection
 - based on combined blind scoring technical and financial scores
 - **Technical, 250 pts:** Project approach, schedule, D-B tech solutions, O &M tech solution, Tolling tech, workforce development, enhanced capacity, future transit, key bridge elements
 - **Financial, 750 pts:**
 - Commitment from credit worthy lenders for 100% debt,
 - Investment grade Traffic & Revenue
 - Project debt rated by two rating Agencies (S&P, Moody's, Fitch)
 - Lowest public subsidy gets most points





STATE TRANSPORTATION BOARD

Committee of the Whole

August 15, 2024



Traffic Incident Management Enhancement (TIME) Task Force Overview

Enhancing Traffic Incident Management Across Georgia

Christina Barry, P.E.
Assistant State Traffic Engineer
August 15, 2024

Sunday April 28, 2024, at 5:12 a.m.

I-20 Eastbound past Post Road



Agenda

- TIME Task Force
- Key Initiatives
- Training Initiatives
- How does Georgia Compare?
- Upcoming Events
- Questions



TIME Task Force



Introduction

- Formed in August 2002
- Expanded statewide in 2017
- Transportation, fire, rescue, police, towing, EMS
- Committed to continue the dialogue of inter-agency coordination and cooperation
- To create an opportunity for multi-agency training



Mission and Vision



Mission: Develop and sustain a statewide incident management program



Vision: Facilitate the safest and fastest roadway clearance



Aim: Lessen the impact on emergency responders and the motoring public



Georgia Traffic Incident Management Enhancement Task Force Board

CHAIRMEN

Jason Josey, GDOT

Capt. Ritchie E. Howard, Georgia State Patrol

Jared Eaves
Governor's Office of
Highway Safety

Christina Barry
GDOT TMC

Sheri Russo
Georgia Emergency
Management Agency

Chad Hendon
GDOT CHAMP

Joe Schulman
GDOT Strategic
Communications

Matt Needham
GDOT Emergency
Operations

Support Staff
AtkinsRéalis
(Non-Voting)

Greg Morris
FHWA
(Non-Voting)

DIRECTOR OF LAW ENFORCEMENT

John Brookshire
Cherokee County Sheriff's Office

DIRECTOR OF FIRE

Antonio Burden
Augusta Fire Department

DIRECTOR OF TOWING AND RECOVERY

Terry Stanford
Lickety Split Towing

DIRECTOR OF TRANSPORTATION

Jeff Romine
Shaw Industries

MEMBER-AT-LARGE

Brian Purvis
AECOM

DIRECTOR OF EMERGENCY MEDICAL SERVICES

Frank Killebrew
Georgia Department of Public Health

DIRECTOR OF PLANNING

Bryan Bullock
Jackson County EMA

COMMITTEES

COMMUNICATION

Ivan Lichtenstein
AECOM

OPERATIONS

Rodney Pickle
AECOM

PROGRAMS

Requel Williams
AECOM

TRAINING

Chief Shaun Raulston
City of Buena Vista

GRANTS

Dolores Uttero
GDOT

- Permanent Agency Positions
- Officers
- Committee Chair

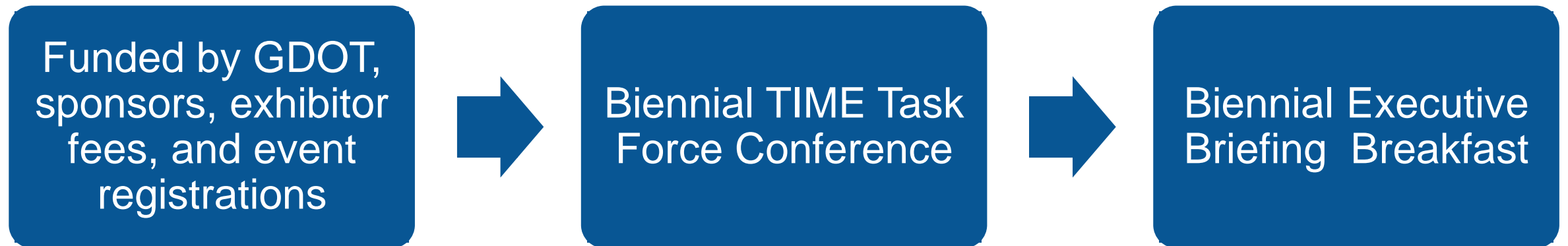
Membership and Meetings

- Quarterly Membership Meetings
 - Moves around Georgia
 - Important key issues covered
 - See what's happening with TIM in Georgia
 - Guest speakers
- Monthly Board of Directors Meeting
 - Handles TIME Task Force business
- Annual Board Strategic Planning Retreat
 - Set goals and priorities
 - Set annual budget
 - Review bylaws and other business

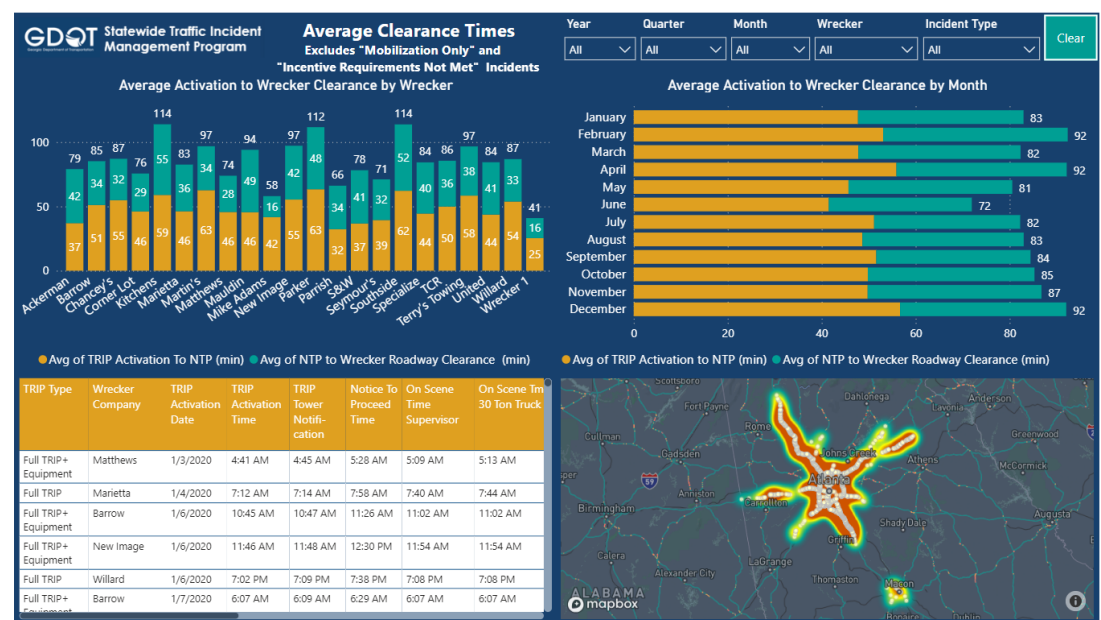


Funding

- **GDOT funds administrative support and the Task Force's insurance coverages through their Statewide TIM Services Contract**
- **Recurring special events provide funding via sponsorships, exhibitor fees, and registrations**



Key Initiatives




Key Initiatives

 **Grants:** Equipment incentives for agencies

 **TRIP:** Towing and Recovery Incentive Program

 **Open Roads Policy:** Urgent roadway re-opening after incidents

 **Georgia TIM Guidelines:** Current traffic incident management protocols

 **TIM Teams:** Regional teams for coordinated incident management

Georgia Open Roads Policy

A commitment to safe, quick roadway clearance

- This is a commitment to quick clearance for safety and mobility
- Original endorsing agencies include GDOT, the Atlanta Regional Commission, the Governor of Georgia, and the Georgia State Patrol, Motor Carrier Compliance Division, and DPS
- Winning support for the policy is one of the ongoing efforts of the TIME Task Force
- Agencies wishing to join the Task Force will execute the policy endorsement resolution
- Download the resolution, execute, scan, and upload in a short online form



Georgia Department of Transportation Local Open Roads Policy

GEORGIA OPEN ROADS POLICY: QUICK CLEARANCE FOR SAFETY AND MOBILITY ENDORSEMENT RESOLUTION

AGENCY NAME

WHEREAS, the *Georgia Open Roads Policy*, signed in 2011 by the Georgia Department of Public Safety (DPS), the Georgia Department of Transportation (GDOT), and the Governor of Georgia is the policy that suggests a new benchmark and standard for traffic incident response on Georgia roadways; and

WHEREAS, the *Georgia Open Roads Policy* states, in pertinent part, that public safety remains the highest priority during a traffic incident and that public safety agencies and traffic incident responders shall re-open the roadway as soon as possible on an urgent basis; and

WHEREAS, GDOT and the Traffic Incident Management Enhancement (TIME) Task Force recently developed the *2011 Georgia Traffic Incident Management Guidelines* as the recommended state-of- practice for traffic incident response, management, and clearance for Georgia roadways, and that these Guidelines complement the *Georgia Open Roads Policy*.

NOW, THEREFORE, BE IT RESOLVED, that _____ agrees that clearing the travel portion of a roadway is a high priority and that roadways will not be closed or restricted any longer than is absolutely necessary; and

BE IT FURTHER RESOLVED that _____ will promote and advocate, where appropriate, the Quick Clearance principles and practices recommended by the *2011 Georgia Traffic Incident Management Guidelines*, before, during, and after a traffic incident; and

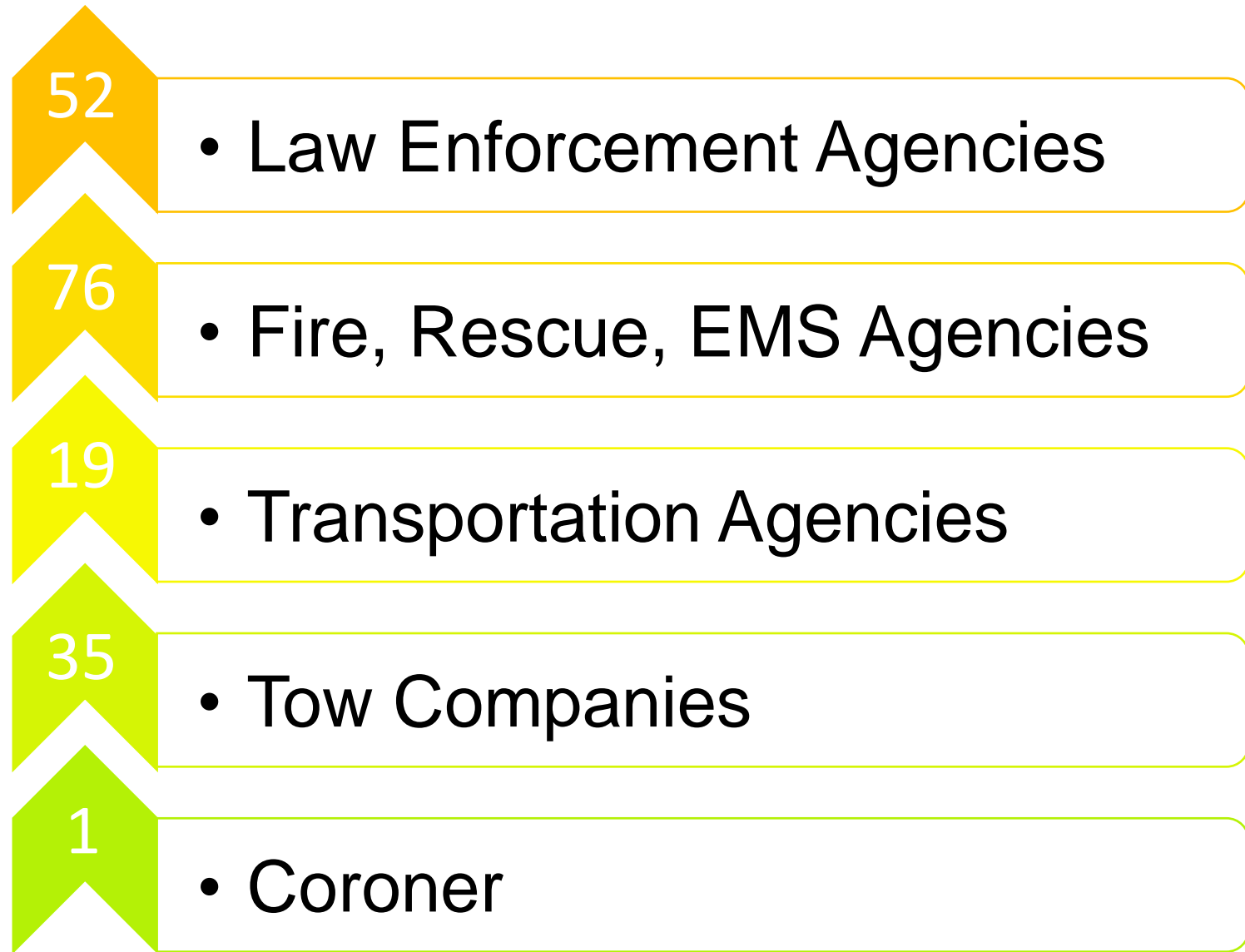
BE IT FURTHER RESOLVED that _____ is committed to participating in continuous collaboration with other state and local agencies concerning intra- and inter-disciplinary matters relevant to traffic incident management and quick clearance, including but not limited to training, research, evaluation, and education; and

TIME Task Force Membership

It's on the Rise!

30 New Agencies signed the Open Roads Policy in 2023

We now have a total of 183 member agencies



Georgia's Towing & Recovery Incentive Program (TRIP)

- A GDOT initiative that provides financial incentives to designated heavy-duty towing and recovery companies for timely response to and clearance of large commercial motor vehicle incidents from designated locations on the Georgia Highway System
- Deployed in 2008 in Metro Atlanta and has been expanded over the years further outward from Atlanta
- Deployed in Macon in 2023

Objective

- Manage response to these incidents safely, rapidly, and efficiently to mitigate risks of responder injuries and secondary crashes as well as reduce congestion, enhance commerce, and support air quality improvement

Metro Atlanta

Covers approx.
470 miles with
20 zones

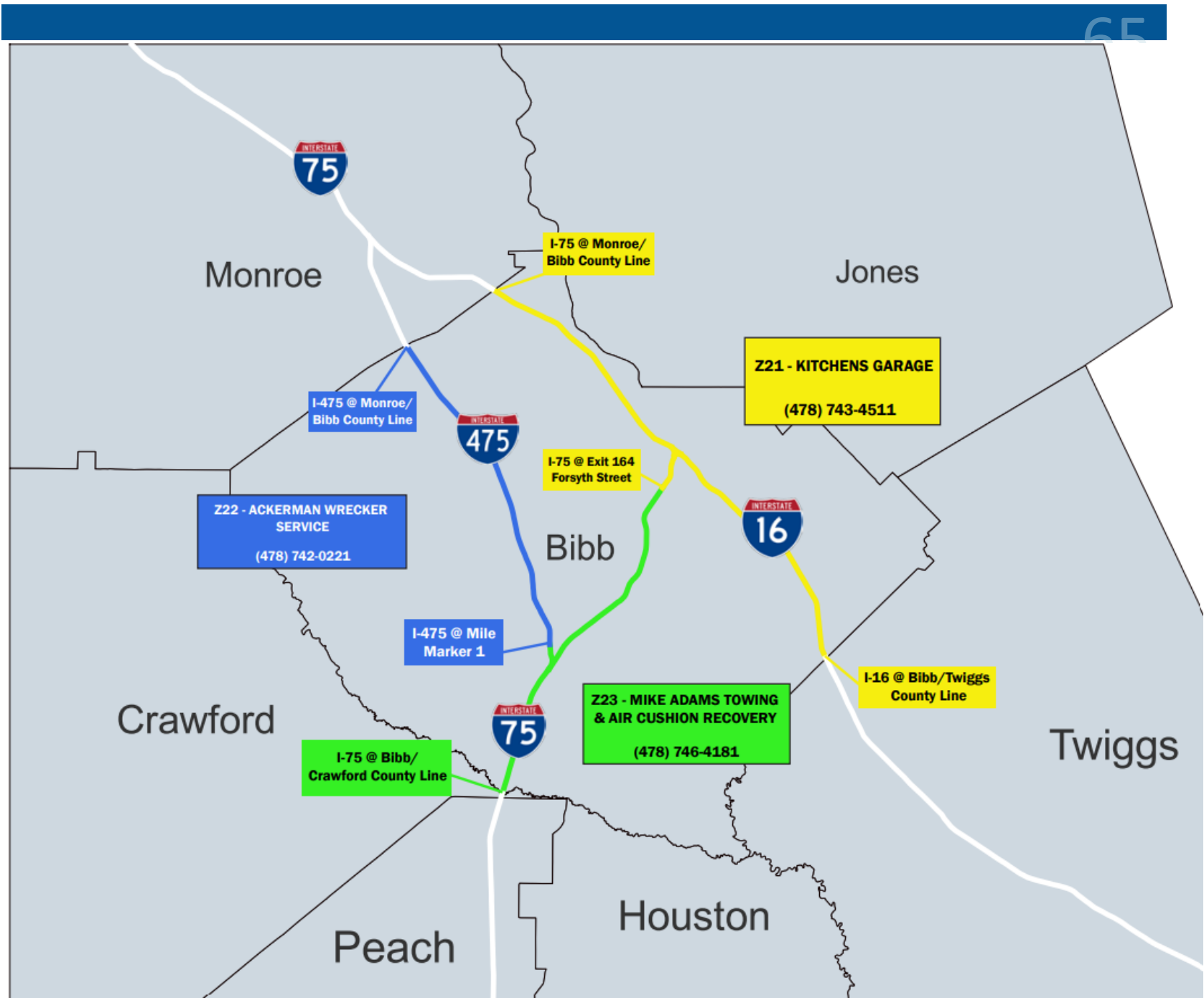
Contact us at TRIP@dot.ga.gov



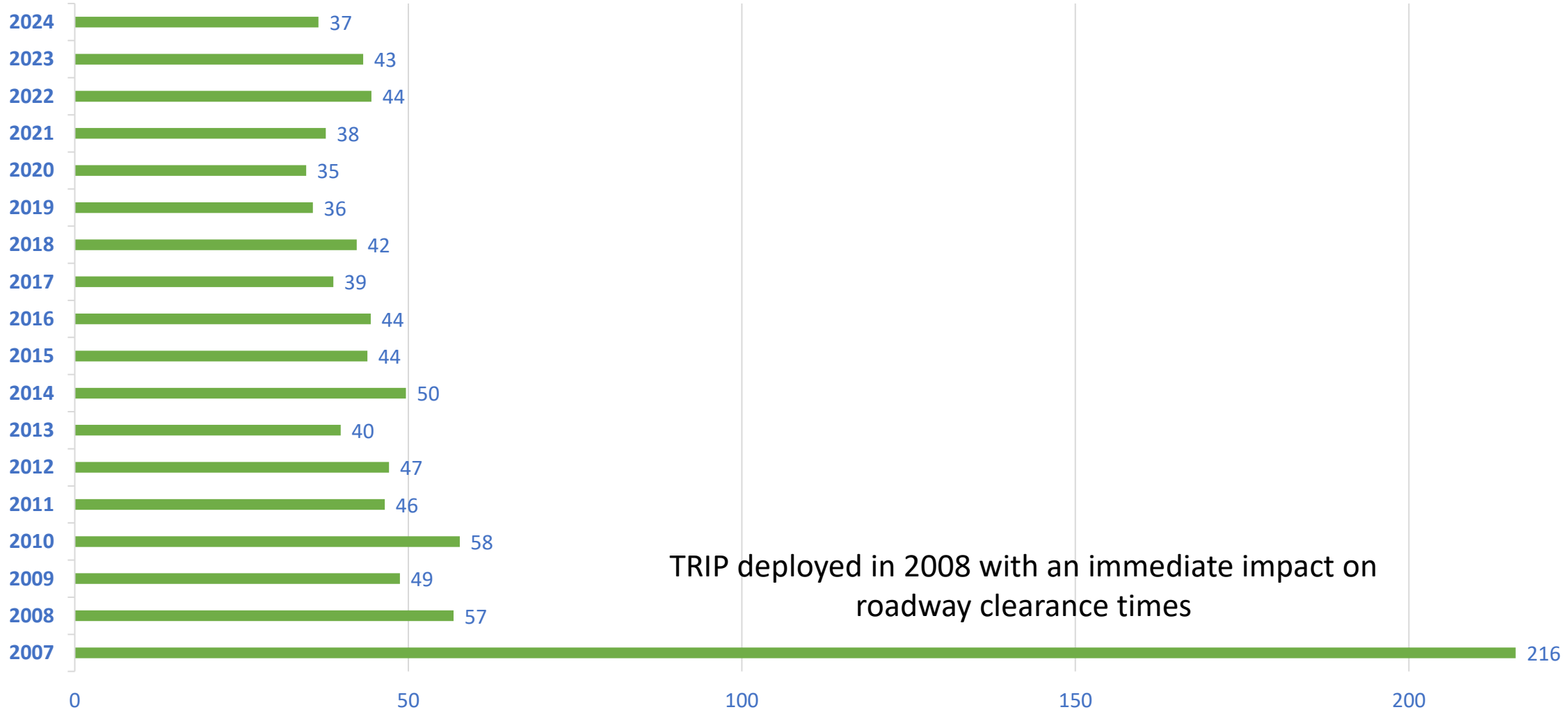
Macon

Covers approx.
40 miles with 3
zones
(opened 8/1/23)

Contact us at TRIP@dot.ga.gov



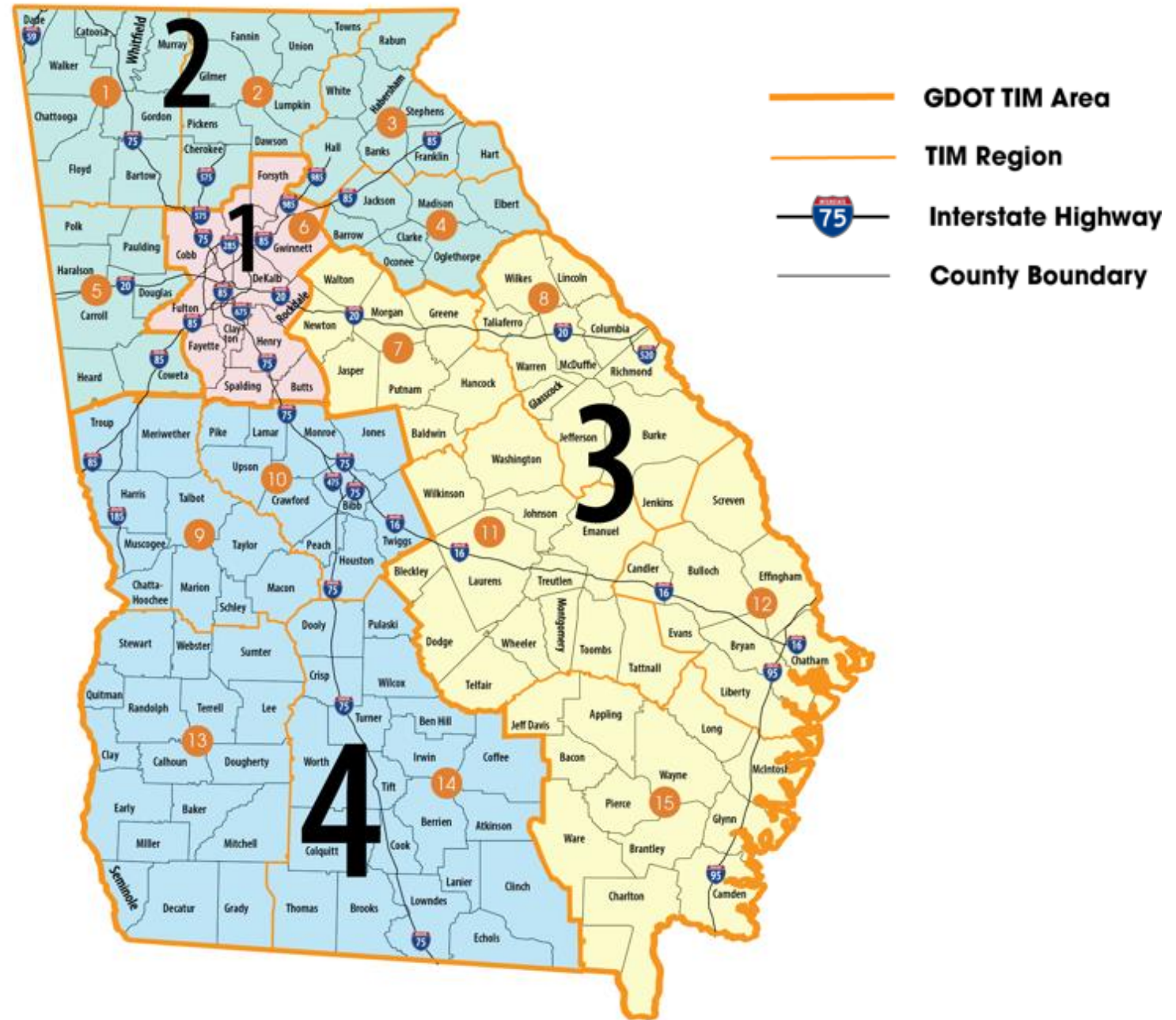
Average of Notice to Proceed to Wrecker Roadway Clearance Duration



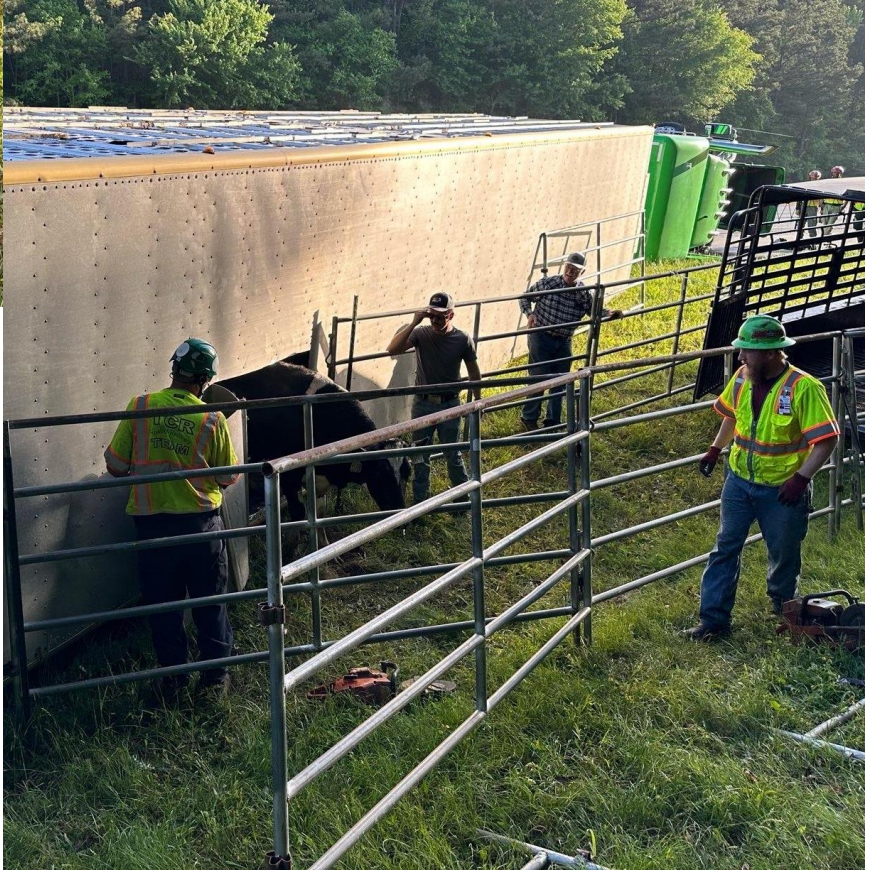
TRIP deployed in 2008 with an immediate impact on roadway clearance times

Georgia TIM Teams

- 15 regions
- 4 statewide TIM areas
- Area analysts
- 38 additional TIM Teams



Training Initiatives



Learning Management System (LMS)

Free online
learning
24/7/365

Centralized hub for
organizing and
managing learning

To create a user profile,
contact:
TIM_Training@dot.ga.gov

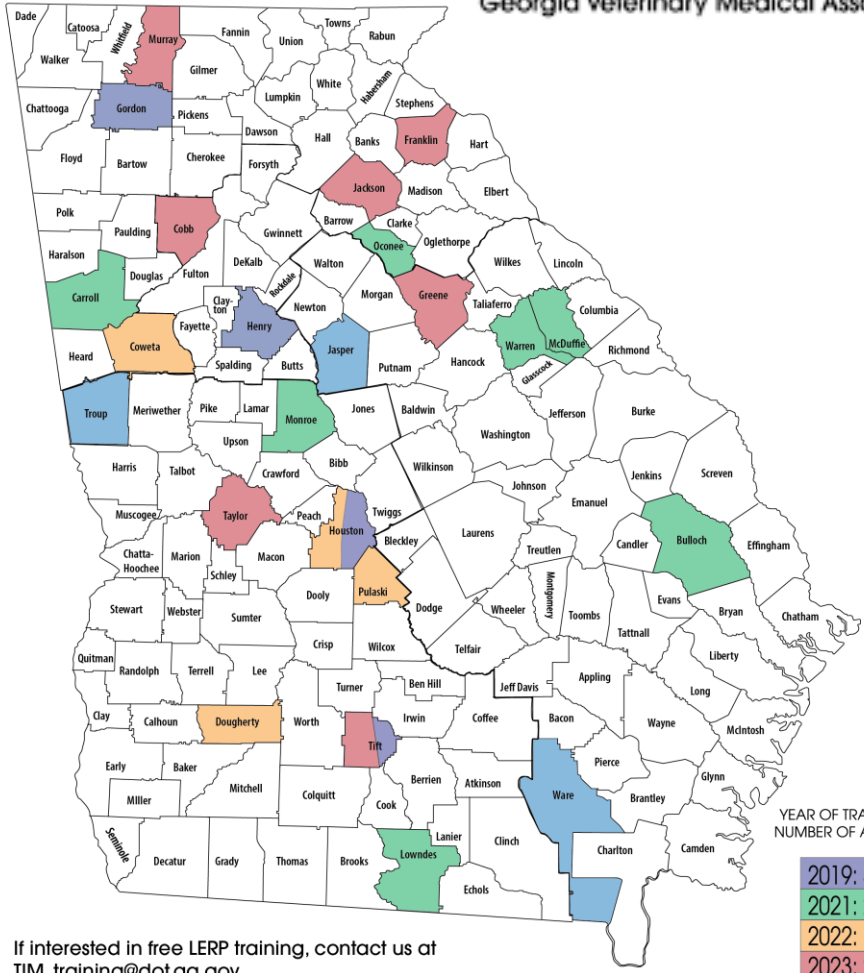
Access via TIME Task
Force website



TRAINING MAP

Our Partners:

- Towing & Recovery Association of Georgia
- Georgia Beef Association
- Georgia Department of Transportation
- Georgia Department of Agriculture
- UGA Extension Agency
- Georgia Veterinary Medical Association



If interested in free LERP training, contact us at TIM_training@dof.ga.gov.

Source: GISGeography.com

Date published: 05-29-2024

Livestock Emergency Response Plan (LERP) Training

LERP is a plan for incidents where livestock cargo has been involved.

It is a multidisciplinary partnership deployed nationally.

The TIME Task Force targeted LERP for deployment in GA in 2020.

Trained responders of associated disciplines such as veterinarians and horseback wranglers respond and deploy temporary pens, livestock haulers, euthanasia or medical care, etc. to more efficiently and safely manage the scene.

GDOT delivers LERP Training throughout Georgia and it's one of our most requested courses.

How Does Georgia Compare?

ATTEND

Upcoming Events

- AUG 10:00 am - 12:00 pm EDT
14 **Walton County Traffic Incident Management Team Kick-off Meeting**
- AUG 6:00 pm - 10:00 pm EDT
15 **Tattnall County National Traffic Incident Management Responder Training**
- AUG 8:00 am - 12:00 pm EDT
20 **Tattnall County National Traffic Incident Management Responder Training**
- AUG 10:00 am - 2:00 pm EDT
20 **Henry County Traffic Incident Management Team Meeting**
- AUG 10:00 am - 12:00 pm EDT
21 **Pickens County Traffic Incident Management Team Meeting**

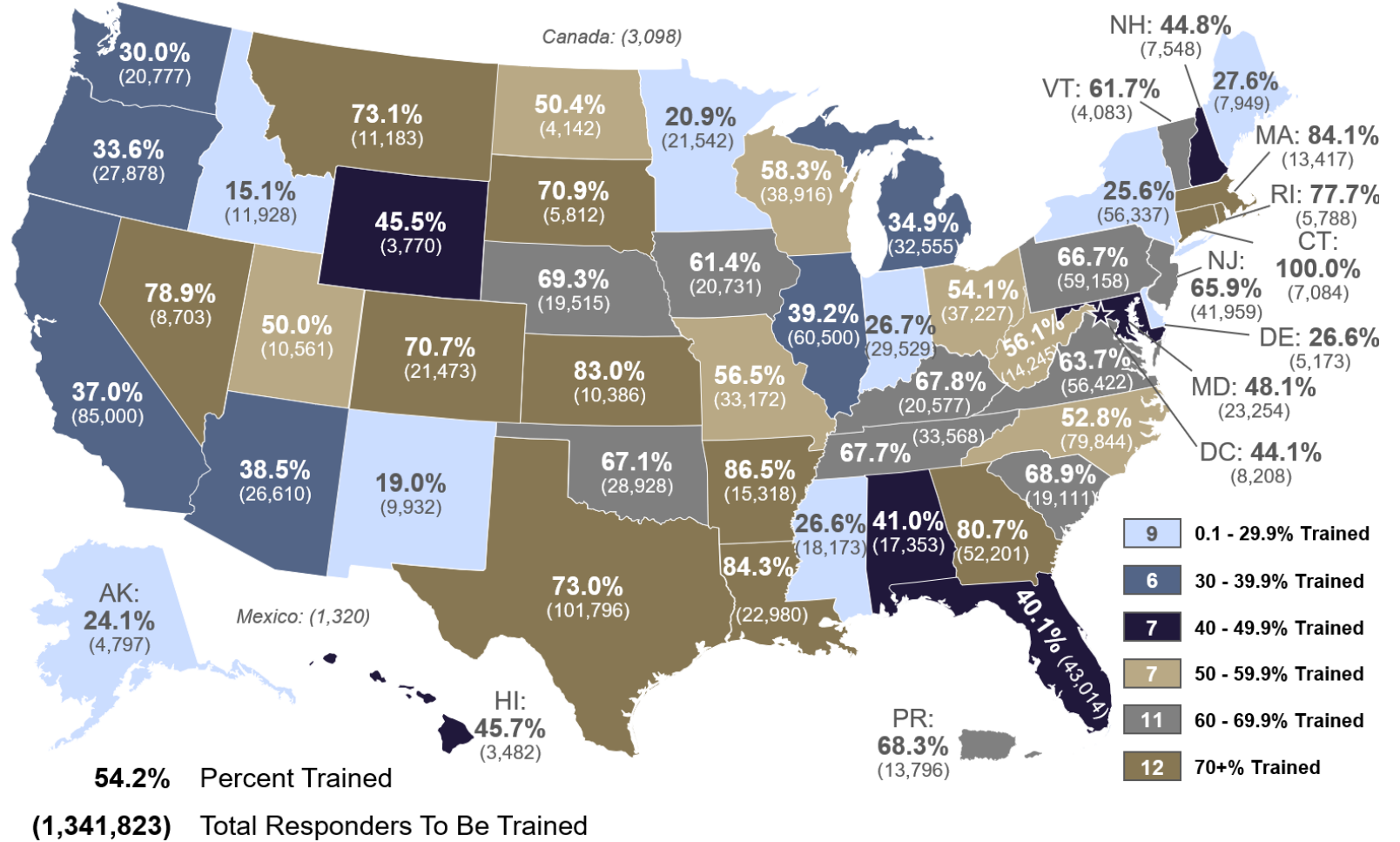


TIM Training Program Implementation Progress

Percent Trained – Goal of 60%

- As of July 1, 2024

In Georgia, instructors statewide have provided training to over 52,000 responder professionals to date



TIME Task Force Training Initiative

Impact of TIME Task Force on Non-Recurring Congestion and First Responder Safety



TIME Task Force is dedicated to reducing non-recurring congestion and enhancing the safety of first responders through **comprehensive education, safety measures, and rigorous training**



Teaching National TIM Responder Training (formerly SHRP2) across Georgia, our efforts have significantly **improved the efficiency and effectiveness of TIM Teams**



After Action Reviews - Through TIM Team meetings, we provide vital collaboration and in-depth incident reviews that equip responders with skills to handle traffic incidents safely and efficiently



Georgia Leads - **There are more TIM Teams in Georgia than any other state**

After Action Report

Thursday, October 21st, 2021
Event Number: 2471082

Vehicle Fire: I-285 SB at Washington Rd Fulton County, District 7

		<p>Event Statistics</p> <ul style="list-style-type: none"> 3 Tractor Trailers Involved 1 Injury \$260k User Delay Cost
--	--	---

On Thursday, October 21st at 7:34 AM, an operator detected a tractor trailer fully engulfed in flames with spilled debris on I-285 SB, South of Washington Road in East Point. The collision blocked all travel lanes in the Southbound direction, and two Northbound lanes were closed for cleanup.

Upcoming Events

TIME Task Force
2023 Executive Briefing Breakfast

THANK YOU TO OUR SPONSORS!

Champion

PARSONS SAPP'S GUARDIAN Matthews

Diamond

AtkinsRéalis AECOM

Gold

HAZMAT Solutions & CC TOWING

Conference
REGISTRATION
OPEN UNTIL SEPTEMBER 22!

2024 TIME TASK FORCE CONFERENCE
SEC NDS COUNT
Safe, Quick Clearance Saves Lives

Upcoming Events

**2024 TIME Task
Conference**
October 13 - 16, 2024

Registration and
information:
<https://timetaskforce.com>

Contact:
Info@timetaskforce.com

CONNECT WITH US



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THANK
YOU



STATE TRANSPORTATION BOARD

AUGUST 2024 COMMITTEE MEETINGS

August 15, 2024