



METROPOLITAN PLANNING ORGANIZATION

# TOTAL MOBILITY PLAN

2040 METROPOLITAN TRANSPORTATION PLAN

## Appendix B



June 27, 2018

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## Introduction

This document is meant to serve as a bridge as CORE transitions from the currently adopted long range transportation plan, 2040 Total Mobility Plan to the 2045 LRTP to be completed in 2019. The document amends the 2040 Total Mobility Plan to incorporate newly established safety targets as well as serve as the CORE MPO Safety System Performance Report. This document describes:

- Federal Requirements
- National Goal Areas and Measures
- Safety Goals and Targets
- Safety Data and Strategy Implementation
- Next steps for CORE MPO to build its PBPP practices, process, and policies.

## Transportation Performance Management

The Moving Ahead for Progress in the 21st Century Act (MAP-21) signed into law in 2012 and the Fixing American's Surface Transportation Act (FAST ACT) signed into law in 2015 requires that all state departments of transportation and metropolitan planning organizations use a performance based planning and programming approach as part of a Transportation Performance Management (TPM) program transforming transportation decision making into a performance-driven and outcome based process.

The Federal Highway Administration (FHWA) defines TPM as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals (see Figure 1). Performance management has been increasingly utilized over the past two decades. This process provides key information to decision makers allowing them to understand the consequences of investment decisions across transportation assets and modes. It is also credited with improving project and program delivery and providing greater transparency and accountability to the public.

Transportation Performance Management:

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

**Figure 1: Transportation Performance Management**



## Transportation Performance Management

### Focusing on Performance for Safe, Reliable Journeys

The Federal Highway Administration defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.



#### Investment Decisions

Using goals, measures, and data to make better informed decisions about how to invest transportation funding.



#### Aimed at a Better Performing Transportation System

Setting targets, developing plans, reporting results, and being accountable for performance.



#### For Connected and Productive Communities

Focusing on the efficient delivery of goods and safe, reliable journeys to work, to school, to shopping, to community activities.

Source: FHWA

## Performance Based Planning and Programming

Performance-based planning and programming (PBPP) refers to transportation agencies' application of TPM as a standard state of the practice in the planning and programming processes. The goal of PBPP is to ensure that transportation investment decisions, both long-term planning and short-term programming, are based on performance and the ability to meet established goals.

The process for MPOs includes incorporating PBPP into the Metropolitan Transportation Plan (MTP) which evaluates transportation system performance and is the MPO's long-range investment document, as well as the Transportation Improvement Program (TIP) which is the subset of the MTP and the MPO's short-term programming document outlining the anticipated projects the MPO intends to implement with federal funding in the next four fiscal years.

PBPP requires the following elements (see Figure 2) be incorporated into the metropolitan planning process:

- measurable goals and objectives for the transportation system;
- performance measures and targets for desired performance outcomes;
- data collection to monitor and analyze trends;
- performance measures and data collection to inform investment decisions; and
- monitoring, analyzing, and reporting decision outputs and performance outcomes.

Figure 2: Performance Based Planning and Programming Process



Source: FHWA

PBPP will assist the CORE MPO’s decision-makers to make both policy and project decisions. Transportation needs continue to outweigh resources available for transportation improvements. Implementing PBPP assists decision makers with these difficult decisions by utilizing tradeoff analysis and focusing on data specific performance outcomes. The results will be the enhanced accountability and transparency of the MPO planning process.

## National Goal Areas

A key feature of MAP-21 and the FAST ACT is the establishment of a performance and outcome-based program. The objective of this performance- and outcome-based program is for States to invest resources in projects that collectively will make progress toward the achievement of the national goals (see Table 1) established by Congress<sup>1</sup>.

## Highway Performance Goals

Through the federal rulemaking process, FHWA is requiring state DOTs and MPOs to monitor the transportation system using specific performance measures. These measures are associated with the national goal areas prescribed in MAP-21 and the FAST Act. The goals address three areas of concern which include safety, state of good repair and system efficiency. The following table describes these national goal areas, rulemakings, performance areas, and prescribed measures.

<sup>1</sup> [§1203; 23 USC 150(b)]

**Table 1: Federal Highway Program Performance Goals**

National Goal	Performance Area	Performance Measure
<b>PM1</b> <b>Safety</b> - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Injuries & Fatalities	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 5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries
<b>PM2</b> <b>Infrastructure Condition</b> - To maintain the highway infrastructure asset system in a state of good repair	Pavement	1. Percentage of pavement on the Interstate System in Good condition 2. Percentage of pavements on the Interstate System in Poor condition 3. Percentage of pavements on the non-interstate national Highway System (NHS) in Good condition 4. Percentage of pavements on the non-Interstate NHS in Poor Condition
	Bridge Condition	1. Percentage of NHS bridged classifieds as in Good condition 2. Percentage of NHS bridges classified as in Poor condition
<b>PM3</b> <b>Congestion Reduction</b> - To achieve a significant reduction in congestion on the National Highway System  <b>System Reliability</b> - To improve the efficiency of the surface transportation system  <b>Freight Movement and Economic Vitality</b> - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.  <b>Environmental Sustainability</b> - To enhance the performance of the transportation system while protecting and enhancing the natural environment.	Performance of the National Highway System	1. Percent of person miles traveled on the Interstate System that are reliable 2. Percent of the person miles traveled on the non-Interstate NHS that are reliable
	Freight Movement of the Interstate System	1. Truck Travel Time Reliability
	Traffic Congestion	1. Annual hours of peak-hour excessive delay per capita 2. Percent of non-single occupant vehicle travel
	On-Road Mobile Source Emissions*	1. Total emissions reduction*

\*Only applies in non-attainment or maintenance area and does not apply to the CORE MPO at this time.

Source: 23USC §150(b)

## Transit Performance Goals

Recipients of public transit funds, which can include states, local authorities, and public transportation operators are also required to establish performance targets based on the national goals (see Table 2) for safety and state of good repair; to develop transit asset management and transit safety plans; and to report on their progress toward achieving targets. Public transportation operators are directed to share information with the CORE MPO and states so that all plans and performance reports are coordinated. The table below identifies performance measures outlined in the National Public Safety Transportation Plan<sup>2</sup> released by the Federal Transit Administration (FTA), and in the final rule for transit asset management<sup>3</sup>. The CORE MPO is required to coordinate with public transit providers to set targets for these measures.

<sup>2</sup> [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/National%20Public%20Transportation%20Safety%20Plan\\_1.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/National%20Public%20Transportation%20Safety%20Plan_1.pdf)

<sup>3</sup> <https://www.gpo.gov/fdsys/pkg/FR-2016-07-26/pdf/2016-16883.pdf>

**Table 2: Federal Transit Program Performance Goals**

National Goal	Transit Performance Area	Performance Measure
<b>Safety</b> - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Fatalities, Injuries and Safety Events	1. Total number of reportable* fatalities and rate per total vehicle revenue miles by mode
		2. Total number of reportable* injuries and rate per total vehicle revenue miles by mode
		3. Total number of reportable* events and rate per total vehicle revenue miles by mode
		4. Mean distance between major mechanical failures by mode
<b>Infrastructure Condition</b> (State of Good Repair: Transit Asset Management)	Equipment	Percentage of vehicles that have met or exceeded their Useful Life Benchmark (ULB)
	Rolling Stock	Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB
	Facilities	Percentage of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirements Model scale

## Federal Requirements

The PBPP process requires states and MPOs to set targets related to the national goals and to report on progress toward meeting those targets. The following section describes these requirements for MPOs.

### Targets

As part of the TPM, each state DOT and MPO must adopt targets to strive for within the planning and programming process. State DOTs and MPOs are required to set targets for a variety of performance measures related to safety, state of good repair and system performance. The process for setting targets will be taking place through 2019. The state DOT will set their targets first and the MPO has 180 days from that time to adopt their own targets. The MPO has two options in terms of setting targets. The MPO can state that it supports the state DOT targets, or it can create its own unique targets. By supporting the state’s targets, GDOT will do the quantitative work and the CORE MPO will reflect the support of the target through its planning and programming activities.

GDOT, CORE MPO, and the Chatham Area Transit Authority (CAT) must coordinate throughout the target setting process to ensure consistency to the maximum extent practicable. For each performance measure, the CORE MPO Board will decide to either support statewide target(s), or to establish a quantifiable target(s) specific to the CORE MPO’s planning area.

### Reporting

The CORE MPO’s MTP must describe the performance measures and targets, evaluate the performance of the transportation system and report on progress made towards achieving the targets. The TIP must link investment priorities to the targets in the MTP and describe the anticipated effect of the program toward achieving established targets. CORE MPO must also produce a system performance report showing progress toward the achievement of targets to GDOT.



## Assessments

FHWA and FTA will not directly evaluate the CORE MPO progress towards meeting targets for required performance measures but rather the performance will be assessed as part of regular cyclical certification review. FHWA will determine if GDOT has met or made significant progress towards attaining the selected targets for the highway system on an annual basis.

## Safety System Performance

The first set of performance measures and targets to be addressed is for safety. The Safety Performance Management (PM) Final Rule supports the state's Highway Safety Improvement Program (HSIP) by establishing safety performance measures to assess fatalities and serious injuries on all public roads.

The Safety Performance Management (PM) Final Rule establishes the following five performance measures:

1. **Number of Fatalities<sup>4</sup>:** The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
2. **Rate of Fatalities<sup>5</sup>:** The ratio of total number of fatalities to the number of vehicle miles travelled (VMT, in 100 million VMT) in a calendar year.
3. **Number of Serious Injuries<sup>6</sup>:** The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
4. **Rate of Serious Injuries:** The ratio of total number of serious injuries to the number of VMT (in 100 million VMT) in a calendar year.
5. **Number of Non-motorized Fatalities and Non-motorized Serious Injuries<sup>7</sup>:** The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

The Safety PM Final Rule also establishes the process for state DOTs and MPOs to establish and report their safety targets, and the process that FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets. Statewide targets were reported in the 2017 HSIP Annual Report for calendar year 2018 and are required to be reported annually thereafter. The safety targets are applicable to all public roads regardless of functional classification or ownership and must be data driven and realistic. For common performance measures (number of fatalities, rate of fatalities and number of serious injuries), targets must be identical to the targets established for the NHTSA Highway Safety Grants program in the Highway Safety Plan. Performance management connects the Highway Safety Improvement Program (HSIP) and Highway Safety Plan (HSP) to the Strategic Highway Safety Plan (SHSP) to promote a coordinated relationship for common performance measures, resulting in comprehensive transportation and safety

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<sup>4</sup> Final FARS data is to be used if it is available, otherwise FARS Annual Report File (ARF) data may be used, which is generally available one year before Final FARS data.

<sup>5</sup> Volume Data: State VMT data is derived from the Highway Performance Monitoring System (HPMS). Metropolitan Planning Organization (MPO) VMT, if applicable, is estimated by the MPO.

<sup>6</sup> Serious Injury Data: State motor vehicle crash database. Agencies must use the definition for "Suspected Serious Injury (A)" from the MMUCC, 4th edition by April 14, 2019. Prior to April 14, 2019 agencies may use injuries classified as "A" on the KABCO scale through use of NHTSA conversion tables. However, agencies are encouraged to begin using the MMUCC, 4th edition definition and attributes at the beginning of 2019 for a complete and consistent data file for the calendar year.

<sup>7</sup> The number of non-motorized fatalities is the total number of fatalities with the FARS person attribute codes: (5) Pedestrian, (6) Bicyclist, (7) Other Cyclist, and (8) Person on Personal Conveyance. The number of nonmotorized serious injuries is the total number of serious injuries where the injured person is, or is equivalent to, a pedestrian (2.2.36) or a pedalcyclist (2.2.39) as defined in ANSI D16.1-2007.

planning. The State DOT and MPOs in the State must coordinate when establishing targets, to the maximum extent practicable.

Each target is based on a 5-year rolling average, which is the average of five individual, consecutive points of data. The 5-year rolling average provides a better understanding of the overall data over time without eliminating years with significant increases or decreases; and provides a mechanism for accounting for regression to the mean. If a particularly high or low number of fatalities and/or serious injuries occur in one year, a return to a level consistent with the average in the previous year may occur. The targets are calculated by adding the number for the measure (fatalities and/or serious injuries) for each of the most recent 5 consecutive years ending in the year for which the targets are established, dividing by 5, and rounding to the tenth decimal place. The rate targets are calculated similarly yet rounded to the thousandth decimal place. This more accurately reveals the change from one 5-year average to another that might otherwise be obscured if the number was truncated.

Using the methods provided in the federal final rule, GDOT determined the appropriate statewide safety targets as seen in Table 3. Staff from GDOT presented their findings to all state MPOs and presented to the CORE MPO in October of 2017. After careful consideration the CORE MPO Policy Board elected to support GDOT's targets in December of 2017. Although the CORE MPO has opted to support the state's targets initially, the MPO does have the option in the future to establish regional numeric targets for the safety performance measures. The CORE targets were reported to GDOT, which must be able to provide them to FHWA, upon request. MPO targets are not included in the assessment of whether a State met or made significant progress toward meeting its targets.

For the 2018 performance period, CORE has elected to accept and support the State of Georgia's safety targets detailed in Table 3 for all five safety performance measures. CORE MPO will:

- Address areas of concern for fatalities or serious injuries within the metropolitan planning area through coordination with GDOT and incorporation of safety considerations on all projects;
- Integrate safety goals, objectives, performance measures, and targets into the planning process; and
- Describe the anticipated effect toward achieving the targets noted above within the TIP, effectively linking investment priorities to safety target achievement.

**Table 3: Georgia Department of Transportation Safety Performance Measures and Targets 2018**

Performance Measure		Target
Fatalities	Number of Fatalities	To maintain the 5-year rolling average for traffic fatalities under the projected 1,593.3 (2014 – 2018) 5-year average by December 2018
	Rate of Fatalities per 100 million vehicle miles traveled (VMT)	To maintain the 5-year rolling average for the rate of traffic fatalities per 100 million VMT under the projected 1.32 (2014 – 2018) 5-year average by December 2018
Serious Injuries	Number of Serious Injuries	To maintain the 5-year rolling average for serious injuries under the projected 19,642.8 (2014 – 2018) 5-year average by December 2018
	Rate of Serious Injuries per 100 million VMT	To maintain the 5-year rolling average for the rate of serious injuries per 100 million VMT under the projected 16.318 (2014 – 2018) 5-year average by December 2018
Non Motorized	Number of Non-motorized Fatalities and Serious Injuries	To maintain the 5-year rolling average for non-motorized fatalities and serious injuries under the projected 1,027.2 (2014 – 2018) 5-year average by December 2018

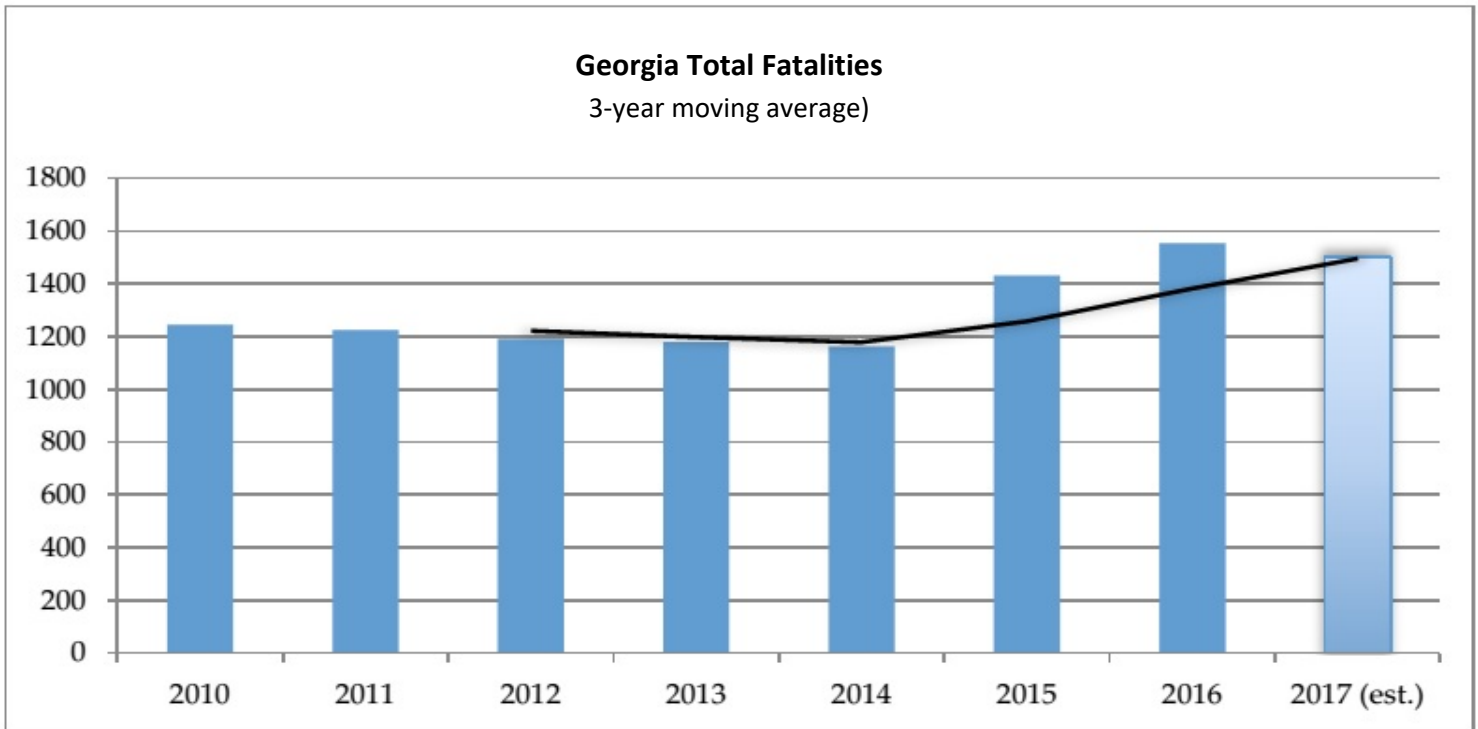
### Safety in Georgia

After several years of trending downward, 2015 was the first year in which Georgia saw a rise in fatalities (see Figure 3). Georgia’s total number of fatalities increased 22% from the previous year to 1.21 fatalities per 100 million vehicles miles traveled. There was a minor rise in statewide travel (6%) and Georgia’s statewide fatality rate rose for the first time in 10 years<sup>8</sup>. In 2016 the rate again rose to 1.29. The fatality rate for Georgia is higher than the National average of 1.16<sup>9</sup>. These trends are closely monitored by all highway safety professionals in Georgia and remain the focus of the state’s Strategic Highway Safety Plan (SHSP). The Strategic Highway Safety Plan (SHSP) is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. A SHSP identifies a State's key safety needs and guides investment decisions toward strategies and countermeasures with the most potential to save lives and prevent injuries.

<sup>8</sup> <https://www.gahighwaysafety.org/highway-safety/shsp/>

<sup>9</sup> <http://www.iihs.org/iihs/topics/t/general-statistics/fatalityfacts/state-by-state-overview>

**Figure 3: Georgia Total Fatalities 2010-2017**



Source: <https://www.gahighwaysafety.org/research/>

Georgia utilizes safety data to identify safety emphasis areas and establish strategic goals, objectives, and set performance measures. The emphasis areas for the State include: aggressive driving, impaired driving, occupant protection, serious crash type, age related and non-motorized users, vehicle type, trauma systems, crash records and traffic incident management<sup>10</sup>. Georgia's 2015 SHSP, can be found at <https://www.gahighwaysafety.org/highway-safety/shsp/>

There are several factors to roadway safety. Many are attributed to human behaviors that are personal decisions that could only be swayed by public education and enforcement campaigns. However, there are targeted safety improvements that can be tailored to individual corridors that can provide a driver with a more forgiving roadway. These design considerations work to keep a vehicle on the road and/or allow the driver to safely recover the vehicle should it depart the roadway. By focusing scarce resources on engineering solutions, Georgia is striving to reduce fatalities and serious injuries.

<sup>10</sup> <https://www.gahighwaysafety.org/highway-safety/shsp/>

## Regional Safety Data

CORE regularly collects crash data utilizing the Georgia Electronic Accident Reporting System (GEARS). The data reported in the 2040 Total Mobility Plan represented crashes from 2008-2012. As part of this amendment CORE has updated the crash data with information spanning 2012 to the current year. Data for the current year is still incomplete as noted in the tables and will be updated again with the plan update in 2019.

Traffic crashes in Chatham, Bryan Effingham Counties increased from 2012-2017, with the number of crashes and severity peaking in 2016. Data from 2017 showed a slight decrease. The number of injury crashes, fatal crashes and total number of crashes for the CORE MPO area<sup>11</sup> are shown Table 4.

**Table 4: Chatham, Bryan and Effingham County Crashes**

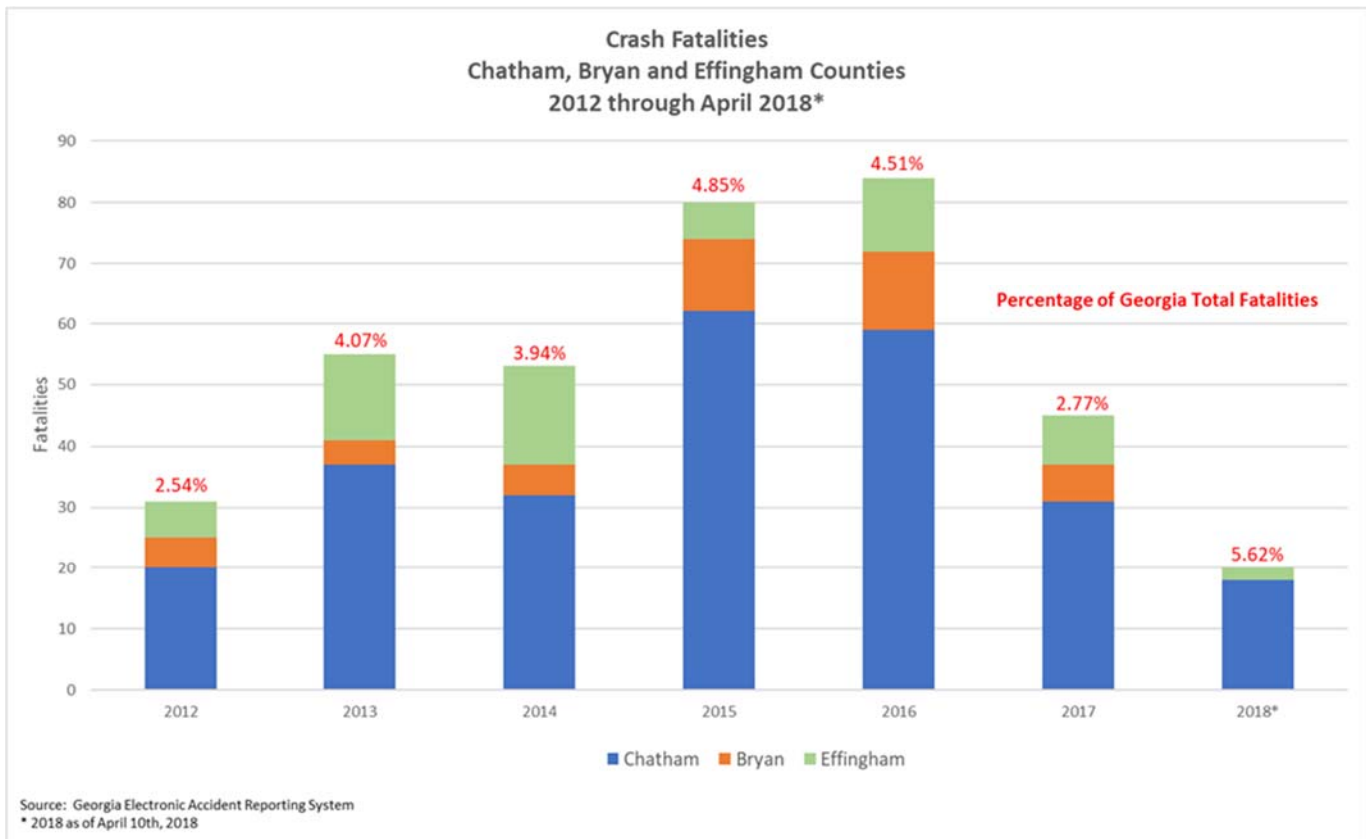
	2012	2013	2014	2015	2016	2017	2018*
<b>Total Cashes</b>							
Chatham County	13,065	15,921	16,703	19,497	20,525	19,583	4,370
Bryan County	588	430	807	987	977	1,054	315
Effingham County	691	1,036	1,335	1,515	1,650	1,532	430
<b>Total</b>	<b>14,344</b>	<b>17,387</b>	<b>18,845</b>	<b>21,999</b>	<b>23,152</b>	<b>22,169</b>	<b>5,115</b>
<b>Crashes Involving Injuries</b>							
Chatham County	2,696	2,894	3,001	3,676	3,925	3,556	651
Bryan County	139	116	186	243	280	322	49
Effingham County	181	228	243	279	311	368	62
<b>Total</b>	<b>3,016</b>	<b>3,238</b>	<b>3,430</b>	<b>4,198</b>	<b>4,516</b>	<b>4,246</b>	<b>762</b>
<b>Crashes Involving a Fatality</b>							
Chatham County	20	33	30	51	40	28	18
Bryan County	5	4	4	8	10	6	0
Effingham County	6	11	14	6	12	8	2
<b>Total</b>	<b>31</b>	<b>48</b>	<b>48</b>	<b>65</b>	<b>62</b>	<b>42</b>	<b>20</b>

Source: Georgia Electronic Accident Reporting System  
 \*2018 as of April 10th, 2018

Crashes involving a fatality in the region have begun to decrease, similar to the statewide trend in 2017 (see Figure 4). The regional percentage of statewide fatalities also dropped significantly down to 2.77% from a high of 4.85% in 2015 and 4.51% in 2016. Of the three counties that make up the region Chatham with the largest population also has the largest share of fatal crashes.

**Figure 4: Chatham, Bryan and Effingham County Crash Fatalities**

<sup>11</sup> The CORE MPO area currently consist of Chatham County, Richmond Hill in Bryan County and a small portion of unincorporated Effingham County. For the purposes this report the data collected included all three counties rather than just the MPO boundary.

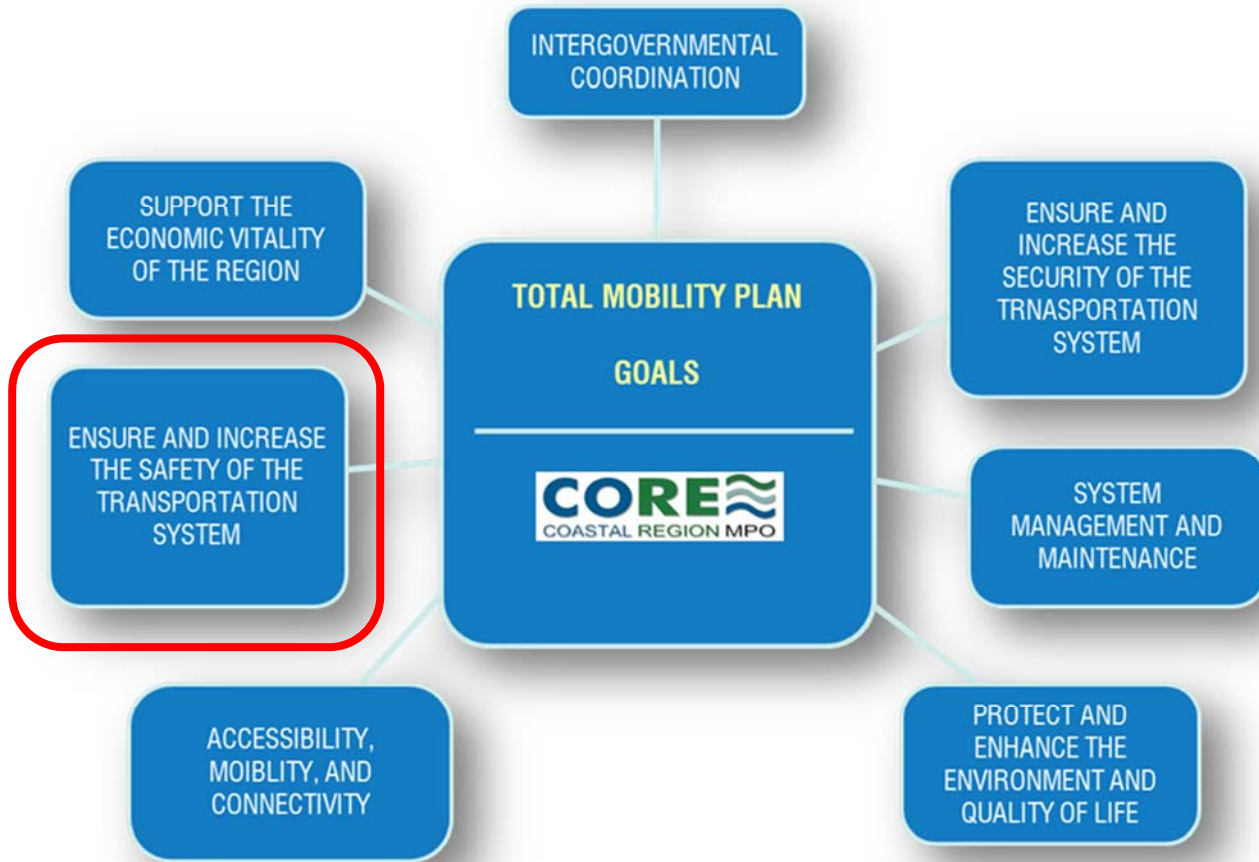


### Safety in the Total Mobility Plan

The goals adopted for the 2040 Total Mobility Plan explicitly include a focus on ensuring and increasing the safety and security of the transportation system for all users, including motorized vehicles, bicyclists and pedestrians.

The Total Mobility Plan goals and objectives were developed in cooperation with stakeholders and members of the public. These goals and objectives are targeted to ensure that the transportation system helps the region attain their overall vision for the future. Stakeholders and citizens worked together during meetings to identify these goals and objectives, which provide the framework for the provision of a safe, secure, efficient, multimodal transportation network that meets the mobility needs of both people and freight (See Figure 3). In addition to the safety of the roadway network, the CORE MPO also strives to coordinate with local jurisdictions to ensure the safety of all modes, including the bicycle and pedestrian users. Safety for these modal users is of critical importance, and the CORE MPO has developed a non-motorized transportation plan to address the provision of a safe, connected network.

**Figure 5: 2040 Total Mobility Goals**



Along with the development of the goals and objectives developed for the 2040 Total Mobility Plan, performance measures for each goal were also identified by stakeholders and members of the general public. As part of this MTP amendment the safety performance measures have been further refined to incorporate the newly adopted performance measures (see Table 5).

**Table 5: 2040 Total Mobility Safety Performance Measures**

GOAL 2	<b>Safety:</b> Ensure and increase the safety of the transportation system for all users, including motorized vehicles, bicyclists and pedestrians.	
	<b>Objectives:</b>	<b>Performance Measures:</b>
	o Eliminate at-grade railroad crossings	o Total accidents per million miles traveled, involving all user types
	o Minimize frequency and severity of vehicular accidents	o Reduce number of fatalities*
	o Minimize conflicts and increase safety for non-motorized users	o Reduce number of serious injuries*
		o Implementation of transit and other safety projects
		o Number of increased bike and pedestrian facilities
		o Number of at-grade crossings reduced
	o Reduce rate of serious injuries per 100 million VMT*	
	o Reduce rate of fatalities per 100 million VMT*	
	o Reduce number of non-motorized fatalities and serious injuries*	

\*Performance measures have adopted targets meeting the requirements of the FAST Act.



## Safety Strategies

The 2040 Total Mobility Plan assesses existing safety and security conditions, explores planning considerations for safety and security, and provides recommendations for future improvements. The roadway recommendations presented in this plan represent a series of engineering enhancements that should improve traffic flow while increasing safety for all users.

General engineering strategies to maximize safety include: improving highway and road design guidelines; implementing corridor-based ITS and access management strategies; identifying appropriate intersection improvements to mitigate crashes; constructing a coordinated network of on-street bicycle facilities and off-street trails; designing streets to be pedestrian-friendly; designating appropriately designed streets for truck freight; and maintaining adequate standards for railroad crossings.

Many safety concerns can potentially be addressed through some of the projects incorporated in the cost feasible plan. Others may qualify for and be addressed through GDOT's Quick Response program, which implements small scale projects using available safety funding. Qualifying projects are typically those ranging from intersection improvements to operational improvements, such as signal timing, and are generally less than \$750,000 for all project phases. Projects for Quick Response funding can be submitted by local governments, GDOT or the Federal Highway Administration. Submittals for eligible projects must also include information that summarizes the operational issues, supporting data, the proposed improvement, and cost estimates.

Twenty-nine strategies were identified in the financially constrained 2040 Total Mobility Plan that will help address roadway safety issues. Table 10 details each of the projects in the plan along with which targets they help address and the status of each project. These strategies will help the state achieve its targets for reducing fatalities and serious injuries. Addressing various combinations of the twenty-nine strategies identified, seventeen projects have been programmed in the 2018-2021 TIP, three projects have been let to begin (one using local funds) and one has been completed. The seventeen projects in the TIP total approximately \$443 million; averaging approximately \$148 million per year.

## Transportation Asset Management: Bridge and Pavement Conditions

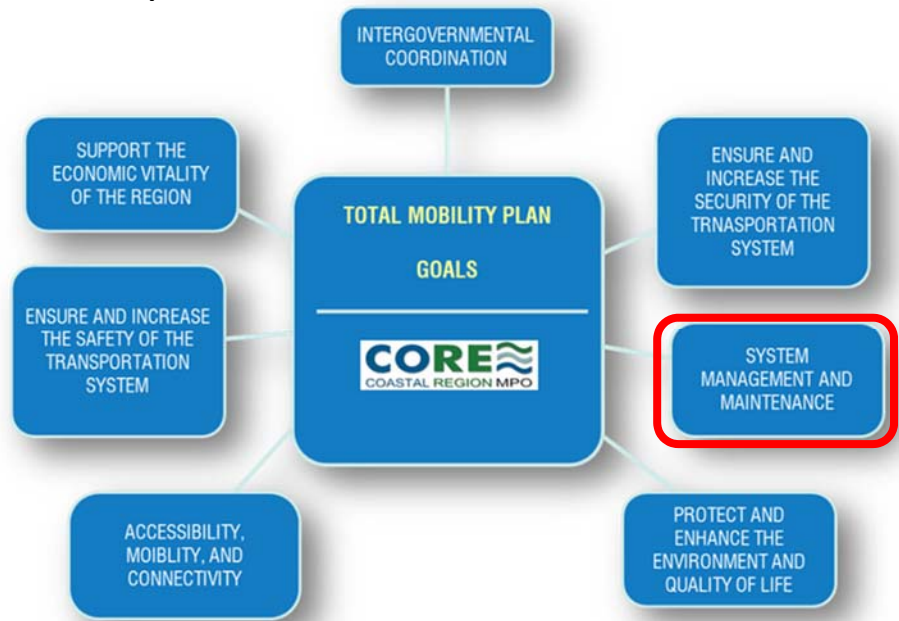
Transportation Asset Management is a strategic approach to cost-effectively and efficiently manage the physical assets of the transportation system. Preserving assets before they deteriorate extends their useful lives and saves money in the long run. This reduces the financial burden on taxpayers, as well as inconveniences to the traveling public that result from unanticipated asset failure and replacement. The 2040 Total Mobility Plan shows the importance of a system in a state of good repair by having an adopted goal for system maintenance as shown in Figure 6.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation Act (FAST ACT) requires states to develop an asset management plan and both states and MPOs are required to adopt targets related to Bridge and Pavement Conditions to better maintain and preserve our infrastructure.



The federal legislation focuses on the National Highway System (NHS). The National Highway System (NHS) is a network of strategic highways within the United States, including the Interstate Highway System and other roads serving major airports, ports, rail or truck terminals, railway stations, pipeline terminals and other strategic transport facilities. As part of the federal legislation the Bridge and Pavement Targets are based on the following performance measures.

**Figure 6: 2040 Total Mobility Goals and State of Good Repair**



**Bridge Condition Measures**

- Percent of NHS Bridges in Poor condition - Bridges rated *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
- Percent of NHS Bridges in Good condition - Bridges rated as *good* will be evaluated by cost to maintain *good* condition. Bridges rated as FAIR will be evaluated by the cost of replacement vs. rehabilitation to bring the structure back to a condition rating of *good*.

**Pavement Condition Measures**

- Percent of interstate pavement in Poor condition - Interstate pavements in *poor* condition need work due to either the ride quality or due to a structural deficiency.
- Percent of interstate pavement in Good condition: Interstate pavements rated as *good* will be considered for potential pavement preservation treatments to maintain the *good* rating
- Percent of pavements in Poor condition - Non-interstate NHS pavements in *poor* condition need major maintenance. These will be evaluated for potential projects
- Percent of pavements in Good condition - Non-interstate NHS pavements in *good* condition will be evaluated for potential preservation treatments.

GDOT adopted Bridge and Pavement Condition targets on May 16<sup>th</sup>, 2018 (see Table 6). The MPO’s are required to either support the state’s targets through planning and programming activities or establish their own quantifiable targets within 180 days of the State target establishment. The CORE MPO adopted to support the state’s targets through planning and programming projects on August 24, 2018.

**Table 6: GDOT Bridge and Pavement Condition Targets**

Georgia Targets for Bridge and Pavement Conditions (PM2) Adopted May 2018		
Asset	Performance Measure	Target
Bridge Structures*	Percent of NHS Bridges in Poor condition as a percentage of total NHS bridge deck area.	≤ 10% (NHS) in Poor Condition
	Percent of NHS Bridges in Good condition as a percentage of total NHS bridge deck area	≥ 60% (NHS) in Good Condition
Interstate NHS	Percent of interstate NHS pavement in POOR condition	≤ 5% in Poor Condition
	Percent of interstate NHS pavement in GOOD condition	≥ 50% in Good Condition
Non-Interstate NHS	Percent of NHS pavements in POOR condition	≤ 12% in Poor Condition
	Percent of NHS pavements in GOOD condition	≥ 40% in Good Condition

\*Bridge conditions are based on the results of inspections on all bridges structures  
\*Pavement conditions are measured through field inspections

GDOT will be collecting and analyzing the data statewide. The MPOs will be reporting on efforts to make progress towards the state’s targets through planning and programming projects. A current list of projects in the plan that support making progress towards the state’s targets can be found in table 10. Bridge and Pavement Condition Targets are required to be adopted every 4 years thereafter, with a revision possible at the 2-year mark.

Information GDOTs Transportation Asset Management Plan can be found on their website at [www.dot.ga.gov/IS/TAM](http://www.dot.ga.gov/IS/TAM)

### System Performance: Reliability, Freight and Air Quality

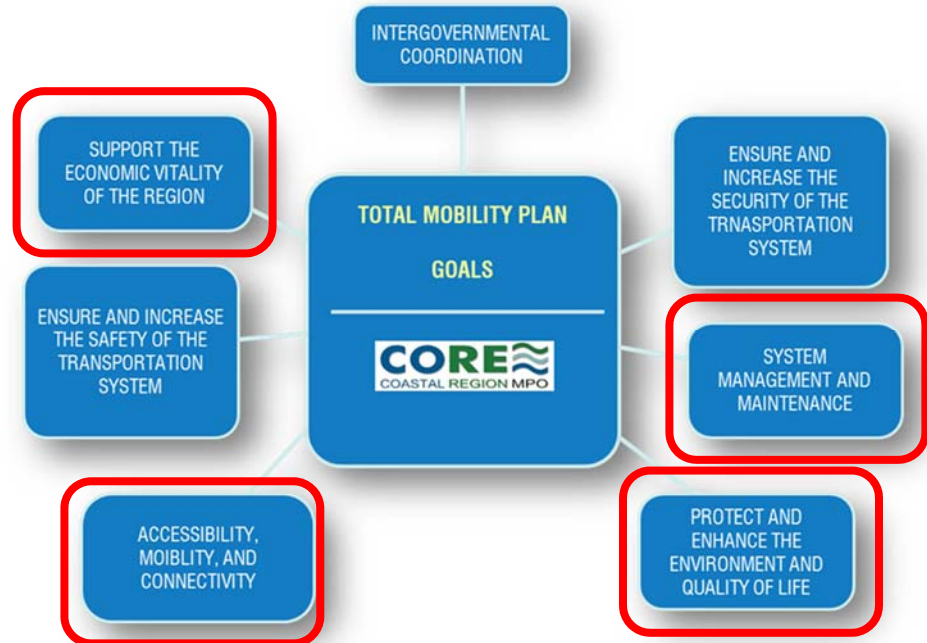
The Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America’s Surface Transportation Act (FAST ACT) requires states and MPOs to adopt System Performance Targets focused on reducing traffic congestion, improving efficiency of the system and freight movement and protecting the environment. The 2040 Total Mobility Plan shows the importance of a system performance by having adopted several goals which support these targets such as protecting the environment, supporting economic vitality, mobility and system management as highlighted in Figure 7.

GDOT adopted System Performance Targets on May 16<sup>th</sup>, 2018 (see Table 7). The MPOs are required to either support the state’s targets through planning and programming activities or establish their own quantifiable targets within 180 days of the State target establishment. The CORE MPO adopted to support the state’s targets on August 24, 2018.

**Figure 7: 2040 Total Mobility Goals and System Performance**

GDOT will be collecting and analyzing the data at a statewide level and the CORE MPO will be reporting on our efforts to make progress towards the state’s targets through planning and programming projects. System Performance Targets are required to be adopted every 4 years thereafter, with a revision possible at the 2-year mark.

The System Performance Targets will be measured by the following three performance measures:



- Level of Travel Time Reliability (LOTTR) – The LOTTR is the ratio of the longer travel times (80th percentile) to a “normal” travel time (50th percentile). The measure is intended to capture person-miles traveled that are reliable. Person-miles take into account the users of the roadway including bus, auto, and truck occupancy levels.
- Freight movement will be assessed by the Truck Travel Time Reliability (TTTR) Index - The TTTR ratio will be generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. The TTTR Index will be generated by multiplying each segment’s largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.
- Total emissions reduction - The summation of 2 year and 4 year totals of emissions reductions of applicable criteria pollutant and precursor, in kilograms per day, for all projects funded with Congestion Mitigation and Air Quality (CMAQ) funds. There currently no CMAQ funded projects in the Savannah area but this information will be collected by GDOT on a statewide level where applicable.

**Table 7: GDOT Adopted System Performance Targets**

Georgia Targets for System Performance (PM3)					
Adopted May 2018					
Performance Measure		Geographic Extent	Applicable Roadways	2 Year Target	4 Year Target
System Efficiency	Percent of person-miles traveled on the interstate that are reliable	Statewide	Interstate	73%	67%
	Percent of person-miles traveled on the non-interstate NHS that are reliable	Statewide	Non-Interstate	N/A	81%
	Truck travel Time Reliability (TTTR) Index	Statewide	Interstate	1.66	1.78
Emissions	Total Emissions	Statewide	All Roads	VOC: 205.7 kg/day NOx: 563.3 kg/day	VOC: 386.6 kg/day NOx: 1,085 kg/day

\*This does not apply to the Savannah area at this time. GDOT, Atlanta Regional Commission and Cartersville-Bartow

Implementation differs for the Interstate and non-Interstate National Highway System (NHS) measures for the first performance period. State DOTs must establish 2- and 4- year targets for the Interstate, but only a 4-year target for the non-Interstate NHS, by May 20, 2018. Those targets will be reported in the State’s baseline performance period report. The State DOTs have the option to adjust 4-year targets in their mid performance period progress report, due October 1, 2020. For the first performance period only, there is no requirement for States to report baseline condition performance or 2-year targets for the non-Interstate NHS before the mid performance period progress report. This will allow State DOTs to consider more complete data. The process will align for both Interstate and non-Interstate measures with the beginning of the second performance period on January 1, 2022. A current list of projects in the plan that support making progress towards the state’s targets can be found in table 10.

## Transit Asset Management

The 2016 Transit Asset Management (TAM) Final Rule as part of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America’s Surface Transportation Act (FAST ACT) develops a framework for transit agencies to monitor and manage public transportation assets, improve safety, increase reliability and performance, and establish performance measures in order to help keep their systems operating smoothly and efficiently. The 2040 Total Mobility Plan shows the importance of a system in a state of good repair by having an adopted goal for system maintenance as shown in Figure 8.

TAM helps to prioritize projects and optimize funding allocations based on the condition of transit assets to achieve and maintain a State of Good Repair (SGR) for the nation’s public transportation assets. Transit agencies are required to develop TAM plans and submit their targets to the Federal Transit Administration’s (FTA’s) National Transit Database (NTD).

Currently, there is an estimated \$85.9 billion transit SGR backlog. The regulations apply to all transit providers that are recipients or subrecipients of federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage transit capital assets used in the provision of public transportation.

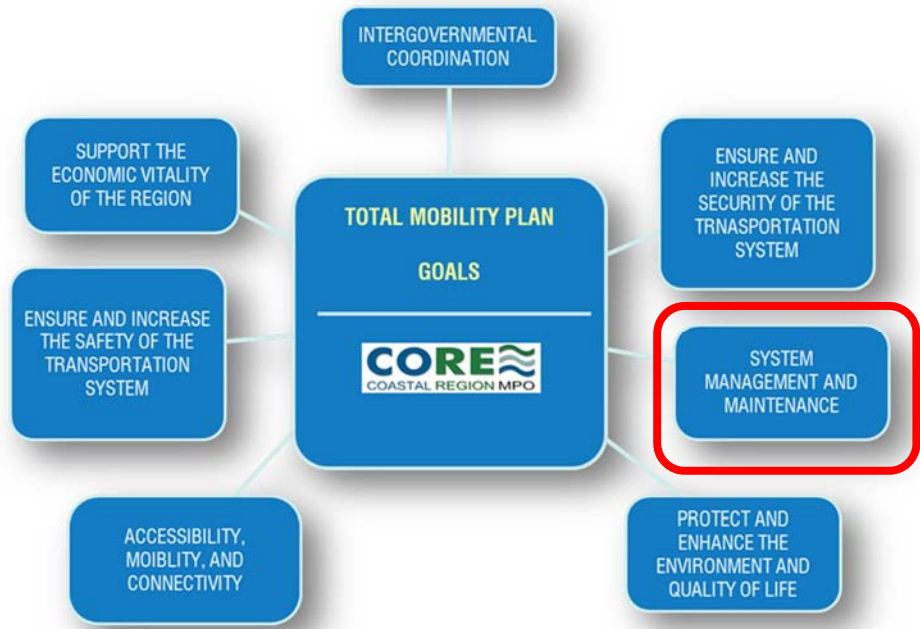
There are two transit agencies operating within the CORE MPO's metropolitan planning boundary - the Chatham Area Transit Authority (CAT) and the Coastal Regional Commission (CRC). CAT is a direct recipient of FTA funds and developed its own TAM Plan. CRC is a participant in the GDOT group TAM plan.

In addition to TAM performance targets the plans are required to include an inventory of capital assets, conditions assessment, decision support tools and investment prioritization. The TAM plans must be updated

every four years while the targets are to be updated annually. The transit agencies are responsible for collecting data and reporting their progress towards meeting their targets to the NTD annually. The transit agency submission to the NTD should include: projected targets for the next fiscal year, condition assessments and performance results, and a narrative report on changes in transit system conditions and the progress toward achieving previous performance targets. Asset performance is measured by asset class. There are three categories of assets being measured: rolling stock, equipment and facilities. The targets are set within these categories by asset class such as buses, vans, ferryboat etc.

As a part of the TAM framework the CORE MPO is required to also set a TAM target. The MPO has adopted Regional TAM Targets which encompass both CAT and CRC needs (see Table 8). The MPO will reflect the support of the targets through its planning and programming activities. The MPO is not required to report to the NTD.

**Figure 8: 2040 Total Mobility Goals and Transit Asset Management**



**Table 8: Regional Transit Asset Management Targets**

Asset Category	Vehicle Class	Regional Target (% in State of Good Repair)
Rolling Stock	Bus (BU)	85%
	Cutaway bus (CU)	79%
	Minivan (MV)	50%
	Van (VN)	50%
	School Bus (SB)	50%
	Ferryboat (FB)	100%
Equipment	Automobile (AO)	26%
	Trucks and other Rubber Tire Vehicles	45%
	Maintenance	100%
Facilities	Admin/Maintenance Facility	50%
	Passenger & Parking	90%

To support the regional transit agency targets for asset management several projects are identified in the financially constrained portion of the 2040 Total Mobility Plan as well as programmed in the FY 2018-2021 TIP. Table 9 lists the transit asset management supportive projects in our current planning documents. For more detail on CAT’s and CRC’s other initiatives please visit CAT’s web page at [www.catchacat.org](http://www.catchacat.org) and CRCs web page at [www.crc.ga.gov](http://www.crc.ga.gov).

**Table 9: Programmed Transit Asset Management Projects**

PI #	DESCRIPTION	DESCRIPTION
0013280	CAT Vehicle Purchase	CAT ADA compliant Vehicle Purchase for 2018
0015977	CAT- Bus Reliability Initiative	Chatham Area Transit Authority (CAT) is seeking funding to replace three heavy-duty diesel transit vehicles in its aging fleet. CAT proposes to use the funding to replace the oldest and least reliable buses in its fleet, which were delivered in 2003. With an updated fleet of vehicles and a more consistent replacement schedule, CAT will be able to provide a more reliable and higher quality transit service to the community.
0015978	CAT - Maintenance Equipment Upgrades	Chatham Area Transit Authority (CAT) is requesting funds to procure essential maintenance equipment: a tire alignment rack, vehicle lift systems, diagnostic technology, software upgrade, radio systems, facility upgrades, and various tools.
0015979	CAT - Electric Bus Conversion Initiative	Chatham Area Transit Authority (CAT) is requesting funds to retire and replace two heavy-duty diesel transit vehicles with two zero emission, battery-powered electric transit vehicles and a fast-charger. Converting CAT’s fleet to battery-powered electric vehicles will not only reduce the community’s carbon footprint, but it will also reduce maintenance costs over the lifespan of the vehicles. CAT proposes to use the funding to replace the oldest and least reliable buses in its fleet, which were delivered in 2003. The EV fast-charger will be installed at one of CAT’s primary transfer locations for maximum deployment flexibility.
Transit	Section 5307, Section 5337, Section 5339, Ferry boat program	Projects include operating assistance, safety and security, passenger amenities, transit planning, facility enhancements, vehicle purchases in addition to a new ferry maintenance facility on Hutchinson Island and new West River Street ferry dock near the Kessler development.
Transit	Coastal Region Rural Planning Funds Section 5304 and 5311	Planning, Capitola and Operations

\*This list contains only projects programmed the regional TIP.  
For more information on CAT visit <http://www.catchacat.org/about-cat/transparency/> and for CRC visit <http://www.crc.ga.gov/departments/trans/trans.html>

## Next Steps

The CORE MPO will continue to support the state's targets through planning and programming activities and document system performance towards meeting the state's targets. MTP update due in late August 2019 will fully integrate all the adopted targets.



**Table 10: Constrained 2040 Total Mobility Projects**

Constrained 2040 Total Mobility Projects													
Identified Projects		Project Status					Federal Performance Measures						
GDOT PI #	Name	Programmed in 2018-2021 TIP	Projects Let, Underway	Progressing Using Local Funds	Complete	Long Range, not yet programmed	Safety	Pavement & Bridge	Congestion	Freight	Air Quality	Transit Safety	Transit Asset Management
0008358	I-516 @ CS/1503/DeRenne Avenue (DeRenne Blvd. Option)	X					X		X	X	X		
0008359	East DeRenne from SR 204 to Harry S Truman Parkway (East DeRenne Avenue Improvements)	X					X	X	X	X			
0010236	SR 21 from CS 346/Mildred Street to SR 204 (West DeRenne Avenue Improvements)	X					X	X	X	X			
0012722	SR 21 from SR 30 to I-95; Including Interchange (Diverging Diamond Interchange)				X		X		X	X			
	I-95 at SR 21 / Augusta Rd Interchange Reconstruction					X	X	X	X	X			
0010560	SR 26/US 80 @ Bull River and @ Lazaretto Creek					X	X	X					
0007128	CR 787/Islands Expressway at Wilmington River/Bascule Bridge		X				X	X	X				
0013282	SR 25 Culvert Replacement at Pipemaker Canal	X					X	X		X			
0002923	SR 25 Conn / Bay Street From I-516 to the Bay Street Viaduct (West Bay Street Widening)		X				X		X	X			
	US 80 / Victory Drive Improvements / Congestion Mitigation					X	X		X				
521855	SR 26 From I-516 to CS 188/Victory Drive (US 80 / Ogeechee Rd Widening)	X					X		X		X		
0013741	Houlihan Bridge Replacement/SR 25/US 17 @ Savannah River in Port Wentworth	X					X	X		X			
0013742	SR 25/US 17 @ Middle River in Port Wentworth	X					X	X		X			
0006700	Effingham Parkway from SR 119/Effingham to SR 30/Chatham	X							X		X		
0006328	Brampton Road Connector from Foundation Drive to SR 21/SR 25/US 80	X							X	X	X		



**Table 10: Constrained 2040 Total Mobility Projects (Continued)**

Constrained 2040 Total Mobility Projects (Continued)													
GDOT PI #	Identified Projects Name	Project Status					Federal Performance Measures						
		Programmed in 2018-2021 TIP	Projects Let, Underway	Progressing Using Local Funds	Complete	Long Range, not yet programmed	Safety	Pavement & Bridge	Congestion	Freight	Air Quality	Transit Safety	Transit Asset Management
0007885	CS 602/CS 650/Grange Rd from SR 21 to E of SR 25		X						X				
0010553	CS651/Crossgate Rd from SR 21 to NS#734150L in Port Wentworth				X			X		X			
522860	President Street / Truman Parkway Interchange Bridge and Ramp Reconstruction					X			X				
	I-516 / Lynes Parkway Widening					X	X	X	X	X			
	I-516 / Lynes Parkway at I-16 Interchange Reconstruction					X	X	X	X	X			
0013160	I-516 / Lynes Parkway Widening/I-516 From CR 975/Veteran's Parkway TO I-16					X	X	X	X	X			
0012757	I-16 from I-95 to I-16	X					X	X	X	X	X		
0015528	I-16 from CS 565/Pooler Parkway to I-95					X	X	X	X	X			
00012758	I-16 at I-95 Interchange Reconstruction	X					X	X	X	X			
0013727	I-16 @ SR 307 (SR 307/Dean Forest Rd Interchange Reconstruction @ I-16)	X					X	X	X	X			
0011744	I-16 @ Montgomery Street and @ MLK Jr BLVD - Ramp and Overpass (I-16 Exit Ramp Removal)					X		X			X		
0007259	CR 984/Jimmy DeLoach Pkwy @ SR 17 - Interchange (New Interchange at US 80)		X						X	X	X		
522790	Jimmy DeLoach Parkway Extension from I-16 to SR 26/US 80		X						X	X			
	CAT Vehicle Purchase for 2015 to 2018	X										X	X
532370	SR 144 EB from S OF CR 100 to S OF CR 154	X					X	X	X		X		

**Table 10: Constrained 2040 Total Mobility Projects (Continued)**

Constrained 2040 Total Mobility Projects (Continued)													
GDOT PI #	Identified Projects Name	Project Status					Safety	Federal Performance Measures					
		Programmed in 2018-2021 TIP	Projects Let, Underway	Progressing Using Local Funds	Complete	Long Range, not yet programmed		Pavement & Bridge	Congestion	Freight	Air Quality	Transit Safety	Transit Asset Management
0015977	CAT- Bus Reliability Initiative	X										X	X
0015978	CAT - Maintenance Equipment Upgrades	X										X	X
0015979	CAT - Electric Bus Conversion Initiative	X											X
	Traffic Control Center Study and Construction					X	X		X	X	X		
0015704	SR 404 Spur/US 17 @ Back River	X					X	X	X	X			
0015705	SR 404 Spur/US 17 From NE of Savannah Harbor Parkway to Back River	X					X	X	X	X			
0007631	Truman Linear Park Trail - Phase II - A	X					X				X		
0015306	Truman Linear Park Trail - Phase II - B	X					X				X		
0010028	CS1097/DeLesseps/LaRoche Avenue From Waters Avenue to Skidaway Road (Bike/Ped Facilities)	X					X				X		
0013549	SR 21 @ CS 705/Parkside Blvd in Port Wentworth		X								X		
	Marsh Hen Trail, Phase II			X			X				X		
	Canebrake Road Improvement Project from Gateway Boulevard to Basin Road			X							X		
0013273	CAT Bikeshare Expansion in Downtown Savannah	X							X		X		
TBA	CAT Bikeshare Expansion in Downtown Savannah Phase II	X							X		X		
0015980	McQueens Island Trail Restoration and Mitigation	X					X				X		
	Hutchinson Island Riverwalk Extension and Slip Restoration					X					X		

Appendix A: Related Performance Based Planning and Programming Resolutions



## METROPOLITAN PLANNING ORGANIZATION

### **Resolution to Amend the 2040 Metropolitan Transportation Plan of the Coastal Region Metropolitan Planning Organization (CORE MPO)**

**WHEREAS**, the United States Department of Transportation promulgated transportation planning regulations in 23 CFR 450.340; and

**WHEREAS**, regulations in 23 CFR 450.340 state a two year phase period (on or after May 27, 2018) from the effective date of each rule establishing performance measures under 23 U.S.C. 150(c), 49 U.S.C. 5326, and 49 U.S.C. 5329 where MPOs can only adopt an update, amendment, or conformity determination for a long-range plan, STIP, or TIP, if it has been developed according to the provisions and requirements of the Final Planning Rule (23 CFR 450); and

**WHEREAS**, the Coastal Region Metropolitan Planning Organization (CORE MPO) desires to adopt an amendment to the 2040 Metropolitan Transportation Plan (MTP) for the CORE MPO transportation planning area to meet federal regulations (23 CFR 450) which require that the Metropolitan Transportation Plan support the adopted Safety Performance Management Targets as part of the Performance Based Planning and Programming process for urbanized areas; and

**WHEREAS**, the Coastal Region Metropolitan Planning Organization (CORE MPO) has been designated by the Governor of Georgia as the Metropolitan Planning Organization for the Savannah urbanized area; and

**WHEREAS**, the proposed MTP amendment clarifies how the MTP incorporates performance based planning and programming and supports the following adopted GDOT Safety Performance Management Targets:

- Number of Fatalities – To maintain the 5-year rolling average for traffic fatalities under the projected 1,593.3 (2014 – 2018) 5-year average by December 2018.
- Rate of Fatalities per 100 million vehicle miles traveled (VMT) – To maintain the 5-year rolling average for the rate of traffic fatalities per 100 million VMT under the projected 1.32 (2014 – 2018) 5-year average by December 2018.
- Number of Serious Injuries – To maintain the 5-year rolling average for serious injuries under the projected 19,642.8 (2014 – 2018) 5-year average by December 2018.
- Rate of Serious Injuries per 100 million VMT – To maintain the 5-year rolling average for the rate of serious injuries per 100 million VMT under the projected 16.318 (2014 – 2018) 5-year average by December 2018.
- Number of Non-motorized Fatalities and Serious Injuries – To maintain the 5-year rolling average for non-motorized fatalities and serious injuries under the projected 1,027.2 (2014 – 2018) 5-year average by December 2018.

**WHEREAS**, CORE MPO, in accordance with the adopted Participation Plan, has completed a 15-day public review and comment period for the proposed MTP amendments and has addressed all received comments; and

**WHEREAS**, CORE MPO has conducted a public hearing for the proposed amendments, and has taken into consideration comments made at the public hearing; and

**WHEREAS**, CORE MPO desires to complete the plan amendment process to incorporate the proposed changes into the 2040 MTP.



METROPOLITAN PLANNING ORGANIZATION

**Resolution to Amend the 2040 Metropolitan Transportation Plan of  
the Coastal Region Metropolitan Planning Organization (CORE MPO)**

**NOW, THEREFORE, BE IT RESOLVED THAT**, the Coastal Region Metropolitan Planning Organization adopts the amendment to the 2040 Metropolitan Transportation Plan as shown in the summary of MTP amendment report with any corrections based upon the motion of the June 27, 2018 regularly scheduled meeting.

Approved this day, June 27, 2018.

A handwritten signature in blue ink, reading "Albert J. Scott". The signature is written in a cursive style and is positioned above a horizontal line.

Albert J. Scott, Chairman  
Coastal Region Metropolitan Planning Organization



**RESOLUTION BY THE COASTAL REGION METROPOLITAN PLANNING ORGANIZATION  
(CORE MPO)**

**ADOPTION OF CORE MPO SAFETY TARGETS**  
(Targets effective at time of adoption through February 27, 2019)

WHEREAS, federal regulations (23 CFR Part 490) require that the Metropolitan Transportation Plans and Transportation Improvement Programs include Safety Performance Management Targets for urbanized areas; and

WHEREAS, the Technical Coordinating Committee (TCC) of the Coastal Region Metropolitan Planning Organization (CORE MPO) in coordination with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Georgia Department of Transportation (GDOT) has reviewed the requirements to adopt Safety Performance Management Targets for use in the CORE MPO's transportation process; and


WHEREAS, the TCC at its December 7, 2017 meeting recommended that CORE MPO support the Safety Performance Management Targets approved by GDOT as follows:

- Number of Fatalities – To maintain the 5-year rolling average for traffic fatalities under the projected 1,593.3 (2014 – 2018) 5-year average by December 2018.
- Rate of Fatalities per 100 million vehicle miles traveled (VMT) – To maintain the 5-year rolling average for the rate of traffic fatalities per 100 million VMT under the projected 1.32 (2014 – 2018) 5-year average by December 2018.
- Number of Serious Injuries – To maintain the 5-year rolling average for serious injuries under the projected 19,642.8 (2014 – 2018) 5-year average by December 2018.
- Rate of Serious Injuries per 100 million VMT – To maintain the 5-year rolling average for the rate of serious injuries per 100 million VMT under the projected 16.318 (2014 – 2018) 5-year average by December 2018.
- Number of Non-motorized Fatalities and Serious Injuries – To maintain the 5-year rolling average for non-motorized fatalities and serious injuries under the projected 1,027.2 (2014 – 2018) 5-year average by December 2018.

NOW, THEREFORE, BE IT RESOLVED that the Coastal Region Metropolitan Planning Organization Board concurs with the recommendations of the Technical Coordinating Committee and 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 Coastal Region Metropolitan Planning Organization Board at a meeting held on December 13, 2017.

  
\_\_\_\_\_  
Albert J. Scott, Chairman  
Coastal Region Metropolitan Planning Organization



**METROPOLITAN PLANNING ORGANIZATION**

**Resolution to Adopt Bridge and Pavement Conditions Targets  
for the Coastal Region Metropolitan Planning Organization (CORE MPO)**

**WHEREAS**, federal regulations (23 CFR Part 490) require that the Metropolitan Transportation Plans and Transportation Improvement Programs include Bridge and Pavement Condition Performance Management Targets for urbanized areas; and

**WHEREAS**, the Technical Coordinating Committee (TCC) of the Coastal Region Metropolitan Planning Organization (CORE MPO) in coordination with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Georgia Department of Transportation (GDOT) has reviewed the requirements to adopt Bridge and Pavement Condition Performance Management Targets for use in the CORE MPO’s transportation planning process; and

**WHEREAS**, the TCC at its August 16th, 2018 meeting recommended that CORE MPO support the Bridge and Pavement Condition Targets approved by GDOT as follows:

Georgia Targets for Bridge and Pavement Conditions (PM2) Adopted May 2018			
MA	Performance Measure	Description*	Target
Bridge Structures*	Percent of NHS Bridges in Poor condition as a percentage of total NHS bridge deck area.	Bridges rated 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	≤ 10% (NHS) in Poor Condition
	Percent of NHS Bridges in Good condition as a percentage of total NHS bridge deck area	Bridges rated as GOOD will be evaluated by cost to maintain GOOD condition. Bridges rated as FAIR will be evaluated by the cost of replacement vs. rehabilitation to bring the structure back to a condition rating of GOOD.	≥ 60% (NHS) in Good Condition
Interstate NHS	Percent of Interstate NHS pavement in POOR condition	Interstate pavements in POOR condition are in need of work due to either the ride quality or due to a structural deficiency.	≤ 5% in Poor Condition
	Percent of Interstate NHS pavement in GOOD condition	Interstate pavements rated as GOOD will be considered for potential pavement preservation treatments to maintain the GOOD rating	≥ 50% in Good Condition
Non-Interstate NHS	Percent of NHS pavements in POOR condition	Non-interstate NHS pavements in POOR condition are in need of major maintenance. These will be evaluated for potential projects	≤ 12% in Poor Condition
	Percent of NHS pavements in GOOD condition	Non-interstate NHS pavements in GOOD condition will be evaluated for potential preservation treatments.	≥ 40% in Good Condition

**NOW, THEREFORE, BE IT RESOLVED** that the Coastal Region Metropolitan Planning Organization Board concurs with the recommendations of the Technical Coordinating Committee and agrees to adopt Bridge and Pavement Condition Performance Management Targets.





**METROPOLITAN PLANNING ORGANIZATION**

**CERTIFICATION**

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Coastal Region Metropolitan Planning Organization Board at a meeting held on August 22, 2018.

A handwritten signature in black ink, which appears to read "Albert J. Scott". The signature is written in a cursive style and is positioned above a horizontal line.

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Albert J. Scott, Chairman  
Coastal Region Metropolitan Planning Organization





**METROPOLITAN PLANNING ORGANIZATION**

**Resolution to Adopt System Performance Targets  
for the Coastal Region Metropolitan Planning Organization (CORE MPO)**

**WHEREAS**, federal regulations (23 CFR Part 490) require that the Metropolitan Transportation Plans and Transportation Improvement Programs include System Performance Targets for urbanized areas; and

**WHEREAS**, the Technical Coordinating Committee (TCC) of the Coastal Region Metropolitan Planning Organization (CORE MPO) in coordination with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Georgia Department of Transportation (GDOT) has reviewed the requirements to adopt System Performance Targets for use in the CORE MPO’s transportation planning process; and

**WHEREAS**, the TCC at its August 16th, 2018 meeting recommended that CORE MPO support the statewide System Performance Targets approved by GDOT as follows:

Georgia Targets for System Performance (PM3) Adopted May 2018					
Performance Measure		Geographic Extent	Applicable Roadways	2 Year Target	4 Year Target
System Efficiency	Percent of person-miles traveled on the interstate that are reliable	Statewide	Interstate	73%	67%
	Percent of person-miles traveled on the non-interstate NHS that are reliable	Statewide	Non-Interstate	N/A	81%
	Truck travel Time Reliability (TTTR) Index	Statewide	Interstate	1.66	1.78
Emissions	Total Emissions	Statewide	All Roads	VOC: 205.7 kg/day NOx: 563.3 kg/day	VOC: 386.6 kg/day NOx: 1,085 kg/day

\*This does not apply to the Savannah area at this time. GDOT, Atlanta Regional Commission and Cartersville-Bartow

**NOW, THEREFORE, BE IT RESOLVED** that the Coastal Region Metropolitan Planning Organization Board concurs with the recommendations of the Technical Coordinating Committee and agrees to adopt the System Performance Targets.

**CERTIFICATION**

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Coastal Region Metropolitan Planning Organization Board at a meeting held on August 22, 2018.

  
 \_\_\_\_\_  
 Albert J. Scott, Chairman  
 Coastal Region Metropolitan Planning Organization



## METROPOLITAN PLANNING ORGANIZATION

### RESOLUTION

#### COASTAL REGION METROPOLITAN PLANNING ORGANIZATION

#### AUTHORIZATION FOR THE GEORGIA ASSOCIATION OF METROPOLITAN PLANNING ORGANIZATIONS (GAMPO) CHAIR TO SIGN THE GEORGIA PERFORMANCE MANAGEMENT AGREEMENT ON BEHALF OF THE CORE MPO

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

**WHEREAS**, Metropolitan Planning Organizations (MPOs) and States 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 MPOs and States 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), and

**WHEREAS**, the Coastal Region Metropolitan Planning Organization (CORE MPO) has been designated by the Governor of Georgia as the Metropolitan Planning Organization for the Savannah urbanized area; and

**WHEREAS**, The Georgia Association of Metropolitan Planning Organizations (GAMPO) is a fifteen-member Board of Directors representing each of the fifteen MPOs in the State of Georgia and provides a streamlined forum for MPOs in the State of Georgia; and

**WHEREAS**, The GAMPO directors, unanimously voted to approve GAMPO to enter into an agreement with The Georgia Department of Transportation as federally required by 23 CFR 450.314 on behalf of the Georgia State MPOs.

**NOW, THEREFORE BE IT RESOLVED**, that the Coastal Region Metropolitan Planning Organization authorizes the GAMPO Chairman to sign the Georgia Performance Management Agreement on behalf of the CORE MPO.

#### CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Coastal Region Metropolitan Planning Organization Board at a meeting held on May 22, 2018.

A handwritten signature in blue ink, appearing to read "Albert J. Scott". The signature is written over a horizontal line.

Albert J. Scott, Chairman

Coastal Region Metropolitan Planning Organization



# 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<sup>1</sup> to include the following:
    - o Targets for assessing the **Highway Safety Improvement Program (PM1)** for the following measures<sup>2</sup>:
      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.
    - o 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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<sup>1</sup> 23 CFR Part 490

<sup>2</sup> 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<sup>3</sup>;
  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<sup>4</sup> 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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<sup>3</sup> 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.

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



- o 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.
  - o 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.
- o 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.
  - o 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.
  - o 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<sup>4</sup> 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.
- o Through the Highway Safety Improvement Program Annual Report for PM1 measures;
  - o Through the required Baseline, Mid and Full Performance Reports and the Transportation Asset Management Plan (TAMP) for PM2 measures; and
  - o 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 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





**METROPOLITAN PLANNING ORGANIZATION**

**Resolution to Adopt Regional Transit Asset Management Targets  
for the Coastal Region Metropolitan Planning Organization (CORE MPO)**

**WHEREAS**, the United States Department of Transportation promulgated transit planning regulations in 49 CFR Part 625.45; and

**WHEREAS**, federal regulations (49 CFR part 625.45) require that the Metropolitan Transportation Plans and Transportation Improvement Programs include Transit Asset Management Performance (TAM) Targets for urbanized areas; and

**WHEREAS**, the Chatham Area Transit Authority (CAT) has set Transit Asset Management Performance for the CAT transit system and the Georgia Department of Transportation has set Transit Asset Management Performance Targets for the Coastal Regional Commission both of which are transit agencies operating within the CORE boundaries; and

**WHEREAS**, the CORE MPO has set regional targets which encompass both transit agencies targets and needs for the purposes of metropolitan planning and programming; and

**WHEREAS**, CAT and GDOT are each responsible for annually setting TAM targets for their respective systems and subrecipients, sharing TAM targets with CORE, collecting data, preparing and updating a TAM Plan every four years and reporting their progress on their targets to the Federal Transit Administration via the National Transit Database (NTD); and

**WHEREAS**, The CORE MPO is responsible for adopting TAM targets and incorporating TAM targets and practices into the Metropolitan Transportation Plan and the Transportation Improvement Program which support the transit agencies operating within the MPO boundary; and

**WHEREAS**, the TCC at its August 16th, 2018 meeting recommended that CORE MPO support the following Regional Transit Asset Management Performance Targets and incorporate the TAM targets into the MTP and TIP.

Asset Category	Vehicle Class	Regional Target (% in State of Good Repair)
<b>Rolling Stock</b>	Bus (BU)	<b>85%</b>
	Cutaway bus (CU)	<b>79%</b>
	Minivan (MV)	<b>50%</b>
	Van (VN)	<b>50%</b>
	School Bus (SB)	<b>50%</b>
	Ferryboat (FB)	<b>100%</b>
<b>Equipment</b>	Automobile (AO)	<b>26%</b>
	Trucks and other Rubber Tire Vehicles	<b>45%</b>
	Maintenance	<b>100%</b>
<b>Facilities</b>	Admin/Maintenance Facility	<b>50%</b>
	Passenger & Parking	<b>90%</b>

**NOW, THEREFORE, BE IT RESOLVED** that the Coastal Region Metropolitan Planning Organization Board concurs with the recommendations of the Technical Coordinating Committee and agrees to adopt the Regional Transit Asset Management Performance Targets.





**METROPOLITAN PLANNING ORGANIZATION**

**CERTIFICATION**

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Coastal Region Metropolitan Planning Organization Board at a meeting held on August 22, 2018.

A handwritten signature in black ink, appearing to read "Albert J. Scott", written over a horizontal line.

Albert J. Scott, Chairman  
Coastal Region Metropolitan Planning Organization



METROPOLITAN PLANNING ORGANIZATION RECEIVED

OCT 24 2018

METROPOLITAN PLANNING COMMISSION

### Coastal Region MPO Performance-Based Transit Planning Agreement

**WHEREAS**, On May 27, 2016, the final rule for statewide and metropolitan transportation planning was published, based on 2012's Moving Ahead for Progress in the 21st Century (MAP-21) Act and 2015's Fixing America's Transportation System (FAST) Act which promulgated transportation planning regulations in 23 CFR 450.314, and

**WHEREAS**, Metropolitan Planning Organizations (MPOs), States, 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 to jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and

**WHEREAS**, The Georgia Department of Transportation (GDOT), the Coastal Region Metropolitan Planning Organization (CORE MPO), Chatham Area Transit (CAT) and The Coastal Regional Commission (CRC) hereby agree to share transit asset management data, targets, and plans as follows:

- Providers will share their Transit Asset Management (TAM) Plan and TAM targets with the MPO and GDOT, and report to the National Transit Database.
- Providers will coordinate with the MPO and GDOT during the development of their TAM Plan and targets.
- The MPO will set TAM targets for their planning area in coordination with providers in their planning area and share those targets with providers and GDOT.
- GDOT sponsors a Group TAM Plan for participating Tier 2 transit providers, collects inventory information from these providers, sets targets in coordination with the providers, and shares the TAM Plan with providers and MPOs statewide.
- The CORE MPO will reflect TAM targets in its short range and long range planning documents, and share with those targets with GDOT and providers in the MPO planning area.
- GDOT will provide a Statewide Transportation Improvement Program (STIP) Performance Report reflecting TAM targets set by the GDOT Group Plan and will share this report with MPOs and transit providers statewide.



METROPOLITAN PLANNING ORGANIZATION

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

MPO Signature: [Signature] Date: 10/17/2018

Melanie Wilson, Executive Director
Print Name and Title

Chatham County - Savannah
Metropolitan Planning Commission
Organization Name

GDQT Signature: [Signature] Date: 10-29-18

Nancy Cobb - Asst Division Director
Print Name and Title

Georgia Department of Transportation
Organization Name

Name of Public Transportation Provider 1: Chatham Area Transit

DocuSigned by: Curtis Koleber, Executive Director
Provider Signature: [Signature] Date: 10/18/2018 12:40:39 PM EDT
Print Name and Title

Name of Public Transportation Provider 2: Coastal Regional Coaches (Coastal Regional Commission)

Provider Signature: [Signature] Date: 10/18/18
Print Name and Title: Arian Burns, Ex. Dir.

RECEIVED
OCT 24 2018
METROPOLITAN PLANNING COMMISSION

# Appendix B: Public Participation Materials



## METROPOLITAN PLANNING ORGANIZATION

**June 2018**

### **PUBLIC NOTICE for MTP and TIP AMENDMENTS**

The Coastal Region Metropolitan Planning Organization (CORE MPO), the transportation planning agency for the Savannah urbanized area, is requesting the public to review and provide comments on proposed amendments to the 2040 Metropolitan Transportation Plan (MTP) and FY 2018 – 2021 Transportation Improvement Program (TIP). The MTP evaluates transportation system performance and is a source of policies, projects and actions that implement community vision of transportation improvements needed to reach the community goals. The TIP is the short-term programming document that lists transportation improvement projects to receive funding in the next four years. Reports providing details of the proposed MTP and TIP amendments are available for review at the Live Oak public libraries, the Chatham County-Savannah Metropolitan Planning Commission (MPC) office, the MPC website at <http://www.thempc.org/Dept/Tran>, and other public review agencies. Any changes to the reports will be posted on the website.

The comment period starts on **June 1, 2018** and written comments on the proposed MTP and TIP amendments will be accepted until close of business on **June 15, 2018**. Please send your comments to Stephanie Rossi, Metropolitan Planning Commission, 110 E. State Street, Savannah, GA 31401, or via email at [rossis@thempc.org](mailto:rossis@thempc.org).

CORE MPO will host two separate public hearings at the June 2018 CORE MPO Board meeting – one for the proposed 2040 MTP amendments, and the other for the proposed FY 2018 – 2021 TIP amendments. Meeting time and location are listed below:

#### **CORE MPO Board Meeting**

**June 27, 2018**

**10:00 a.m.**

**MPC Arthur A. Mendonsa Hearing Room**

**112 East State Street, Savannah, GA 31401**

For a complete list of public review agencies or additional information regarding the proposed MTP and TIP amendments, please call (912) 651-1476.

Disclaimer: The Chatham County-Savannah Metropolitan Planning Commission (MPC) and Coastal Region Metropolitan Planning Organization (CORE MPO) are committed to the principle of affirmative action and prohibit discrimination against otherwise qualified persons on the basis of race, color, religion, national origin, age, physical or mental disability, and where applicable, sex (including gender identity and expression), marital status, familial status, parental status, religion, sexual orientation, political beliefs, genetic information, reprisal, or because all or part of an individual's income is derived from any public assistance program in its recruitment, employment, facility and program accessibility or services. MPC and CORE MPO are committed to complying with and enforcing the provisions of the Title VI of the Civil Rights Act and other federal and state non-discrimination authorities. CORE MPO is also committed to taking positive and realistic affirmative steps to ensure the protection of rights and opportunities for all persons affected by its plans and programs.

# Appendix C: System Performance Report

# Coastal Region Metropolitan Planning Organization System Performance Report 2018

## 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).<sup>1</sup> 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 Coastal Region MPO (CORE MPO) Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) was amended on June 2018. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the CORE MPO FY 2018-2021 TIP is included, herein, for the required Highway Safety/PM1 performance measures.

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<sup>1</sup> 23 CFR 450.314

## Highway Safety/PM1

Effective April 14, 2016, the FHWA established the highway safety performance measures<sup>2</sup> to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

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

Safety performance targets are provided by the States to FHWA for each safety performance measure. Current safety targets address calendar year 2018 and are based on a five-year rolling average (2014-2018). Georgia statewide safety performance targets for 2018 are included in Table 1<sup>3</sup>. The Coastal Region MPO adopted the Georgia statewide safety performance targets on December 13, 2017. 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.

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

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

The CORE MPO 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 2018-20YY 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

<sup>2</sup> 23 CFR Part 490, Subpart B

<sup>3</sup> [https://safety.fhwa.dot.gov/hsip/spm/state\\_safety\\_targets/](https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/)



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 CORE MPO 2040 Total Mobility Plan the region's 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 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 CORE MPO 2040 Total Mobility Plan the region's MTP increases the safety of the transportation system for motorized and non-motorized users as required by The Planning Rule. The RTP 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 \$443 million has been programmed in the FY 2018-2021 TIP to improve highway safety; averaging approximately \$148 million per year.