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## **APPENDIX A: PERFORMANCE BASED PLANNING AND PROGRAMMING**



# Coastal Region Metropolitan Planning Organization System Performance Report

## 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 measures;
- 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, Freight, and Congestion Mitigation and Air Quality/PM3 measures; and
- In any statewide or metropolitan transportation plan or program amended or adopted after July 20, 2021, for transit safety measures.

The Coastal Region Metropolitan Planning Organization (CORE MPO) Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) was adopted June 28, 2017 and last amended on February 27, 2019. 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, Bridge and Pavement Condition/PM2, and System Performance, Freight.

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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 annually by the States to FHWA for each safety performance measure. Current statewide safety targets address calendar year 2019 and are based on an anticipated five-year rolling average (2015-2019). Georgia statewide safety performance targets for 2019 are included in Table 1, along with statewide safety performance for the two most recent reporting periods<sup>3</sup>. The CORE MPO adopted/approved the Georgia statewide safety performance targets on December 12, 2018.

The latest safety conditions will be updated annually 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 Performance (Five-Year Rolling Average 2012-2016)</b>	<b>Georgia Statewide Performance (Five-Year Rolling Average 2013-2017)</b>	<b>2019 Georgia Statewide Performance Target (Five-Year Rolling Average 2015-2019)</b>
Number of Fatalities	1,305.2	1376.6	1,655.0
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.148	1.172	1.310
Number of Serious Injuries	17,404.6	23,126.8	24,324.0
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	15.348	19.756	18.900
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	1,138.0	978.4	1,126.0

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 2018-2021 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Strategic Highway Safety Plan (SHSP), the Georgia Highway Safety Improvement Program (HSIP), the current 2040

<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/)

Georgia Statewide Transportation Plan (SWTP), and the current CORE MPO Mobility 2045 Regional Transportation Plan (RTP).

- The Georgia SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Georgia HSIP, MPO and local agencies' safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Georgia.
- The GDOT HSIP annual report provide for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- The GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.
- The CORE MPO Mobility 2045 Regional Transportation Plan (RTP) 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. 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 the plan represent a series of engineering enhancements that should improve traffic flow while increasing safety for all users. 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. A total of \$443 has been programmed in the FY 2018-2021 TIP to improve highway safety; averaging approximately \$148 per year.

### **Pavement and Bridge Condition/PM2**

Effective May 20, 2017, FHWA established performance measures to assess pavement condition<sup>4</sup> and bridge condition<sup>5</sup> for the National Highway Performance Program. This second FHWA performance measure rule (PM2) established six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;

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<sup>4</sup> 23 CFR Part 490, Subpart C

<sup>5</sup> 23 CFR Part 490, Subpart D

4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges by deck area classified as in good condition; and
6. Percent of NHS bridges by deck area classified as in poor condition.

#### *Pavement Condition Measures*

The pavement condition measures represent the percentage of lane-miles on the Interstate or non-Interstate NHS that are in good condition or poor condition. FHWA established five metrics to assess pavement condition: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). For each metric, a threshold is used to establish good, fair, or poor condition.

Pavement condition is assessed using these metrics and thresholds. A pavement section in good condition if three metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are considered fair.

The pavement condition measures are expressed as a percentage of all applicable roads in good or poor condition. Pavement in good condition suggests that no major investment is needed. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

#### *Bridge Condition Measures*

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. FHWA created a metric rating threshold for each component to establish good, fair, or poor condition. Every bridge on the NHS is evaluated using these component ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

To determine the percent of bridges in good or in poor condition, the sum of total deck area of good or poor NHS bridges is divided by the total deck area of bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests that no major investment is needed. Bridges in poor condition are safe to drive on; however, they are nearing a point where substantial reconstruction or replacement is needed.

#### *Pavement and Bridge Targets*

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018, and runs through December 31, 2021. GDOT reported baseline PM2 performance and targets to FHWA on October 1, 2018, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022, to December 31, 2025, with additional performance periods following every four years.

The PM2 rule requires states and MPOs to establish two-year and/or four-year performance targets for each PM2 measure. Current two-year targets represent expected pavement and bridge condition at the end of calendar year 2019, while the current four-year targets represent expected condition at the end of calendar year 2021.

States establish targets as follows:

- Percent of Interstate pavements in good and poor condition – four-year targets;
- Percent of non-Interstate NHS pavements in good and poor condition – two-year and four-year targets; and
- Percent of NHS bridges by deck area in good and poor condition – two-year and four-year targets.

MPOs establish four-year targets for each measure by either agreeing to program projects that will support the statewide targets, or setting quantifiable targets for the MPO’s planning area that differ from the state targets.

GDOT established current statewide two-year and four-year PM2 targets on May 16, 2018. The CORE MPO adopted the Georgia statewide PM2 targets on August 22, 2018. Table 5 presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before October 1, 2020, GDOT will provide FHWA a detailed report of pavement and bridge condition performance covering the period of January 1, 2018, to December 31, 2019. GDOT and the CORE MPO will have the opportunity at that time to revisit the four-year PM2 targets.

Table 5. Pavement and Bridge Condition/PM2 Performance and Targets

<b>Performance Measures</b>	<b>Georgia Performance (Baseline)</b>	<b>Georgia 2-year Target (2019)</b>	<b>Georgia 4-year Target (2021)</b>
Percent of Interstate pavements in good condition	60%	N/A	≥50%
Percent of Interstate pavements in poor condition	4%	N/A	≤5%
Percent of non-Interstate NHS pavements in good condition	44%	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	10%	≤12%	≤12%
Percent of NHS bridges (by deck area) in good condition	49.1%	≥60%	≥60%
Percent of NHS bridges (by deck area) in poor condition	1.35%	≤10%	≤10%

The ORE 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 2018-2021 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, Georgia’s Transportation Asset Management Plan (TAMP), the Georgia Interstate Preservation Plan, the current 2040 Georgia Statewide Transportation Plan (SWTP), and the CORE MPO Mobility 2045 Regional Transportation Plan (RTP).

- MAP-21 requires GDOT to develop a TAMP for all NHS pavements and bridges within the state. GDOT’s TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of GDOT’s statewide pavement and bridge condition targets.

- The Georgia Interstate Preservation Plan applied a risk profile to identify and communicate Interstate preservation priorities; this process leveraged a combination of asset management techniques with risk management concepts to prioritize specific investment strategies for the Interstate system in Georgia.
- 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 Mobility 2045 Regional Transportation Plan (RTP) addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area, and allocates funding for targeted infrastructure improvements. 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 goals and objectives for system maintenance and state of good repair as shown.

To support progress towards GDOT's statewide PM2 targets, the FY 2018-2021 TIP includes a number of investments that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition include pavement replacement and reconstruction, bridge replacement and reconstruction, new bridge and pavement capacity, and system resiliency projects that improve NHS bridge components (e.g., upgrading culverts).

A total of \$191,184,041 for bridges has been programmed in the FY 2018-2021 TIP to improve conditions; averaging approximately \$47,796,010 per year. A total of \$882,645,530 is available for NHS maintenance for pavement statewide; averaging approximately \$220,661,383 per year.

### **System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program (PM3)**

Effective May 20, 2017, FHWA established measures to assess performance of the National Highway System<sup>6</sup>, freight movement on the Interstate system<sup>7</sup>, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program<sup>8</sup>. This third FHWA performance measure rule (PM3) established six performance measures, described below.

#### *National Highway System Performance:*

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

#### *Freight Movement on the Interstate:*

3. Truck Travel Time Reliability Index (TTTR);

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<sup>6</sup> 23 CFR Part 490, Subpart E

<sup>7</sup> 23 CFR Part 490, Subpart F

<sup>8</sup> 23 CFR Part 490, Subparts G and H

### *Congestion Mitigation and Air Quality Improvement (CMAQ) Program:*

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction).

The CMAQ performance measures apply to states and MPOs with projects financed with CMAQ funds whose boundary contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. The [insert MPO name] MPO meets air quality standards, therefore, the CMAQ measures do not apply and are not reflected in the System Performance Report.

### *System Performance Measures*

The two System Performance measures assess the reliability of travel times on the Interstate or non-Interstate NHS system. The performance metric used to calculate reliability is the Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 AM to 8 PM each day.

The LOTTR ratio is calculated for each segment of applicable roadway, essentially comparing the segment with itself. A segment is deemed to be reliable if its LOTTR is less than 1.5 during all four time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable.

The measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments. To determine total person miles traveled, the vehicle miles traveled (VMT) on each segment is multiplied by average vehicle occupancy. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divided by the sum of total person miles traveled.

### *Freight Movement Performance Measure*

The Freight Movement performance measure assesses reliability for trucks traveling on the Interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over five time periods throughout weekdays and weekends (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. For each segment, the highest TTTR value among the five time periods is multiplied by the length of the segment. The sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

### *PM3 Performance Targets*

Performance for the PM3 measures is assessed and reported over a four-year performance period. For all PM3 measures the first performance period began on January 1, 2018, and will end on December 31, 2021. GDOT reported baseline PM3 performance and targets to FHWA on October 1, 2018, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022, to December 31, 2025, with additional performance periods following every four years.

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. The current two-year and four-year targets represent expected performance at the end of calendar years 2019 and 2021, respectively.

States establish targets as follows:

- Percent of person-miles on the Interstate system that are reliable – two-year and four-year targets;
- Percent of person-miles on the non-Interstate NHS that are reliable – four-year targets;
- Truck Travel Time Reliability – two-year and four-year targets;

MPOs establish four-year targets for the System Performance and Freight Movement measures. MPOs establish targets by either agreeing to program projects that will support the statewide targets or setting quantifiable targets for the MPO’s planning area that differ from the state targets.

GDOT established statewide PM3 targets on May 16, 2018. The CORE MPO adopted the Georgia statewide PM3 targets on August 22, 2018. Table 6 presents statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before October 1, 2020, GDOT will provide FHWA a detailed report of PM3 performance covering the period of January 1, 2018, to December 31, 2019. GDOT and the CORE MPO will have the opportunity at that time to revisit the four-year PM3 targets.

Table 6. System Performance/Freight Movement/CMAQ (PM3) Performance and Targets

<b>Performance Measure</b>	<b>Georgia Performance (Baseline)</b>	<b>Georgia 2-year Target (2019)</b>	<b>Georgia 4-year Target (2021)</b>
Percent of person-miles on the Interstate system that are reliable	80.4%	73.0%	67.0%
Percent of person-miles on the non-Interstate NHS that are reliable	84.9%	N/A	81.0%
Truck Travel Time Reliability Index	1.44	1.66	1.78

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 2018-2021 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Statewide Freight and Logistics Action Plan, the current 2040 Georgia Statewide Transportation Plan (SWTP), and the CORE MPO Mobility 2045 Regional Transportation Plan (RTP).

- GDOT’s Statewide Freight and Logistics Action Plan defines the conditions and performance of the state freight system and identifies the policies and investments that will enhance Georgia’s highway freight mobility well into the future. The Plan identifies freight

needs and the criteria Georgia will use to determine investments in freight, and prioritizes freight investments across modes.

- 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 Mobility 2045 Regional Transportation Plan (RTP) addresses reliability, freight movement, congestion, and identifies needs for each of these issues within the metropolitan planning area and allocates funding for targeted improvements. The 2040 Total Mobility Plan shows the importance of a system performance by having adopted several goals and objectives which support these targets such as protecting the environment, quality of life, system performance, accessibility, connectivity and mobility. The CORE MPO has also regularly conducted a Congestion Management Process to help identify strategies to improve system efficiencies. In 2016 the CORE PO completed a freight plan to further identify strategies which help identify freight issues and strategies to improve efficiency.

To support progress towards GDOT's statewide PM3 targets, the FY 2018-2021 TIP devotes a significant amount of resources to projects that will address passenger and highway freight reliability and delay.

A total of \$308,110,493 has been programmed in the FY 2018-2021 TIP to address system performance; averaging approximately \$77,027,623 per year.

A total of \$304,170,703 has been programmed in the FY 2018-2021 TIP to address truck travel time reliability; averaging approximately \$76,042,676 per year.



## 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, 2020)

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 6, 2018 meeting recommended that CORE MPO support the Safety Performance Management Targets approved by GDOT as follows:

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

NOW, THEREFORE, BE IT RESOLVED that the 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 12, 2018.

A handwritten signature in blue ink that reads "Albert J. Scott". The signature is written over a horizontal line.

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 that reads "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.

<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