

Coastal Region Metropolitan Planning Organization System Performance Report for Moving Forward Together 2050 MTP

Background

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state Departments of Transportation (state DOTs) and Metropolitan Planning Organizations (MPOs) 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. This requirement is carried forward in the latest Infrastructure Investment and Jobs Act (IIJA, Pub. L. 117-58, also known as the "Bipartisan Infrastructure Law" (BIL)) which was enacted in November 2021.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule).¹ This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the FAST Act and is applicable to IIJA/BIL.

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's (CORE MPO's) 2045 Metropolitan Transportation Plan (MTP) was adopted in August 2019 and is the 1st performance based MTP for the MPO. It has incorporated performance measures and targets as updated as of August 2019. The targets adopted after August 2019 were incorporated into the updated System Performance Report which was attached to the 2045 MTP as an administrative modification. The Moving Forward Together

2050 Plan is the 2nd CORE MPO long-range transportation plan to incorporate performance-based planning. The standards of performance-based planning have been applied to the projects in the 2050 Moving Forward Together Plan.

The Coastal Region Metropolitan Planning Organization's (CORE MPO's) Fiscal Year (FY) 2018 - 2021 Transportation Improvement Program (TIP) was adopted on June 28, 2017 and last amended on February 24, 2021. The FY 2021 – 2024 TIP was adopted in December 2020 and amended several times in 2021 and 2022. The FY 2024-2027 TIP was adopted in November 2023 and has been amended several times since its' adoption. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for CORE MPO's FY 2018-2021 TIP, FY 2021 – 2024 TIP, and FY 2024 – 2027 TIP were included for the required and up-to-date Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance, Freight/PM3, as well as Transit Asset Management (TAM) and Transit Safety targets.

Highway Safety/PM1

Effective April 14, 2016, the FHWA established the highway safety performance measures² 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 2023 and are based on an anticipated five-year rolling average (2019-2023). Georgia statewide safety performance targets for 2023 are included in Table 1, along with statewide safety performance for the two most recent reporting periods³. CORE MPO adopted/approved the current Georgia statewide safety performance targets in December 2023.

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

Performance Measures	2021 Statewide Target (2017-2021)	2022 Statewide Target (2018-2022)	2023 Statewide Target (2019-2023)
Number of Fatalities	1,715	1,671	1,680
Rate of Fatalities per 100 Million Vehicle Mi Traveled	1.23	1.21	1.36
Number of Serious Injuries	6,407	8,443	8,966
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	4.422	4.61	7.679
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	686.5	793	802

² 23 CFR Part 490, Subpart B

³ https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/

To support progress towards approved highway safety targets, the 2050 MTP includes several key safety investments. The Moving Forward Together 2050 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 Moving Forward Together 2050 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. Safety measures are also heavily supported by the community, as demonstrated through the Vision Zero Plans that are being developed in the region and public comment that highlighted safety needs.

Transit Safety

FTA's Public Transportation Agency Safety Plan (PTASP) regulation, 49 CFR Part 673, requires transit agency that drafted the safety plan to make its transit safety performance targets available to MPOs in the planning process and to coordinate with States and MPOs in the selection of MPO transit safety performance targets. MPOs have 180 days from the receipt of a transit agencies' PTASP to set regional transit safety targets for the metropolitan planning area. The transit safety performance targets help MPOs develop their investment priorities for upcoming transit projects within their jurisdiction.

The FTA established four transit safety performance measures in the National Public Transportation Safety Plan. These performance measures are:

FTA Transit Safety Performance Measures

Fatalities	Total number of reportable fatalities and the rate per total vehicle revenue miles by mode.
Serious Injuries	Harm to person that requires immediate medical attention away from the scene.
Safety Event	Collision, derailment, fire, hazardous material spill, or evacuation.
System Reliability	Major mechanical failure preventing a vehicle from completing or starting scheduled trip.

Addressing the FTA's four safety performance measures requires seven transit safety performance targets by mode. These performance targets are:

1. Total fatalities.
2. Rate of fatalities per vehicle revenue miles.
3. Total serious injuries.
4. Rate of serious injuries per vehicle revenue miles.
5. Total safety events.
6. Rate of safety events per vehicle revenue miles.
7. Miles between major mechanical failures.

The Chatham Area Transit (CAT) is the designated and direct recipient of FTA funds and the major public transportation operator in the Savannah area. On January 4, 2021 CAT shared with CORE MPO their PTASP which included their transit safety targets. Through coordination between CORE MPO and CAT, it was determined that CORE MPO will adopt the CAT's transit safety targets for the Savannah Metropolitan Planning Area. Establishing the same targets as CAT ensures a common goal and consistency between the two organizations. CORE MPO adopted/approved these regional transit safety performance targets on April 28, 2021.

On December 28, 2022, CAT shared their latest PTASP and transit safety targets with CORE MPO. The Savannah Metropolitan Planning Area's transit safety performance targets for 2023 are included in Table 2. CORE MPO adopted/approved the latest regional transit safety performance targets on February 22, 2023.

Table 2. Transit Safety Performance Targets for 2023

Mode	Fatalities		Serious Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
Fixed Route Bus	0	0	13	0.63	13	0.54	11,842
Demand Response ADA Paratransit	0	0		0.30	3	0.30	87,686

MDBF = Mean Distance Between Failures.
Rate = Per 100,000 Vehicle Revenue Miles.

Transit providers are required to review and update their PTASP plans and transit safety performance targets annually. MPOs are not required to set new transit safety performance targets annually. MPOs can choose to revisit the regional transit safety targets based on the schedule for preparation of the system performance report of the MTP.

Pavement and Bridge Condition/PM2

Effective May 20, 2017, FHWA established performance measures to assess pavement condition⁴ and bridge condition⁵ 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;
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.

⁴ 23 CFR Part 490, Subpart C

⁵ 23 CFR Part 490, Subpart D

Pavement condition is assessed using these metrics and thresholds. A pavement section is 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 conditions 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 ran through December 31, 2021. GDOT reported baseline PM2 performance and targets to FHWA on October 1, 2018 and reported 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 2021, while the current four-year targets represent expected condition at the end of calendar year 2023.

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 December 12, 2022. CORE MPO adopted the Georgia statewide PM2 targets on February 22, 2023. Table 3 presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by GDOT.

Updates for PM2 targets will occur in 2024 at which time GDOT will provide FHWA a detailed report of pavement and bridge condition performance. Once CORE MPO receives the updated targets from GDOT, the MPO and GDOT will have the opportunity at that time to revisit the four-year PM2 targets.

Table 3. Pavement and Bridge Condition/PM2 Performance and Targets

Performance Measures	Georgia Performance (Baseline)	Georgia 2year Target (2021)	Georgia 4year Target (2023)
Percent of Interstate pavements in good condition	60%	≥50%	≥50%
Percent of Interstate pavements in poor condition	4%	≤5%	≤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%	≥50%	≥60%
Percent of NHS bridges (by deck area) in poor condition	1.35%	≤10%	≤10%

To support progress towards GDOT’s statewide PM2 targets, the 2050 MTP includes several 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).

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 System⁶, freight movement on the Interstate system⁷, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program⁸. This third FHWA performance measure rule (PM3) established six performance measures, described below.

⁶ 23 CFR Part 490, Subpart E

⁷ 23 CFR Part 490, Subpart F

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);

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. CORE 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 ended on December 31, 2021. GDOT reported baseline PM3 performance and targets to FHWA on October 1, 2018 and reported updated performance information at the midpoint and at the end of the performance period. The second four-year performance period covers 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 2021 and 2023, 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 the initial statewide PM3 targets on May 16, 2018. CORE MPO adopted the Georgia statewide PM3 targets on August 22, 2018. GDOT established the updated PM3 targets on December 12, 2022. CORE MPO adopted the updated Georgia statewide PM3 targets on February 22, 2023. Table 4 presents the statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by GDOT.

Updates for PM3 targets will occur in 2024 at which time GDOT will provide FHWA a detailed report of PM3 performance. Once CORE MPO receives the updated targets from GDOT, the MPO and GDOT will have the opportunity at that time to revisit the four-year PM3 targets.

Table 4. System Performance/Freight Movement/CMAQ (PM3) Performance and Targets

Performance Measure	Georgia Performance (Baseline)	Georgia 2year Target (2021)	Georgia 4year Target (2023)
Percent of person-miles on the Interstate system that are reliable	80.4%	73.9%	68.4%
Percent of person-miles on the non-Interstate NHS that are reliable	84.9%	87.3%	85.3%
Truck Travel Time Reliability Index	1.44	1.62	1.65
Annual Hours of Peak Hour Excessive Delay (PHED) Per Captia*	N/A	23.7 hours	27.2 hours
Percent of Non-Single Occupancy Vehicle (SOV) Travel	N/A	22.7%	22.7%
Total Emissions Reduction	N/A	VOC:157.200 kg/day; NOx: 510.900 kg/day	VOC:257.10 0 kg/day; NOx 904.200 kg/day

To support progress towards GDOT’s statewide PM3 targets, the 2050 MTP devotes a significant number of resources to projects that will address passenger and highway freight reliability and delay.

Transit Asset Management (TAM)

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 to help keep their systems operating smoothly and efficiently. The requirement was carried over to the latest transportation legislation – IIJA/BIL. 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.

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.

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.

There are two transit agencies operating within 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.

As a part of the TAM framework, CORE MPO is required to also set TAM targets. The MPO adopted the initial TAM targets in August 2018. These targets took into consideration the CAT's TAM Plan as well as the GDOT statewide TAM Plan. For later years, CORE MPO determined to adopt the CAT's TAM targets to ensure a common goal and consistency between the two organizations. CAT established the latest TAM targets on July 1, 2022. CORE MPO adopted these updated TAM targets on February 22, 2023. The table below presents the current MPO adopted TAM targets (see Table 5). The MPO is not required to report to the NTD.

Table 5. Regional Transit Asset Management Targets

ASSET CATEGORY	VEHICLE CLASS	REGIONAL TARGET (% IN STATE OF GOOD REPAIR) FY23	REGIONAL TARGET (% IN STATE OF GOOD REPAIR) FY24	REGIONAL TARGET (% IN STATE OF GOOD REPAIR (FY25)	REGIONAL TARGET (% IN STATE OF GOOD REPAIR (FY26)
ROLLING STOCK	Bus (BU)	74%	65%	65%	65%
	Cutaway bus (CU)	100%	100%	100%	100%
	Minivan(MV)	100%	100%	100%	0%
	Van (VN)	100%			
	School Bus (SB)	50%			
	Ferryboat (FB)	100%	100%	100%	100%
	Automobile (AO)	40%	53%	40%	53%
EQUIPMENT	Trucks and Other Rubber				
	Tire Vehicles	86%	71%	57%	100%
	Maintenance	100%	100%	100%	100%
FACILITIES	Admin				
	Maintenance Facility	50%	50%	100%	100%
	Passenger & Parking	100%	100%	100%	100%

The MPO will reflect the support of the targets through its planning and programming activities. In addition, to support the regional transit agency targets for asset management, several projects are identified in the financially constrained portion of the Moving Forward Together 2050 Plan.

Investments & Performance Measures

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 2050 MTP 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, Georgia's Transportation Asset Management Plan (TAMP), the Georgia Interstate Preservation Plan, the Georgia Strategic Highway Safety Plan (SHSP), the Georgia Highway Safety Improvement Program (HSIP), the current Georgia Statewide Transportation Plan (SWTP), and the CORE MPO Moving Forward Together 2050 Plan.

- 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 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.
- MAP-21, Fast-Act and IJJA/BIL require 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.
- 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 Moving Forward Together 2050 Plan 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 2050 MTP shows the importance of 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. CORE MPO has also regularly conducted a Congestion Management Process to help identify strategies to improve system efficiencies. In 2023 CORE MPO completed a freight plan to further identify strategies which help identify freight issues and strategies to improve efficiency.

Both the CMP and the Regional Freight Transportation Plan have been updated with recommendations to feed into the 2050 MTP.

Tables 6, 7 and 8 demonstrate CORE MPO's investments in the Moving Forward Together 2050 Plan versus the established performance measures. The priority projects identified in the 2050 MTP will help achieve performance targets. Of the total investments, approximately 85.5% are for highway improvements and approximately 14.5% are for transit improvements. Transit investments increased almost 5 percentage point in the Moving Forward Together 2050 Plan compared to Mobility 2045.

In terms of Performance Based Planning and Programming, the figures demonstrate how the investments in the 2050 MTP are addressing the established performance measures.

Moving Forward Together Plan 2050 Vs. Performance Measures

Table 6. Highway and Transit Investments

	2050 MTP Total Investments	Pct
Transit	\$315,378,587	14.47%
Highway	\$1,863,646,421	85.53%
Total	\$2,179,025,008	100.00%

Table 7. Total Investments by Category

	2050 MTP Total Investments	Pct
Highway - Projects	\$1,435,962,172	65.90%
Highway - Operations	\$218,321,419	10.02%
Highway - Maintenance	\$134,646,929	6.18%
Transit Capital	\$315,378,587	14.47%
Non-Motorized	\$74,715,901	3.43%
Total	\$2,179,025,008	100.00%

Table 8. Moving Forward Together 2050 MTP Investments Vs. Performance Measures

	Safety	Pavement and Bridges	Congestion	Freight	Air Quality	Transit Safety	Transit Asset Management
2050 MTP Investments	\$2,031,205,700	\$698,616,558	\$2,042,589,713	\$1,712,333,082	\$935,829,166	\$668,346,935	\$315,378,587
Percent	93.22%	32.06%	93.74%	78.58%	42.95%	30.67%	14.47%

Normally each project (including set aside projects) addresses several performance measures and contributes to achieving the performance targets for various categories. Of all the investments in the 2050 MTP, the following percentages correspond to each performance category.

- Safety – 93.22%
- Pavement and Bridges – 32.06%
- Freight – 78.58%
- Congestion – 93.74%
- Air Quality – 42.95%
- Transit Asset Management – 14.47%
- Transit Safety – 30.67%

Of all of the project funds, significant percentages are addressing safety – 93.22% for highway Safety (PM1) and 30.67% for transit safety, which aligns well with the CORE MPO's and our member agencies' Vision Zero goals. Considering all of the freight developments in the CORE MPO region and their impacts on the transportation system, it is no surprise that higher percentages of the 2050 MTP investments are addressing Freight (78.58%) and Congestion management (93.74%). Various projects will address pavement and bridges (32.06%), making the coastal region safer. ITS, maintenance, electric charging projects, transit and non-motorized projects all help to improve air quality (42.95%). In addition to enhance transit safety, the transit improvements from both FTA and FHWA sources are helping to achieve transit asset management goals (14.47%).

Overall, the 2050 MTP as a whole contributes to the economic development of the CORE MPO region.