

**RESOLUTION BY THE AUGUSTA REGIONAL TRANSPORTATION STUDY (ARTS)
POLICY COMMITTEE**

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

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

WHEREAS, the Technical Coordinating Committee at its September 12, 2018 meeting recommended that ARTS support the Performance Management (PM 2 & 3) Targets approved by the Georgia Department of Transportation for the period of FY 2019 – 2022 as follow:

**PERFORMANCE MEASURES & TARGETS FOR PM 2
BRIDGE & PAVEMENT CONDITIONS**

*The 2-yr and 4-yr targets are the same. The 4 year targets may be revised in 2020.

Table 1: Bridge Level of Service Measures

Bridge Structures	Percent of NHS Bridges in Poor Condition as a percentage of total NGS bridge deck area	Bridge Conditions are based on the results of inspections on all Bridge structures. Bridges rated as “poor” are safe to drive on; however, they are nearing a point where it is necessary to either replace the bridge or extend its service life through substantial rehabilitation investments.	≤ 10% (NHS) in Poor Condition
Bridge Structures	Percent of NHS Bridges in Good Condition as a percentage of total NHS bridge deck area	Bridges rated as “Good” will be evaluated as to cost of to maintain Good Condition. Bridges rated as “Fair” will be evaluated as to cost of replacement vs. rehabilitation to bring the structure back to a condition rating of Good.	≥ 60% (NHS) in Good Condition

**PERFORMANCE MEASURES & TARGETS FOR PM 3
SYSTEM PERFORMANCE. FREIGHT, & CMAQ**

Table 2: Pavement Level of Service Measures

Interstate NHS	Percent of the Interstate NHS pavements in Poor condition	Pavement conditions are measured through field inspections. Pavements in “poor” condition are in the need of work due to a structural deficiency	≤ 5% in Poor Condition
Interstate NHS	Percent of Interstate NHS pavements in Good condition	Interstate pavement 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
Non-Interstate NHS	Percent of INHS pavements in Good condition	Non-interstate pavements in “good” condition will be evaluated for potential preservation treatments;	≥ 40% in Good Condition

PM3 TARGETS

Performance Measure	2-year Target	4-year Target
Percent of person-miles traveled on the Interstate that area reliable	73%	67%
Percent of person-miles traveled on non-interstate NHS that are reliable	N/A	81%
Truck Travel Time Reliability (TTTR)	1.66	1.78
Annual Hours of Peak Hour Excessive Delay (PHED0 Per Capital*	N/A	24.6
Percent of Non-Single Occupancy Vehicle (SOV) Travel	22.1%	22.1
Total Emissions Reduction	VOC: 764.309 kg/day NOx: 1,429.118 kg/day	VOC:748.185 kg/day NOx:1,347.270 kg/day

NOW, THEREFORE, BE IT RESOLVED that the ARTS Policy Committee concurs with the recommendation of the ARTS Technical Coordinating Committee. ARTS agrees to support the Performance Management Targets as approved by the Georgia Department of Transportation and include the “Georgia Metropolitan Planning Organization Transportation Improvement Program System Performance Report” in the current TIP document.

Adopted by vote of the Policy Committee in an open meeting this 13th day of September 2018.



Ron Cross, Chairman
Augusta Regional Transportation Study
Policy Committee

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 highways¹ to include the following:
 - o Targets for assessing the **Highway Safety Improvement Program (PM1)** for the following measures²:
 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.

¹ 23 CFR Part 490

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

- Targets for assessing performance of the **National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (PM3)** for the following performance measures:
 1. Percent of Person-Miles Traveled on the Interstate System That Are Reliable;
 2. Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable;
 3. Percent Change in Tailpipe CO2 Emissions on the NHS from the Calendar Year 2017³;
 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 quality⁴ 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.

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

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

- 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 quality⁴ 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

PM 2 TARGETS *The 2-yr and 4-yr targets are the same. The 4 year targets may be revisited in 2020.

ASSET	PERFORMANCE MEASURE	DESCRIPTION	TARGET
Bridge Structures	Percent of NHS Bridges in Poor condition as a percentage of total NHS bridge deck area	Bridge Conditions are based on the results of inspections on all Bridge structures. Bridges rated as “Poor” are safe to drive on; however, they are nearing a point where it is necessary to either replace the bridge or extend its service life through substantial rehabilitation investments.	≤ 10% (NHS) in Poor Condition
Bridge Structures	Percent of NHS Bridges in Good condition as a percentage of total NHS bridge deck area	Bridges rated as “Good” will be evaluated as to cost of to maintain Good condition. Bridges rated as “Fair” will be evaluated as to cost of replacement vs. rehabilitation to bring the structure back to a condition rating of Good.	≥ 60% (NHS) in Good Condition

Table 1: Bridge Level of Service Measures

ASSET	PERFORMANCE MEASURE	DESCRIPTION	TARGET
Interstate NHS	Percent of Interstate NHS pavements in Poor condition	Pavement conditions are measured through field inspections. 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
Interstate NHS	Percent of Interstate NHS pavements in Good condition	Interstate pavement 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
Non-Interstate NHS	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

Table 2: Pavement Level of Service Measures

PM 3 TARGETS

Summary of the PM 3 Performance Measures

Performance Measure	Geographic Extent	Applicable Roadways	Timeframe
Percent of person-miles traveled on the Interstate that are reliable	Statewide	Interstate	2-year and 4-year targets
Percent of person-miles traveled on the non-Interstate NHS that are reliable	Statewide	Non-Interstate	4-year target
Truck Travel Time Reliability (TTTR) Index	Statewide	Interstate	2-year and 4-year targets
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita*	Atlanta Urbanized Area	Entire NHS	4-year target
Percent of Non-Single Occupancy Vehicle (SOV) Travel*	Atlanta Urbanized Area	All Roads	2-year and 4-year targets
Total Emissions Reduction	Statewide	All Roads	2-year and 4-year targets

*GDOT, Atlanta Regional Commission and Cartersville-Bartow Metropolitan Planning Organization are required to establish and report single targets for Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita and Percent of Non-Single Occupancy Vehicle (SOV) Travel for Atlanta urbanized area.

PM 3 Targets

Performance Measure	2-year Target	4-year Target
Percent of person-miles traveled on the Interstate that are reliable	73.0%	67.0%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	n/a	81%
Truck Travel Time Reliability (TTTR) Index	1.66	1.78
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita*	n/a	24.6 hours
Percent of Non-Single Occupancy Vehicle (SOV) Travel*	22.1%	22.1%
Total Emissions Reduction	VOC: 764.309 kg/day; NOx: 1,429.118 kg/day	VOC: 748.185 kg/day; NOx: 1,347.270 kg/day