

# Vision2045 Metropolitan Transportation Plan – Vision2045 Administrative Modification # 7

Updated State Safety Performance Targets are in Red.

## Performance-Based Planning

The FAST Act requires states and MPOs to develop performance measures for their long-range transportation plans. Performance-based planning and programming (PBPP) is an integral component within transportation performance management, a strategic approach that uses data to support decisions that help to achieve performance goals. Performance-based planning is the use of a strategic direction (goals and objectives) and performance trends to drive the development of agency strategies and priorities in the long-range transportation plan (LRTP) and other performance-based plans (e.g., safety, asset management, mobility/operations, freight, etc.). The identified strategies and priorities in these plans lead to the programming of projects selected to make progress toward performance targets, objectives and goals.<sup>4</sup>

States and MPOs must develop performance measures for their long-range transportation plans in accordance with the Moving Ahead for Progress in the 21st Century Act (MAP-21), which has been replaced with the Fixing America's Surface Transportation Act (FAST Act). While the law provides broad national goals for performance measures, the states and MPOs are required to jointly develop quantifiable targets for transportation plans based on regulations promulgated by the Federal Highway and Transit Administrations. These performance measures were enacted to help improve highway safety, travel time reliability, among other important areas to help create and maintain a safe, efficient transportation network.

In order to build the framework and jointly develop performance measures and targets through PBPP, as well as provide a better display the framework integration with the goals of the Vision2045 Plan, the following table was created to show how the local CCV objectives align with national goals and federal planning factors.

The performance measures and targets table is below are the national, state and local performance measures and targets for the MPO.

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<sup>4</sup> TPM Guidebook, 2016; <https://www.tpmtools.org/wp-content/uploads/2016/09/guidebook-component-03.pdf>

Table 3. Integrated Local Goals/Objectives, and National Goals and Planning Factors

| National Goals   | Planning Factors   | CCV Transportation Objectives   |
|--|--|---|
| <i>Freight Movement and Economic Vitality</i>  | Support Economic Vitality<br>Enhance travel and tourism  | Support Regional Economic Engines through Accessible, Multi-Modal Transportation Systems for the Movement of People and Goods.                          |
|  |  | Improve Workforce Development Training Through Investments in Affordable, Accessible, Multi-Modal Transportation Systems for the Movement of People.    |
|  | Increase accessibility and mobility options of people and freight  | Encourage Entrepreneurship and Small Businesses through Affordable, Accessible, Multi-modal Transportation Investments.                                 |
|  | Enhance the integration and connectivity of the transportation system  | Support local schools through affordable, accessible, and efficient multi-modal and public transit investments.   |
|  | Increase the security of the transportation system for motorized and non-motorized users                                     | Provide Regional Connectivity through an Efficient, Safe, Accessible, and Affordable Multi-Modal Transportation System                                  |
| Implement Transportation and Land Use Policies that Support Cultural/Historic Resources and Promote Tourism. |  |   |
| <i>Environmental Sustainability</i>  | Improve the resiliency and reliability of the transportation system  | Develop Basic Transportation and Utility Infrastructure that Promotes Resiliency and Reliability.   |
|  | Protect and enhance the environment, promote energy conservation   | Promote Conservation and Renewable Energy through Alternative Transportation and Fuel Technologies.   |
| <i>Congestion Reduction</i>  | Promote consistency between transportation improvements and State and local planned growth and economic development patterns | Develop Land Use Policies that Promote to Community Infrastructure and Amenities through Multi-Modal Transportation Investments                         |
|  |  | Provide Housing that is Safe, Affordable and Accessible to All Income Levels and has Multi-Modal Transportation Investments that are Context Sensitive. |
| <i>Safety – Reduce Fatalities and Serious Injuries</i>   | Improve the quality of life  | Promote Healthy Eating and Active Lifestyles by Implementing Active, Healthy Lifestyle Transportation Strategies  |
|  | Increase the safety of the transportation system for motorized and nonmotorized users  | Implement Bicycle and Pedestrian Transportation Projects that Promote an Active, Healthy Lifestyle  |
| <i>System Reliability</i>  | Emphasize the preservation of the existing transportation system   | Coordinate with Emergency Responders to Develop Resilient, Well Maintained Transportation Infrastructure.   |
| <i>Reduced Project Delivery Delays</i>   | Promote efficient system management and operation  | Develop Regional Leadership that Promotes Transparency, Citizen Engagement, and Coordinated Planning and Delivery of Transportation Projects.           |

Table 4. Performance Measures and Targets

| Performance Measures:                 |  | Targets:   |  | Performance Measures:                          |  | Targets:   |  |
|---------------------------------------|--|--|--|--|--|--|--|
| Goal 1: Safety and System Reliability | % of the person-miles traveled on the Interstate that are reliable             | 2-year: 73%; 4-year: 67%   |  | Goal 2: Infrastructure Condition               | % of Interstate System Pavements in Good/Poor Condition  | > = 50%/ < = 5%  |  |
|                                       | # of Fatalities  | 1,680  |  |  | % of non-Interstate NHS pavements in Good/Poor Condition | > = 40%/ < = 12%   |  |
|                                       | Rate of Fatalities (/100M VMT)   | 1.36   |  |  | % of NHS Bridges in Good/Poor Condition                  | > = 60%/ < = 10%   |  |
|                                       | # of Serious Injuries  | 8,966  |  |  |  |  |  |
|                                       | Rate of Serious Injuries(/100M VMT)  | 7.679  |  |  |  |  |  |
|                                       | Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries | 802  |  |  |  |  |  |
| Goal 3: Congestion Reduction          | % of person-miles traveled on the non-Interstate that are reliable             | 2-year: NA; 4-year: 81%  |  | Goal 4: Freight Movement and Economic Vitality | Truck Travel Time Reliability (TTTR) Index               | 2-year: 1.66; 4-year: 1.78   |  |
|                                       | % of the person-miles traveled on the Interstate that are reliable             | 2-year: 73%; 4-year: 67%   |  |  |  |  |  |
| Goal 5: Environmental Sustainability  | No federal performance measures determined at this time                        | Report on local activities to promote infrastructure resiliency to extreme weather events and local investments in alternative fuel infrastructure |  | Goal 6: Reduced Project Delivery Delays        | No federal performance measures determined at this time  | Report on local activities to promote regional leadership, transparency, citizen engagement, and coordinated planning and delivery of transportation investments |  |
|                                       |  |  |  |  |  |  |  |

# Appendix F – 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>5</sup> This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

In accordance with The Planning Rule and the Georgia Performance Management Agreement between the Georgia DOT (GDOT) and the Georgia Association of Metropolitan Planning Organizations (GAMPO), GDOT and each Georgia MPO must publish a System Performance Report for applicable performance measures in their respective statewide and metropolitan transportation plans and programs. The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. This is required for the following:

- In any statewide or metropolitan transportation plan or program amended or adopted after May 27, 2018, for Highway Safety/PM1 measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after October 1, 2018, for Transit Asset and Safety Measures; and
- In any statewide or metropolitan transportation plan or program amended or adopted after May 20, 2019, for Pavement and Bridge Condition/PM2 and System Performance/PM3 measures.

The Valdosta-Lowndes MPO Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) was amended on September 5, 2018. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the Valdosta-Lowndes MPO FY2021-2024 TIP is included, herein, for the required Highway Safety/PM1, Pavement and Bridge Condition/PM2 and System Performance/PM3 measures performance measures.

## Highway Safety/PM 1

Effective April 14, 2016, the FHWA established the highway safety performance measures<sup>6</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;

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<sup>5</sup> 23 CFR 450.314

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

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

Safety performance targets are provided by the States to FHWA for each safety performance measure. Previous safety targets address calendar year 2021 and are based on a five-year rolling average (2016-2020). The Valdosta-Lowndes MPO adopted the Georgia statewide safety performance targets on February 22, 2018. The current safety targets (2018-2022) were administratively modified into the FY2021-2024 Transportation Improvement Program and Vision2045 MTP on January 10, 2022. Safety performance targets are required to be adopted annually. The Georgia statewide baseline and current safety performance targets for 2022 are included in Table 1<sup>7</sup>; statewide system conditions for each performance measure are also included in Table 1.

The latest safety conditions will be updated on a rolling 5-year window and reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets.

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

| Performance Measures   | 2022 Georgia Statewide Performance<br>(Five-Year Rolling Average 2018-2022) | 2023 Georgia Statewide Performance Target<br>(Five-Year Rolling Average 2019-2023) |
|--|---|--|
| Number of Fatalities   | 1,671   | 1,680  |
| Rate of Fatalities per 100 Million Vehicle Miles Traveled                      | 1.210   | 1.36   |
| Number of Serious Injuries   | 8,443   | 8,966  |
| Rate of Serious Injuries per 100 Million Vehicle Miles Traveled                | 4.610   | 7.679  |
| Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries | 793   | 802  |

### Pavement and Bridge Condition Performance Measures and Targets (PM2)

PM2 consists of the pavement condition and bridge condition measures on all interstates and non-interstate NHS roadways.

The FAST Act and subsequent federal regulations required MPO's to develop performance targets in this category or agree to support the safety performance targets developed by GDOT in terms of planning and programming of projects before the initial deadline of November 12, 2018. Targets in this group are required to be adopted every 4 years thereafter, with a revision possible at the 2-year mark. The MPO agreed on September

<sup>7</sup> [https://safety.fhwa.dot.gov/hsip/spm/state\\_safety\\_targets/](https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/)

5, 2018 to support the performance targets developed by GDOT with a resolution amended into the 2040 Long Range Transportation Plan and the FY 2018-2021 Transportation Improvement Program. The table below shows the targets adopted on September 5, 2018.

| National Safety Performance Measures                        | Description   | GDOT PM2 2-Year & 4-Year Targets                     |
|---|---|--|
| Percentage of Interstate Pavement in Good Condition         | Interstate pavement rated as 'Good' will be considered for potential pavement preservation treatments to maintain the 'Good' rating.  | Greater than or equal to 50% in Good Condition       |
| Percentage of Interstate Pavement in Poor Condition         | Pavement conditions are measures through field inspections. Pavements in 'Poor' condition need work due to either the ride quality or due to a structural deficiency.   | Less than or equal to 5% in Poor Condition           |
| Percentage of non-Interstate NHS Pavement in Good Condition | Non-interstate NHS pavements in 'Good' condition will be evaluated for potential preservation treatments.   | Greater than or equal to 40% in Good Condition       |
| Percentage of non-Interstate NHS Pavement in Poor           | Non-interstate NHS pavements in 'Poor' condition need major maintenance. These will be evaluated for potential projects.  | Less than or equal to 12% in Poor Condition          |
| Percentage of NHS Bridges Classified as in Good Condition   | Bridge Rated as 'Good' will be evaluated as the cost 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 of rating of Good  | Greater than or equal to 60% (NHS) in Good Condition |
| Percentage of NHS Bridges Classified as in Poor Condition   | 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. | Less than or equal to 1.0% (NHS) in Poor Condition   |

### Travel Time and Freight Reliability, Peak Hour Delay, and Emissions Measures and Targets (PM3)

PM3 consists of the travel time reliability, freight reliability, peak hour excessive delay, and total emissions reduction on all interstates and non-Interstate NHS roadways.

The FAST Act and subsequent federal regulations required MPO's to develop performance targets in this category or agree to support the safety performance targets developed by GDOT in terms of planning and programming of projects before the initial deadline of November 12, 2018. Targets in this group are required to be adopted every 4 years thereafter, with a revision possible at the 2-year mark. The MPO agreed on September 5, 2018 to support the performance targets developed by GDOT with a resolution amended into the 2040 Long Range Transportation Plan and the FY 2018-2021 Transportation Improvement Program. The table below shows the targets adopted on September 5, 2018.

| National Safety Performance  | GDOT PM3 - 2-Year Target | GDOT PM3 - 4-Year Target |
|--|--------------------------|--------------------------|
| Percentage of Person-Miles Traveled on the Interstate System that are Reliable | 73.0%                    | 67.0%                    |
| Percentage of Person-Miles Traveled on non-Interstate NHS that are Reliable    | N/A                      | 81%                      |
| Truck Travel Time Reliability (TTTR) Index (Interstate)                        | 1.66%                    | 1.78%                    |
| Total Emissions Reduction  | N/A                      | N/A                      |

The Valdosta-Lowndes 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 Georgia Statewide Transportation Plan (SWTP), and the current Valdosta-Lowndes 2040 Transportation Vision Plan (TVP).

- The Georgia SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Georgia HSIP, MPO and local agencies' safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Georgia.
- The GDOT HSIP annual report provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- The GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.
- The Valdosta-Lowndes MPO 2040 Transportation Vision Plan (TVP) increases the safety of the transportation system for motorized and non-motorized users as required by The Planning Rule. The 2040 TVP 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 2021-2024 TIP includes a number of key safety investments. A total of \$12,874,000 has been programmed in the FY 2021-2024 TIP to improve highway safety; averaging approximately \$3,218,500 per year.



## Project Contribution to Established Performance Targets

The table below displays the Constrained list of projects in this Plan and FY 2021-2024 TIP and the targets that they are anticipated to positively affect. By agreeing to support GDOT's performance targets in the area of safety, pavement and bridge conditions and travel & freight reliability, the MPO has agreed to coordinate with GDOT to program projects that will contribute to the accomplishment of these National and State goals, measures, and targets.

Table 5. Project Contribution to Established Performance Targets

| LRTP # / Pt# | Project Name  | Safety PM | PM2: Pavement & Bridge | PM3: Travel & Freight Reliability & Delay |
|--------------|---|-----------|------------------------|---|
| L022         | CR 136/Old Quitman Road @ CSX #637487Y 6 Mi W of Valdosta | X         | X                      |   |
| L019         | CR 274 / CS 1078 /Lake Park / Bellville Road              | X         |                        | X   |
| G020         | I-75 @ SR 133 Phase II                                    | X         | X                      | X   |
| G040         | SR 31   | X         | X                      | X   |
| V075         | CR 784 / Jerry Jones Drive/ Eager Road                    | X         | X                      | X   |
| G016         | I-75 @ SR 31 - Phase II                                   | X         | X                      |   |
| G009         | SR 38/ US 84  | X         |                        | X   |
| G008         | SR 38/US 84   | X         |                        | X   |
| L029         | Val Del Road  | X         |                        | X   |
| L532         | Howell Road Bridge  | X         | X                      |   |
| G502         | I-75 @ SR 376 - Phase II                                  | X         | X                      | X   |
| G503         | I-75 @ CR 783/ Loch Laurel Road Phase II                  | X         | X                      |   |
| G501         | South Valdosta Truck Bypass                               | X         |                        | X   |
| V061         | Old 41 North Widening                                     | x         | x                      | x   |
| L018         | Old Clyattville Road                                      | x         | x                      | x   |
| L532         | Country Club Drive  | x         |                        | x   |
| V035         | Forrest Street  | x         | x                      | x   |
| V502         | Old Clyattville Road                                      | x         |                        | x   |
| L024         | Orr Road Extension  | x         |                        | x   |
| L007         | St. Augustine Road at CSX Railroad                        | x         | x                      | x   |
| L529         | Lucas Richardson Road Extension                           | X         |                        | X   |
| L502         | Cherry Creek Road   | X         |                        | X   |