

# **Valdosta-Lowndes Metropolitan Planning Organization Transportation Improvement Program 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 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 FY

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<sup>1</sup> 23 CFR 450.314

2018-2021 TIP is included, herein, for the required Highway Safety/PM1, Pavement and Bridge Condition/PM2 and System Performance/PM3 measures performance measures.

### Highway Safety/PM1

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

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

Safety performance targets are provided by the States to FHWA for each safety performance measure. Previous safety targets address calendar year 2018 and are based on a five-year rolling average (2014-2018). The Valdosta-Lowndes MPO adopted the Georgia statewide 2014-2018 safety performance targets on February 22, 2018. The current updated safety targets (2015-2019) were administratively modified into the FY2018-2021 Transportation Improvement Program on February 21, 2019. The Georgia statewide baseline and current safety performance targets for 2019 are included in Table 1<sup>3</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**

| <b>Performance Measures</b>                                     | <b>Georgia Statewide Baseline Performance (Five-Year Rolling Average 2012-2016)</b> | <b>2019 Georgia Statewide Performance Target (Five-Year Rolling Average 2015-2019)</b> |
|---|---|--|
| Number of Fatalities  | 1,305.2   | 1,655  |
| Rate of Fatalities per 100 Million Vehicle Miles Traveled       | 1.148   | 1.31   |
| Number of Serious Injuries                                      | 17,404.6  | 24,324   |
| Rate of Serious Injuries per 100 Million Vehicle Miles Traveled | 15.348  | 18.9   |

<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/)

|  |         |       |
|--|---------|-------|
| Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries | 1,138.0 | 1,126 |
|--|---------|-------|

### **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 VLMPO 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.

| <b>National Safety Performance Measures</b>                 | <b>Description</b>   | <b>GDOT PM2 2-Year &amp; 4-Year Targets</b>          |
|---|--|--|
| 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 are in need of 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 Condition | Non-interstate NHS pavements in 'Poor' condition are in need of 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 VLMPO 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.

| <b>National Safety Performance Measures</b>                                    | <b>GDOT PM3 - 2-Year Target</b> | <b>GDOT PM3 - 4-Year Target</b> |
|--|---------------------------------|---------------------------------|
| 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 2018-2021 TIP includes a number of key safety investments. A total of \$4,101,853 has been programmed in the FY 2018-2021 TIP to improve highway safety; averaging approximately \$ 1,025,463 per year.

## Project Contribution To Established Performance Targets - 2018

The table below shows the projects currently in the VLMPO 2040 LRTP and FY 2018 -2021 TIP and the targets that they are anticipated to positively affect. By agreeing to support GDOT's performance targets in the area of safety and those in PM2 and PM3, the VLMPO has agreed to coordinate with GDOT to program projects that will contribute to the accomplishment of those goals, measures, and targets.

| LRTP # / Pt#   | Project Name   | Safety PM | PM2: Pavement & Bridge | PM3: Travel & Freight Reliability & Delay |
|----------------|--|-----------|------------------------|---|
| 0014485        | SR 31 from SR 7/ Lowndes County to SR 135/ Lanier                | X         |                        | X   |
| 0015614        | CR 136 / Old Quitman Rd. @ CSX #637487Y 6mi W of Valdosta        | X         | X                      |   |
| 0013987        | CR 136/Old Quitman Rd @ CSX #637487Y 6mi W of Valdosta           | X         |                        | X   |
| 0007386        | I-75 @ CR274/Lake Park Bellville Road - Phase II (Exit 2)        | X         |                        | X   |
| 0010297        | I-75 @ SR 31 - Phase II (Exit 11)                                | X         |                        | X   |
| 0014134        | CR 784/Jerry Jones Dr/Eager Rd from Baytree Rd to Oak Street     | X         |                        | X   |
| 0015614        | CR 136/Old Quitman Rd @ CSX #637487Y 6mi W of Valdosta           | X         | X                      | X   |
| 0010298        | I-75 @ SR133 - Phase II  | X         | X                      | X   |
| 0000762        | I-75 FM N of SR 133 to Cook County Line - Phase II               | X         |                        | X   |
| L023           | Howell Road Bridge over Grand Bay Creek                          | X         | X                      |   |
| V026           | SR 133 @ Gornto Road - Intersection Improvement                  | X         |                        |   |
| V006           | Old Clyattville Road FM Mud Creek to Gil Harbin Industrial Blvd. | X         |                        | X   |
| 0013986 / G005 | CR 188/CR 781/N Oak Street from SR 7BU to Breckenridge Dr.       | X         |                        | X   |
| 0013556 / G008 | SR 38/US 84 Median Turn Lanes from Quitman to Valdosta           | X         |                        | X   |
| G036           | I-75 @ Exit 16 SB Exit Ramp                                      | X         |                        |   |
| L003           | SR 31 @ Whitewater Road & @ Hart Road                            | X         |                        |   |
| V010           | Lankford Drive FM SR 133 to Norman Drive                         | X         |                        | X   |
| V036           | Gornto Road FM Oak Street to Jerry Jones Drive                   | X         |                        | X   |
| V042           | SR 7 Bus @ Griffin Avenue  | X         |                        |   |

|                       |   |                  |                                   |  |
|-----------------------|---|------------------|-----------------------------------|--|
| <b>L018</b>           | Old 41 N FM US 41/North Valdosta Road to Union Road       | X                |                                   | X  |
| <b>LRTP #/ Pt#</b>    | <b>Project Name</b>                                       | <b>Safety PM</b> | <b>PM2: Pavement &amp; Bridge</b> | <b>PM3: Travel &amp; Freight Reliability &amp; Delay</b> |
| <b>L014</b>           | Val Del Road at US 41/North Valdosta Rd                   | X                |                                   |  |
| <b>V035</b>           | Country Club Drive FM Jerry Jones Dr to SR 7              | X                |                                   | X  |
| <b>0013559 / G009</b> | SR 38/US 84 Median Turn Lanes From Valdosta To Lanier Co. | X                |                                   |  |
| <b>V058</b>           | Baytree Road @ Jerry Jones Drive                          | X                |                                   |  |
| <b>V011</b>           | Northside Drive FM Jaycee Shack Rd to Park Avenue         | X                |                                   | X  |
| <b>V067</b>           | Baytree Road @ Norman Drive                               | X                |                                   |  |
| <b>V061</b>           | Baytree Road @ Gornto Road                                | X                |                                   |  |