

Chapter 13 | Performance-Based Transportation Planning and Programming

Introduction

This Performance-Based Transportation Planning and Programming section of the MATS 2050 MTP is meant to show how the MATS MPO is conforming to the adopted Statewide Performance Measures and Performance Targets, as part of the strategic Transportation Performance Management (TPM) framework. The following sections describe:

- The pattern of adopted Statewide Performance Measures and Performance Targets; and,
- Next steps for the MPO to build its TPM practices, process, and policies.

This section is broken into two parts. The first covers those Performance Measures related to highways, roads and bridges (including the related air quality impacts). The second covers those Performance Measures related to provision of public transportation.

Background

In 2012, Congress passed the Moving Ahead for Progress in the 21st Century (MAP-21) Act. MAP-21 introduced a new emphasis in the MPO transportation planning process, towards measurable performance and outcome-based metrics in the evaluation of projects and programs receiving federal support. MAP-21 focuses on 7 performance goal areas:

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays

In December 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act into law. The FAST Act continued the emphasis raised in MAP-21 on performance-based outcomes and requires federally funded transportation projects to support national goals for the nation's transportation system by focusing on projects that:

- Achieve a significant reduction in traffic fatalities and serious injuries on all public roads;
- Maintain the highway infrastructure asset system in a state of good repair;
- Achieve a significant reduction in congestion on the National Highway System;
- Improve the efficiency of the surface transportation system;
- Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development;
- Enhance the performance of the transportation system while protecting and enhancing the natural environment;
- Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the

project development and delivery process, including reducing regulatory burdens and improving agencies' work practices. (23 U.S. Code § 150).

Through the federal rulemaking process, the Federal Highway Administration (FHWA) requires State DOTs and MPOs to monitor the transportation system using specific performance measures prescribed in MAP-21 and the FAST Act. Table 13-1 describes national goal areas, Performance Areas, and Performance Measures. What the table describes is the minimum that must be addressed. An MPO can, of its own initiative, take additional measures beyond those described.

Performance-based planning and programming refers to transportation agencies' application of performance management as standard state of the practice. This approach results in a planning process called Transportation Performance Management. The Federal transportation legislation and rules identifying Performance Measures also describes how States and MPOs are to incorporate these measures into their planning processes.¹

Targets

- MPOs are required to establish performance targets no later than 180 days after the state or public transportation operator sets said performance targets;
- For each roadway performance measure, a MPO can decide to commit to support a statewide target, or to establish a quantifiable target specific to its planning area;
- Both State and MPO targets for roadway performance measures will be set at two-year and four-year intervals;
- States, MPOs, and public transit operators must coordinate their respective targets for performance measures with each other to ensure consistency, to the maximum extent practicable.

Reporting

- State and MPO Transportation Plans must describe the Performance Measures and Performance Targets used to assess system performance, evaluate the performance of the transportation system with respect to the federally required performance targets, and report on progress made;
- State Transportation Improvement Programs (STIPs) and MPO TIPs must link investment priorities to the targets in their respective LRTPs and describe, to the maximum extent practicable, the anticipated effect of the program toward achieving established targets;
- MPOs must report baseline roadway transportation system condition and performance data and progress toward the achievement of targets to their respective state Departments of Transportation (DOT).

Assessments

- FHWA will determine whether state DOTs have met or have made significant progress towards meeting targets for the highway system. Progress at the state level would be considered significant if an actual outcome is either equal to or better than the established target, or better than the baseline condition;
- FHWA and FTA will not directly assess MPO progress towards meeting targets for required performance measures. Instead, these agencies will review MPO performance as part of ongoing transportation planning process reviews, including Transportation Management

¹ FHWA, Metropolitan Planning Organization Safety Performance Measures Fact Sheet, http://safety.fhwa.dot.gov/hsip/spm/docs/mpo_factsheet.pdf

Area certification reviews and the Federal Planning Finding associated with approval of the STIP.

Highway Performance Measures					
	National Goal	Performance Area	Performance Measure		
PM 1	Safety- <i>To achieve a significant reduction in traffic fatalities and serious injuries on all public roads</i>	Injuries & Fatalities	<ul style="list-style-type: none"> • Number of fatalities • Fatality rate (per 100 million vehicle miles traveled) • Number of serious injuries • Serious injury rate (per 100 million vehicle miles traveled) • Number of non-motorized fatalities and non-motorized serious injuries 		
			Infrastructure Condition – <i>To maintain the highway infrastructure asset system in a state of good repair</i>	Pavement Condition	<ul style="list-style-type: none"> • Percentage of pavements on the Interstate System in Good condition • Percentage of pavements on the Interstate System in Poor condition • Percentage of pavements on the non-Interstate National Highway System (NHS) in Good condition • Percentage of pavements on the non-Interstate NHS in Poor condition
				Bridge Condition	<ul style="list-style-type: none"> • Percentage of NHS bridges classified as in Good condition • Percentage of NHS bridges classified as in Poor condition
PM 2	System Reliability - <i>To improve the efficiency of the surface transportation system</i>	Performance of the National Highway System	<ul style="list-style-type: none"> • Percent of person miles traveled on the Interstate System that are reliable • Percent of person miles traveled on the non-Interstate NHS that are reliable 		
			Freight Movement and Economic Vitality- <i>To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development</i>	Freight Movement on the Interstate System	<ul style="list-style-type: none"> • Truck Travel Time Reliability Index
PM 3	Congestion Mitigation and Air Quality Improvement – <i>To achieve a significant reduction in congestion on the National Highway System</i>	Traffic congestion			<ul style="list-style-type: none"> • Annual hours of peak-hour excessive delay per capita • Percent of non-single-occupant vehicle travel
			Air Quality Improvement	<ul style="list-style-type: none"> • Emissions Reduction Targets (2 Year and 4 Year) for VOC and NOx 	

Table 13-1: Highway Performance Measures, as Identified by FHWA

MATS Support of GDOT Adopted Performance Measures and Targets

As part of developing the 2050 MTP, MATS staff reviewed the original goals and targets specified by the Georgia Dept. of Transportation, developed in conjunction with FHWA. These goals and objectives reflect State or regional priorities and policy directions while supporting national goals specified in MAP-21 and the FAST Act. The MATS staff also proposed transportation related objectives for which future performance measures can be developed. Table 2-1 in the MTP shows how the updated goals and objectives approved by the MATS Policy Committee build upon the general goals areas specified in MAP-21, FAST Act, the System Performance Report for the Georgia 2050 Statewide Transportation Plan/2021 Statewide Strategic Transportation Plan and objectives adopted as part of the 2050 MTP.

Performance Measures related to Highways, Roads and Bridges

PM 1 - Safety Performance Measures

The Safety Performance Management is part of the overall Transportation Performance Management (TPM) program. The Safety PM Final Rule supports the Highway Safety Improvement Program (HSIP; 23 CFR 148), as it establishes safety performance measure requirements for carrying out the HSIP and to assess fatalities and serious injuries on all public roads.

The Safety PM Final Rule establishes five performance measures as the five-year rolling averages to include:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report their safety targets, and the process that FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets.

Transportation Safety in Georgia

The Safety Performance Measures Final Rule on the HSIP became effective on April 14, 2016. Table 13-2 shows the trend in Safety Performance Measures for both the State HSIP, and the MATS MPO area since the original adoption of the targets. Cells highlighted in green show where MATS MPO has been achieving the Statewide goals that are normalized by VMT.

The MATS MPO will demonstrate its continued support of the State's safety targets through its planning and programming process by:

- Addressing areas of concern for fatalities or serious injuries within the metropolitan planning area through coordination with GDOT and incorporation of safety considerations on all projects;
- Integrating safety goals, objectives, performance measures, and targets into the planning process; and

- Including the anticipated effect toward achieving the targets noted above within the MPO’s MTP, TIP and UPWP, effectively linking investment priorities to safety target achievement.

Pursuant to directions originally established by MATS Policy Committee under the resolution adopted on 8/1/2018, the MATS MPO anticipates updating Safety Performance Measure targets into the MATS 2050 Metropolitan Transportation Plan and current Transportation Improvement Plan through the Administrative Modification process. The Georgia Strategic Highway Safety Plan (SHSP) outlines the State’s methods for developing annual Performance Measure targets and strategies to achieve those targets. The 2022 Georgia Strategic Highway Safety Plan can be found at <https://www.nhtsa.gov/document/georgia-fy-2022-highway-safety-plan>

PM 2 – Pavement and Bridge Condition Performance Measures

On January 18, 2017, the Federal Highway Administration (FHWA) published in the Federal Register rules to establish measures to assess the condition of pavements and bridges on the National Highway System (NHS) to carry out the National Highway performance program (NHPP) (82 Fed. Reg. 5886). The pavement and bridges rule addresses requirements establishing performance measures for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs), as mandated by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America’s Surface Transportation (FAST) Act. On May 20, 2017, the final rule was put into effect.

The measures for bridges on the National Highway System are:

- Percentage of NHS bridges by deck area in Good condition; and
- Percentage of NHS bridges by deck area in Poor condition.

The measures for pavement on the National Highway System are:

- Percentage of Interstate pavements in Good condition;
- Percentage of Interstate pavements in Poor condition;
- Percentage of non-Interstate NHS pavements in Good condition; and,
- Percentage of non-Interstate NHS pavements in Poor condition.

On May 16, 2018, GDOT established two- and four-year Statewide Pavement and Bridge Condition performance targets for the first performance measurement period. Table 13-3 describes the most recent performance targets adopted by GDOT, as reflected in the GDOT System Performance Report for the 2050 Statewide Transportation Plan (adopted by GDOT Statewide Transportation Board on April 9, 2021).

MATS adopts these Statewide targets for Pavement and Bridge Conditions as presented.

Pursuant to directions originally established by MATS Policy Committee under the resolution adopted on 8/1/2018, the MATS MPO anticipates updating Pavement and Bridge Conditions Performance Measure targets into the MATS 2050 Metropolitan Transportation Plan and current Transportation Improvement Plan through the Administrative Modification process.

Safety Performance Measure	5 Year Rolling Average Reporting Period								
	2011-2015	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020	2017-2021	2018-2022	2019-2023
Statewide 5 Year Avg. Goal	# Fatalities								
	Targets Not Set For this Period	Targets Not Set For this Period	Targets Not Set For this Period	1593	1655	1698	1715	1671	1680
MATS Value	23.8	25.2	29.2	29.6	32.8	37	Forthcoming, as Data Available	Forthcoming, as Data Available	Forthcoming, as Data Available
Statewide 5 Year Avg. Goal	Rate of Fatalities per 100 million VMT								
	Targets Not Set For this Period	Targets Not Set For this Period	Targets Not Set For this Period	1.320	1.31	1.28	1.23	1.21	1.36
MATS Value	1.026	1.07	1.21	1.17	1.29	1.51	Forthcoming, as Data Available	Forthcoming, as Data Available	Forthcoming, as Data Available
Statewide 5 Year Avg. Goal	# Serious injuries								
	Targets Not Set For this Period	Targets Not Set For this Period	Targets Not Set For this Period	19643	24324	24094	6407	8443	8966
MATS Value	293.4	341.6	344	359.9	374.3	406.4	Forthcoming, as Data Available	Forthcoming, as Data Available	Forthcoming, as Data Available
Statewide 5 Year Avg. Goal	Rate of Serious Injuries per 100 million VMT								
	Targets Not Set For this Period	Targets Not Set For this Period	Targets Not Set For this Period	16.318	18.9	21.8	4.422	4.61	7.679
MATS Value	12.759	14.54	14.22	14.26	14.75	16.63	Forthcoming, as Data Available	Forthcoming, as Data Available	Forthcoming, as Data Available
Statewide 5 Year Avg. Goal	# of Non-motorized Fatalities and Serious injuries								
	Targets Not Set For this Period	Targets Not Set For this Period	Targets Not Set For this Period	1027.2	1126	1163	686.5	793	802
MATS Value	25.2	33.8	38.8	41	40.4	43.6	Forthcoming, as Data Available	Forthcoming, as Data Available	Forthcoming, as Data Available

Table 13-2: GDOT Safety Performance (PM1) Targets, 5 Year Rolling Averages

Asset	Performance Measure	Description	Baseline	2019 Actual	2-Year Target (2019)	4-Year Target (2021)	2-Year Target (2023)	4-Year Target (2023)
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 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%	57.0%	N/A	≥ 50%	≥ 50%	≥ 50%
Bridge Structures	Percent of NHS Bridges in Poor condition as a percentage of total NHS bridge deck area	Bridge Conditions are based on the result 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	4.0%	0.3%	N/A	≤ 5%	≤ 5%	≤ 5%
Interstate NHS	Percentage of NHS pavements in Good condition	Interstate pavement rated as good will be considered for potential pavement preservation treatments to maintain the “good” rating	44.0%	46.5%	≥40%	≥ 40%	≥ 40%	≥ 40%
Interstate NHS	Percentage of 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.	10.0%	0.8%	≤12%	≤12%	≤12%	≤12%
Non-Interstate NHS	Percentage of NHS pavements in Good condition	Non-Interstate NHS pavements in “good” condition will be evaluated for potential preservation treatments	47.3%	67.5%	≥ 50%	≥ 60%	≥ 60%	≥ 60%
Non-Interstate NHS	Percentage 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.	1.1%	0.8%	≤10%	≤10%	≤10%	≤10%

Table 13 – 3: Current GDOT Pavement and Bridge Condition (PM2) Performance Targets

PM 3 – System Performance and Freight Performance Measures

On January 18, 2017, the Federal Highway Administration (FHWA) published in the Federal Register (82 FR 5970) rules to establish performance measures that State Departments of Transportation (DOTs) and metropolitan planning organizations (MPOs) will use to report on the performance of the Interstate and Non-Interstate National Highway System (NHS) to carry out the National Highway Performance Program (NHPP); freight movement on the Interstate system to carry out the National Highway Freight Program (NHFP); and traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air

Quality Improvement (CMAQ) Program. The rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America's Surface Transportation (FAST) Act. On May 20, 2017, the final rule took effect.

On May 16, 2018, GDOT established specific Performance Measures for two- and four-year statewide targets for National Highway System Performance, Freight Movement, and Congestion Mitigation and Air Quality. Table 13-4 describes the current performance targets adopted by GDOT.

Performance Measure	Area	Baseline Value	2-Year State Target (2019)	2019 State Actual Value	2019 MATS Value	4-Year State Target (2021)	2021 MATS Value	2-Year State Target (2023)	4-Year State Target (2023)	2023 MATS Value
Percent of person-miles traveled on the Interstate that are reliable	Statewide	80.2%	≥73.0%	80.8%	98.4%	≥67.0%	97.8%	≥73.9%	≥67.0%	n/a
Percent of person-miles traveled on non-Interstate NHS that are reliable	Statewide	84.9%	n/a	86.5%	89.2%	81%	84.9%	87.3%	85.3%	n/a
Truck Travel Time Reliability Index	Statewide	1.44	≤1.66	1.44	1.61	1.78	1.20	≤1.62	1.65	n/a
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita*	Atlanta Urbanized Area	20.4 hours	n/a	18.9 hours	n/a	24.6 hour	n/a	23.7 hours	27.2 hours	n/a
Percent of Non-Single Occupancy Vehicle (SOV) Travel*	Atlanta Urbanized Area	22.8%	≤23.2%	22.1%	n/a	22.1%	n/a	≤22.7%	22.7%	n/a
Total Emissions Reduction	Statewide	VOC: 839.0 kg/day NOx: 1,594 kg/day	VOC: 215.992 kg/day NOx: 732.850 kg/day	VOC: 205.7 kg/day NOx: 563.3 kg/day	n/a	VOC: 386.6 kg/day NOx: 1,085.0 kg/day	n/a	VOC: 157.200 kg/day NOx: 510.900 kg/day	VOC: 257.100 kg/day NOx: 904.200 kg/day	n/a

Table 13 – 4: GDOT Highway System Performance, Freight Movement, and Congestion Mitigation & Air Quality (PM3) Targets

Where applicable, the values for the MATS area for specific performance measures are included. Only three of the six Performance Measures in Table 13 – 4 apply to the MATS area; Annual Hours of Peak Hour Excessive Delay Per Capita, Percent of Non-Single Occupancy Vehicle

Travel apply only to the Atlanta urbanized area, and the Emissions Reductions Targets apply to the State overall. They are included here only for the sake of a comprehensive listing of the performance measures adopted by GDOT. For the performance measures in Table 13-4 that are applicable to the MATS area, the values demonstrate MATS is meeting or exceeding State goals.

MATS continues to adopt the most recent System Performance and Freight Movement performance targets set by the State as the targets for the MATS area, as reflected in the GDOT System Performance Report for the 2050 Statewide Transportation Plan (adopted by GDOT Statewide Transportation Board on April 9, 2021). Pursuant to directions originally established by MATS Policy Committee under the resolution adopted on 8/1/2018, the MATS MPO anticipates updating System Performance and Freight Movement targets into the MATS 2050 Metropolitan Transportation Plan and current Transportation Improvement Plan through the Administrative Modification process

Public Transit Performance Measures

Transit Asset Management

In July 2016, FTA issued the final rule (49 CFR 625.17) establishing Transit Asset Management (TAM) requirements for recipients and sub-recipients of federal funds. Based on the requirements established under 23 CFR 450.324 and 23 CFR 450.326, acknowledgement of this final rule also must be reflected in the MATS transportation planning documents.

On August 24, 2018, Georgia Dept. of Transportation – Intermodal Division published finalized Group TAM Plans and targets for Tier II sub-recipients of FTA 5307 Operating Funds. The Group TAM Plan covers the four year period FY 2019 through FY 2022, and includes both preliminary assessments relative to TAM Plan targets (Table 13-5, below), and a detailed breakdown of TAM targets by asset class and initial FY 2019 TAM Plan targets (Table 13-6, below).

Asset Category	Performance Measure	Initial Target FY 2017	Actual Performance
Rolling Stock – Revenue Vehicles by Mode	% of vehicles met or exceeded Useful Life Benchmark (ULB)	<15.0%	12.4%
Equipment – non-revenue support service and maintenance vehicles	% of vehicles met or exceeded ULB	<50%	42.6%
Facilities – maintenance and administrative facilities, passenger stations (buildings); and parking facilities	% of assets with condition rating below 3.0 on FTA TERM scale	<40%	8.4%

Table 13-5: Summary of Initial GDOT TAM Targets for Tier II Sub-Recipients of FTA 5307 Operating Funds

Source: GDOT Group Transit Asset Management Plan, Table 4.2 – Summary of Initial Performance Targets, 24 August 2018.

Because both Jones County Transit (JCT) and Macon-Bibb County Transit Authority (MTA) are specifically identified as being covered under the GDOT Group TAM Plan, the targets identified in that plan are applicable by reference in the MATS 2050 MTP.

Asset Category/Class	Total Number	Useful Life Benchmark (ULB)	Number Exceeding ULB/3.0 TERM Rating	Exceeding ULB/3.0 TERM Rating	Proposed FY 2019 Targets
Rolling Stock	775		96	12.4%	
BU-Bus (35' – 40')	82	14 yrs.	8	9.8%	<15%
BU-Bus (29' – 30')	54	12 yrs.	21	38.9%	<35%
CU – Cutaway Bus	593	7 yrs.	52	8.8%	<10%
MV – Minivan	1	8 yrs.	1	100.0%	<50%
SB – School bus	33	15 yrs.	8	24.2%	<50%
VN – Van	12	8 yrs.	6	50.0%	<50%
Equipment	55		23	42.6%	
AO – Automobile	18	8 yrs.	11	61.1%	<55%
Trucks and other Rubber Tire Vehicles	31	10 yrs.	11	35.5%	<55%
Equip. > \$50,000	6	14 yrs.	n/a	n/a	n/a
Facilities	83		7	8.4%	
Administration	62	n/a	2	3.2%	<25%
Maintenance	11	n/a	5	45.5%	<25%
Passenger/ Parking Facilities	10	n/a	0	0%	<10%

Table 13-6: Detailed Breakdown of GDOT TAM Targets for Tier II Sub-Recipients of FTA 5307 Operating Funds, and Proposed FY 2019 TAM Targets
 Source: GDOT Group Transit Asset Management Plan, Table 4.1 – Summary of Asset Performance by Asset Class, 24 August 2018.

Public Transit Agency Safety Planning

On July 19, 2018, the Federal Transit Administration published final rule 49 CFR 673, which requires agencies that receive money under 49 USC 5307 Urbanized Area Formula Funding program (aka “5307 funds”) to establish a Public Transportation Agency Safety Plan (PTASP). The PTASP must include the following:

- Documents the processes and activities related to safety management system implementation;
- Includes performance targets measures established under the National Public Transportation Safety Plan;
- Establish a process and timeline for conducting annual reviews and updates for performance targets

On June 20, 2020, Macon-Bibb County Transit Authority (MTA) adopted a PTASP document consistent with the requirements set forth by FTA. As the sole recipient of 5307 funds in the MATS planning area, the Macon-Bibb County Transit Authority Safety Plan (MTA-SP)

document is the controlling reference for transit related Safety Performance Measures in the MATS region.

Section 4.2 of the MTA-SP identifies the following performance measures required by the National Public Transportation Safety Plan, and sets the target values to be achieved:

- Fatalities - Total number of reportable fatalities and rate per total vehicle revenue miles (VRM) by mode (The thresholds for "reportable" fatalities, injuries, and events are defined in the NTD Safety and Security);
- Injuries - Total number of reportable injuries and rate per total VRM by mode;
- Safety Events - Total number of reportable events and rate per total VRM by mode; and
- System Reliability - Mean distance between major mechanical failures by mode.

Specific targets safety performance measures are updated annually. Section 5 of the MTA-SP identifies the specific methods used to attain and maintain the targets.

Pursuant to directions originally established by MATS Policy Committee under the resolution adopted on 8/1/2018, the MATS MPO anticipates updating Transit Asset Management Plan and/or Public Transportation Agency Safety Plan (PTASP) targets adopted by Georgia Dept. of Transportation into the MATS 2050 Metropolitan Transportation Plan and current Transportation Improvement Plan through the Administrative Modification process.

Administrative Modifications

Administrative Modification #1 (2/1/2023) - On December 14, 2022, Georgia Department of Transportation (GDOT) informed FHWA of the adoption of new targets for performance measures specified under 23 CFR 490.105. This notification started a 180 clock for adoption of performance measures by MPOs into their respective planning documents. On December 21, 2022, GDOT informed the Georgia Association of Metropolitan Planning Organizations of new of updated performance measure targets for Safety (PM1) specified under 23 CFR 490.105. Specifically, those updated Statewide targets are:

Performance Measure (To Remain Below)	5-Year Rolling Average
Number of Fatalities	1,680
Rate of Fatalities per 100 million VMT	1.36
Number of Serious Injuries	8,966
Rate of Serious Injuries per 100 million VMT	7.679
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	802

Under 23 CFR 490.105(f)(3)(i) and 23 CFR 490.105(f)(3)(ii) MATS MPO has the option to either develop their own individual targets for the MATS planning area, or choose to simply adopt the targets established by GDOT. Pursuant to guidance issued by FHWA on January 11, 2023, and the original adoption resolution for the 2050 MTP dated May 3, 2022, MATS MPO hereby modifies the 2050 MTP to reflect the new Calendar Year 2023 PM1 Safety performance

targets set by GDOT as referenced in the December 21, 2022 e-mail by the Administrative Modification process. This Administrative Modification was affirmed by the MATS Policy Committee at their meeting on this date.

Amendments

Amendment #1 (5/3/2023) - On December 14, 2022, Georgia Department of Transportation (GDOT) informed FHWA of the adoption of new targets for performance measures specified under 23 CFR 490.105. This notification started a 180 clock for adoption of performance measures by MPOs into their respective planning documents. On December 21, 2022, GDOT informed the Georgia Association of Metropolitan Planning Organizations of new of updated performance measure targets for Pavement and Bridge Condition Targets (PM2) and System Performance/Freight Movement (PM3) specified under 23 CFR 490.105. Specifically, those updated Statewide targets are:

Pavement and Bridge Condition Targets (PM2) – Calendar Year 2023

Performance Measure	2-Year Rolling Average	4-Year Rolling Average
Percentage of Interstate Pavements in “ Good ” condition	≥50%	≥50%
Percentage of Interstate Pavements in “ Poor ” condition	≤5%	≤5%
Percentage of Non-Interstate Pavements in “ Good ” condition	≥40%	≥40%
Percentage of Non-Interstate Pavements in “ Poor ” condition	≤12%	≤12%
Percentage of National Highway System bridges (by deck area) in “ Good ” Condition	≥60%	≥60%
Percentage of National Highway System bridges (by deck area) in “ Poor ” Condition	≤10%	≤10%

System Performance/Freight Movement (PM3) – Calendar Year 2023

Performance Measure	2-Year Rolling Average	4-Year Rolling Average
Percentage of person-miles on Interstate system that are “reliable”	≥73.9	≥68.4%
Percentage of person-miles on non-Interstate system that are “reliable”	≥87.3%	≥85.3%
Truck Travel Time Reliability Index	≤1.62	≤1.65
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita*	23.7 hours	27.2 hours
Percent of Non-Single Occupancy Vehicle (SOV) Travel*	22.7%	22.7%
Total Emissions Reduction	VOC: 157.200 kg/day; NOx: 510.900 kg/day	VOC: 257.100 kg/day; NOx: 904.200 kg/day

Under 23 CFR 490.105(f)(3)(i) and 23 CFR 490.105(f)(3)(ii) MATS MPO has the option to either develop their own individual targets for the MATS planning area, or choose to simply adopt the targets established by GDOT. Pursuant to guidance issued by FHWA on January 11, 2023, the PM2 and PM3 standards must be adopted by resolution (i.e., a formal amendment), in contrast to the Administrative Modification process available for the PM1 Safety Standards.

The MATS MPO hereby formally amends the 2050 MTP to reflect the new Calendar Year 2023 PM2 and PM3 performance targets set by GDOT as referenced in the December 21, 2022 e-mail.