

METROPOLITAN PLANNING ORGANIZATION

Transportation Improvement Program

Fiscal Year 2018 -2021

Appendix F



PREPARED BY THE CHATHAM COUNTY - SAVANNAH METROPOLITAN PLANNING COMMISSION in cooperation with the Federal Highway Administration, the Federal Transit Administration and the Georgia Department of Transportation

CORE MPO is the Metropolitan Planning Organization (MPO) responsible for transportation planning for the Savannah region. The CORE MPO is comprised of the representatives of local, state and federal government and transportation authorities and ensures federal spending on transportation for urbanized areas of over 50,000 people occurs through a comprehensive, cooperative and continuing process involving both the public and policy-makers. The MPC provides staff services to the CORE MPO Board, which is chaired by the chairman of the Chatham County Board of County Commissioners.

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Introduction

The Transportation Improvement Program (TIP) is the MPO's short-range programming document and is a staged, multi-year listing of surface transportation projects proposed for federal, state and local funding within the metropolitan area. The TIP may be modified in accordance with the procedures outlined in the adopted Participation Plan by resolution of the CORE MPO Board if priorities, area goals, project schedules or funding levels change. The CORE MPO's FY 2018 - 2021 TIP was adopted by the MPO Board in June 2017. Since then a series of TIP amendments have been processed regarding various projects. The original adopted TIP document and the amendment reports are all available for review on the CORE MPO website at <http://www.thempc.org/Dept/Tip>.

This TIP amendment document is meant to serve as a bridge as CORE MPO incorporates newly established safety targets as part of a Performance Based Planning and Programming process. This document contains details on:

- Federal Requirements
- National Goal Areas and Measures
- Safety Goals and Targets
- Next steps for CORE MPO to build its PBPP practices, process, and policies.

Transportation Performance Management

The Moving Ahead for Progress in the 21st Century Act (MAP-21) signed into law in 2012 and the Fixing America's Surface Transportation Act (FAST ACT) signed into law in 2015 require that all state departments of transportation and metropolitan planning organizations use a performance based planning and programming approach as part of a Transportation Performance Management (TPM) program, transforming transportation decision making into a performance-driven and outcome based process.

The Federal Highway Administration (FHWA) defines TPM (see Figure 1) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. Performance management has been increasingly utilized over the past two decades. This process provides key information to decision makers, allowing them to understand the consequences of investment decisions across transportation assets and modes. It is also credited with improving project and program delivery and providing greater transparency and accountability to the public.

Transportation Performance Management:

- Is systematically applied on a regular ongoing basis;
- Provides key information to help decision makers, allowing them to understand the consequences of investment decisions across transportation assets or modes;
- Improves communications between decision makers, stakeholders and the traveling public; and
- Ensures targets and measures are developed in cooperative partnerships and based on data and objective information.

Figure 1: Transportation Performance Management



Transportation Performance Management

Focusing on Performance for Safe, Reliable Journeys

The Federal Highway Administration defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.



Source: FHWA

Performance Based Planning and Programming

Performance-based planning and programming (PBPP) refers to transportation agencies' application of TPM as a standard state of the practice in the planning and programming processes. The goal of PBPP is to ensure that transportation investment decisions, both long-term planning and short-term programming, are based on performance and the ability to meet established goals.

The process for MPOs includes incorporating PBPP into the Metropolitan Transportation Plan (MTP) which evaluates transportation system performance and is the MPO's long-range investment document, as well as the Transportation Improvement Program (TIP) which is the subset of the MTP and the MPO's short-term programming document outlining the anticipated projects the MPO intends to implement with federal funding in the next four fiscal years.

PBPP requires the following elements (see Figure 2) be incorporated into the metropolitan planning process:

- measurable goals and objectives for the transportation system;
- performance measures and targets for desired performance outcomes;
- data collection to monitor and analyze trends;
- performance measures and data collection to inform investment decisions; and
- monitoring, analyzing, and reporting decision outputs and performance outcomes.

Figure 2: Performance Based Planning and Program Process



Source: FHWA

PBPP will assist the CORE MPO’s decision-makers to make both policy and project decisions. Transportation needs continue to outweigh resources available for transportation improvements. Implementing PBPP assists decision makers with these difficult decisions by utilizing tradeoff analysis and focusing on data specific performance outcomes. The results will be the enhanced accountability and transparency of the MPO planning process.

National Goal Areas

A key feature of MAP-21 and the FAST ACT is the establishment of a performance- and outcome-based program. The objective of this performance- and outcome-based program is for States to invest resources in projects that collectively will make progress toward the achievement of the national goals (see Table 1) established by Congress¹.

Highway Performance Goals

Through the federal rulemaking process, FHWA is requiring state DOTs and MPOs to monitor the transportation system using specific performance measures. These measures are associated with the national goal areas prescribed in MAP-21 and the FAST Act. The goals address three areas of concern which include safety, state of good repair and system efficiency. The following table describes these national goal areas, rulemakings, performance areas, and prescribed measures.

¹ [§1203; 23 USC 150(b)]

Table 1: Federal Highway Program Performance Goals

National Goal	Performance Area	Performance Measure
PM1 Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Injuries & Fatalities	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 5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries
PM2 Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair	Pavement	1. Percentage of pavement on the Interstate System in Good condition 2. Percentage of pavements on the Interstate System in Poor condition 3. Percentage of pavements on the non-interstate national Highway System (NHS) in Good condition 4. Percentage of pavements on the non-Interstate NHS in Poor Condition
	Bridge Condition	1. Percentage of NHS bridged classifieds as in Good condition 2. Percentage of NHS bridges classified as in Poor condition
PM3 Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System System Reliability - To improve the efficiency of the surface transportation system Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development. Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.	Performance of the National Highway System	1. Percent of person miles traveled on the Interstate System that are reliable 2. Percent of the person miles traveled on the non-Interstate NHS that are reliable
	Freight Movement of the Interstate System	1. Truck Travel Time Reliability
	Traffic Congestion	1. Annual hours of peak-hour excessive delay per capita 2. Percent of non-single occupant vehicle travel
	On-Road Mobile Source Emissions*	1. Total emissions reduction*

*Only applies in non-attainment or maintenance area and does not apply to the CORE MPO at this time.

Source: 23USC §150(b)

Transit Performance Goals

Recipients of public transit funds, which can include states, local authorities, and public transportation operators are also required to establish performance targets based on the national goals (see Table 2) for safety and state of good repair; to develop transit asset management and transit safety plans; and to report on their progress toward achieving targets. Public transportation operators are directed to share information with the CORE MPO and states so that all plans and performance reports are coordinated. The table below identifies performance measures outlined in the National Public Safety Transportation Plan² released by the Federal Transit Administration (FTA), and in the final rule for transit asset management³. The CORE MPO is required to coordinate with public transit providers to set targets for these measures.

² https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/National%20Public%20Transportation%20Safety%20Plan_1.pdf

³ <https://www.gpo.gov/fdsys/pkg/FR-2016-07-26/pdf/2016-16883.pdf>

Table 2: Federal Transit Program Performance Goals

National Goal	Transit Performance Area	Performance Measure
Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Fatalities, Injuries and Safety Events	1. Total number of fatalities and rate per total vehicle revenue miles by mode 2. Total number of injuries and rate per total vehicle revenue miles by mode 3. Total number of events and rate per total vehicle revenue miles by mode 4. Mean distance between major mechanical failures by mode
Infrastructure Condition (State of Good Repair: Transit Asset Management)	Equipment	Percentage of vehicles that have met or exceeded their Useful Life Benchmark (ULB)
	Rolling Stock	Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB
	Facilities	Percentage of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirements Model scale

Federal Requirements

The PBPP process requires states and MPOs to set targets related to the national goals and to report on progress toward meeting those targets. The following section describes these requirements for MPOs.

Targets

As part of the TPM, each state DOT and MPO must adopt targets to strive for within the planning and programming process. State DOTs and MPOs are required to set targets for a variety of performance measures related to safety, state of good repair and system performance. The process for setting targets will be taking place through 2019. The state DOT will set their targets first and the MPO has 180 days from that time to adopt their own targets. The MPO has two options in terms of setting targets. The MPO can state that it supports the state DOT targets, or it can create its own unique targets. By supporting the state’s targets, GDOT will do the quantitative work and the CORE MPO will reflect the support of the target through its planning and programming activities.

GDOT, CORE MPO, and the Chatham Area Transit Authority (CAT) must coordinate throughout the target setting process to ensure consistency to the maximum extent practicable. For each performance measure, the CORE MPO Board will decide to either support statewide target(s), or to establish a quantifiable target(s) specific to the CORE MPO’s planning area.

Reporting

The CORE MPO’s MTP must describe the performance measures and targets, evaluate the performance of the transportation system and report on progress made towards achieving the targets. The TIP must link investment priorities to the targets in the MTP and describe the anticipated effect of the program toward

achieving established targets. CORE MPO must also produce a system performance report showing progress toward the achievement of targets to GDOT.

Assessments

FHWA and FTA will not directly evaluate the CORE MPO progress towards meeting targets for required performance measures but rather the performance will be assessed as part of regular cyclical certification review. FHWA will determine if GDOT has met or made significant progress towards attaining the selected targets for the highway system on an annual basis.

Safety Programming

The first set of performance measures and targets to be addressed is for safety. The Safety Performance Management (PM) Final Rule supports the state's Highway Safety Improvement Program (HSIP) by establishing safety performance measures to assess fatalities and serious injuries on all public roads.

The Safety Performance Management (PM) Final Rule establishes the following five performance measures:

1. **Number of Fatalities⁴:** The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
2. **Rate of Fatalities⁵:** The ratio of total number of fatalities to the number of vehicle miles travelled (VMT, in 100 million VMT) in a calendar year.
3. **Number of Serious Injuries⁶:** The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
4. **Rate of Serious Injuries:** The ratio of total number of serious injuries to the number of VMT (in 100 million VMT) in a calendar year.
5. **Number of Non-motorized Fatalities and Non-motorized Serious Injuries⁷:** The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

Using the methods provided in the federal final rule, GDOT determined the appropriate statewide safety targets as seen in Table 3. Staff from GDOT presented their findings to all state MPOs and presented to the CORE MPO in October of 2017. After careful consideration the CORE MPO Policy Board elected to support GDOT's targets in December of 2017. Although the CORE MPO has opted to support the state's targets initially, the MPO does have the option in the future to establish regional numeric targets for the safety performance measures. The CORE targets were reported to GDOT, which must be able to provide them to FHWA, upon request. MPO targets are not included in the assessment of whether a State met or made significant progress toward meeting its targets.

⁴ Final FARS data is to be used if it is available, otherwise FARS Annual Report File (ARF) data may be used, which is generally available one year before Final FARS data.

⁵ Volume Data: State VMT data is derived from the Highway Performance Monitoring System (HPMS). Metropolitan Planning Organization (MPO) VMT, if applicable, is estimated by the MPO.

⁶ Serious Injury Data: State motor vehicle crash database. Agencies must use the definition for "Suspected Serious Injury (A)" from the MMUCC, 4th edition by April 14, 2019. Prior to April 14, 2019 agencies may use injuries classified as "A" on the KABCO scale through use of NHTSA conversion tables. However, agencies are encouraged to begin using the MMUCC, 4th edition definition and attributes at the beginning of 2019 for a complete and consistent data file for the calendar year.

⁷ The number of non-motorized fatalities is the total number of fatalities with the FARS person attribute codes: (5) Pedestrian, (6) Bicyclist, (7) Other Cyclist, and (8) Person on Personal Conveyance. The number of nonmotorized serious injuries is the total number of serious injuries where the injured person is, or is equivalent to, a pedestrian (2.2.36) or a pedalcyclist (2.2.39) as defined in ANSI D16.1-2007.

For the 2018 performance period, CORE MPO has elected to accept and support the State of Georgia’s safety targets detailed in Table 3 for all five safety performance measures. CORE MPO will:

- Address areas of concern for fatalities or serious injuries within the CORE MPO’s metropolitan planning area through coordination with GDOT and incorporation of safety considerations on all projects;
- Integrate safety goals, objectives, performance measures, and targets into the planning process; and
- Include the anticipated effect toward achieving the targets noted above within the TIP, effectively linking investment priorities to safety target achievement.

Table 3: Georgia Department of Transportation Safety Performance Targets 2018*

Performance Measure		Target
Fatalities	Number of Fatalities	To maintain the 5-year rolling average for traffic fatalities under the projected 1,593.3 (2014 – 2018) 5-year average by December 2018
	Rate of Fatalities per 100 million vehicle miles traveled (VMT)	To maintain the 5-year rolling average for the rate of traffic fatalities per 100 million VMT under the projected 1.32 (2014 – 2018) 5-year average by December 2018
Serious Injuries	Number of Serious Injuries	To maintain the 5-year rolling average for serious injuries under the projected 19,642.8 (2014 – 2018) 5-year average by December 2018
	Rate of Serious Injuries per 100 million VMT	To maintain the 5-year rolling average for the rate of serious injuries per 100 million VMT under the projected 16.318 (2014 – 2018) 5-year average by December 2018
Non Motorized	Number of Non-motorized Fatalities and Serious Injuries	To maintain the 5-year rolling average for non-motorized fatalities and serious injuries under the projected 1,027.2 (2014 – 2018) 5-year average by December 2018

*Safety Targets are updated annually. The most current Safety Targets can be found in Appendix A

CORE MPO FY 2018-2021 TIP Safety Projects

To support progress towards approved highway safety targets, the FY 2018-2021 TIP includes a number of key safety investments. A total of \$443 million has been programmed in the FY 2018-2021 TIP to improve highway safety; averaging approximately \$148 million per year.

The following table serves as a visualization tool to show how the projects programmed in the CORE MPO FY 2018 – 2021 TIP relate to federal performance measures, underscoring the strong alignment between CORE MPO’s planning and TIP programming process and federal transportation planning priorities (see Table 4). The majority of the projects in the current TIP have elements that support the state’s safety targets. As projects are completed and future crash data is collected we will be able to make further correlations between reductions in fatalities and serious injuries based on the transportation investments made within the region.

Table 4: TIP Projects and Federal Performance Measures

PI #	DESCRIPTION	Federal Performance Measures						
		Safety	Pavement & Bridge	Congestion	Freight	Air Quality	Transit Safety	Transit Asset management
0012757	I-16 From I-95 to I-516	X	X	X	X			
0012758	I-16 @ I-95 Interchange Reconstruction	X	X	X	X			
0013741	SR 25/US 17 @ Savannah River in Port Wentworth	X	X		X			
0013742	SR 25/US 17 @ Middle River in Port Wentworth	X	X		X			
0007128	CR 787/Island Expressway @ Wilmington River/Bascule Bridge	X	X	X				
0007631	Truman Linear Park Trail - Phase II-A	X				X		
0015306	Truman Linear park Trail - Phase II-B	X				X		
0008358	I-516 @ CS 1503/DeRenne Ave	X		X	X			
0010028	CS 1097/Delesseps/La Rouche Ave from Waters Ave to Skidaway Road	X	X			X		
0013727	I-16 @ SR 307	X	X	X	X			
0013280	CAT Vehicle Purchase for 2018						X	X
0015977	CAT- Bus Reliability Initiative						X	X
0015978	CAT - Maintenance Equipment Upgrades						X	X
0015979	CAT - Electric Bus Conversion Initiative					X	X	X
532370	SR 144 EB from S OF CR 100 to S of CR 154	X	X	X				
TBA	CAT Bikeshare System Expansion Phase 2					X		
0015980	McQueens Island Trail Restoration and Mitigation	X				X		
0006328	Brampton Road Conn from SR 21/SR 25 to SR 21 SPUR			X	X			

Table 4: TIP Projects and Federal Performance Measures (Continued)

PI #	DESCRIPTION	Federal Performance Measures						
		Safety	Pavement & Bridge	Congestion	Freight	Air Quality	Transit Safety	Transit Asset management
0006700	Effingham Parkway from CR156/Blue Jay/Effingham to SR 30/Chatham			X				
521855	SR 26 from I-516 to CS 188/Victory Drive	X	X	X	X			
0008359	East DeRenne from SR 204 to Harry S Truman Parkway	X	X	X	X			
0010236	SR 21 from CS 346/Mildred Street to SR 204	X	X	X	X			
0015704	SR 404 Spur/US 17 @ Back River	X	X	X	X			
0015705	SR 404 Spur/US 17 From NE of Savannah Harbor Parkway to Back River	X	X	X	X			
Transit	Section 5307, Section 5337, Section 5339, Ferry boat program						X	X
Lump Sum	Lump Sum Projects	X	X	X	X	X		

The following Table includes a brief description of how each project programmed in the FY 2018-2021 TIP supports the GDOT’s targets on reducing fatalities and serious injuries. For detailed information please visit the CORE MPO interactive TIP at <http://core.dtstiptool.com/> or visit <http://www.thempc.org/Dept/Tip>. Figure 3 maps each of the projects that support the safety targets.

Table 5: Project Descriptions

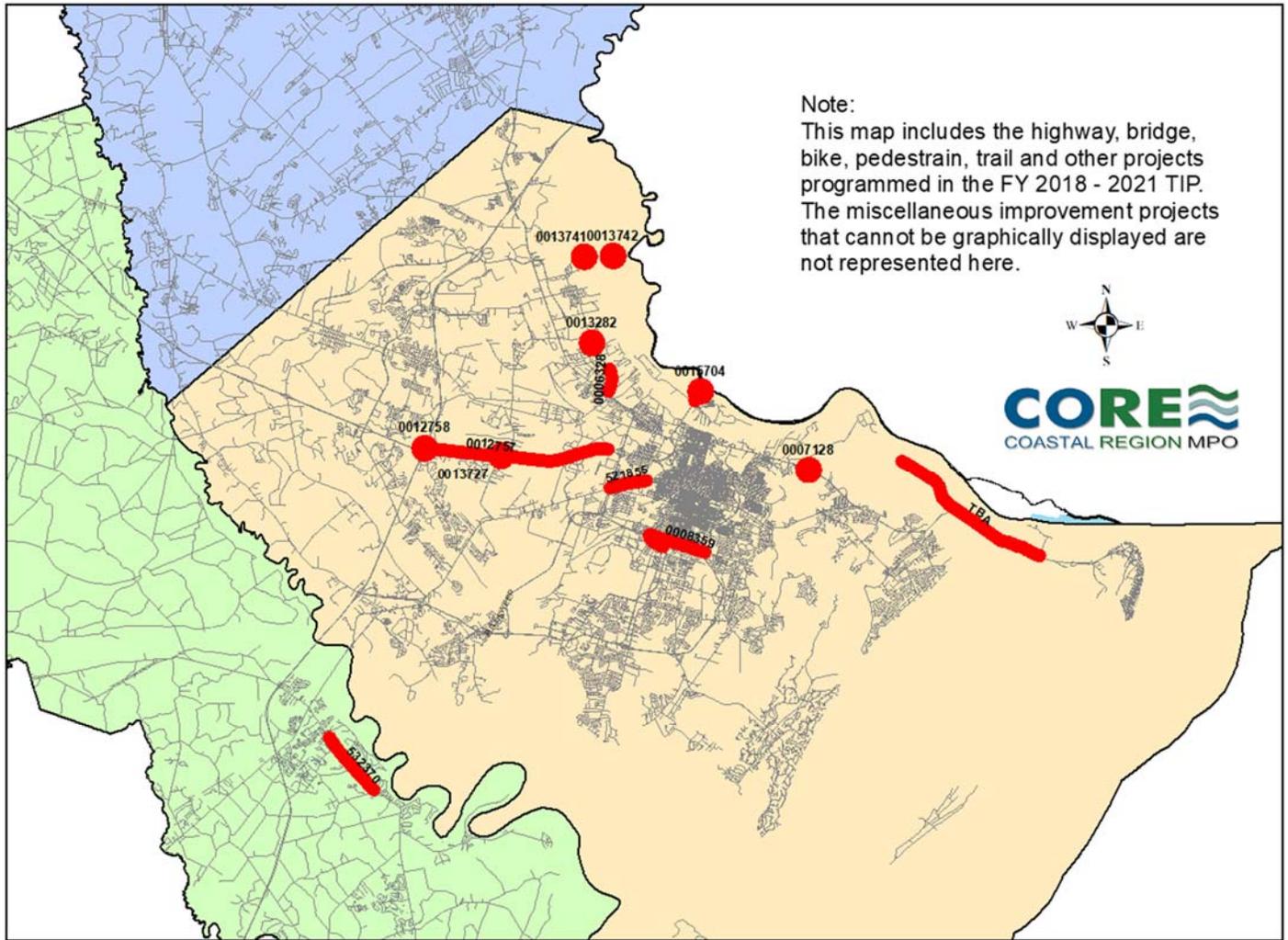
PI#	Project	Description
0012757	I-16 From I-95 to I-516	Widening project which will support safety targets by easing congestion and heavy traffic flow, providing an emergency use ramp across the median for hurricane evacuations and linkage to the Georgia NaviGator system.
0012758	I-16 @ I-95 Interchange Reconstruction	The project will ease heavy traffic flow and enhance safety at the interchange by proving more efficient exit and entrance ramp operations with fewer conflicts. Collector-distributor* (CD) lanes will run parallel to the interstate and help improve traffic flow, speed, and safety. Lighting will be added to the interchange. A linkage to the Georgia NaviGator system will be included.
0013741	SR 25/US 17 @ Savannah River in Port Wentworth	Bridge replacement of an aged structure. Bridge is often closed for emergency repairs and a cause of safety concerns. The bridge improvement will minimize or eliminate the safety concerns.

PI#	Project	Description
0013742	SR 25/US 17 @ Middle River in Port Wentworth	Bridge replacement of an aged structure. Bridge is often closed for emergency repairs and a cause of safety concerns. The bridge improvement will minimize or eliminate the safety concerns.
0007128	CR 787/Island Expressway @ Wilmington River/Bascule Bridge	Replace the existing deteriorated bascule bridges on Island's Expressway over Wilmington River with two fixed span structures. This will help reduce traffic delays in addition to providing a safe and efficient evacuation from the islands without the worry of the bascule bridges malfunctioning.
0007631	Truman Linear Park Trail - Phase II-A	Supports non- motorized safety by creating dedicated non- motorized facilities
0015306	Truman Linear park Trail - Phase II-B	Supports non- motorized safety by creating dedicated non- motorized facilities
0008358	I-516 @ CS 1503/DeRenne Ave	Reduce traffic congestion and improve safety on DeRenne Avenue by providing a new four-lane divided connector from I-516 to a realigned White Bluff Road with a new direct connection to Hunter Army Airfield and a multi-use path. This project will eliminate the need for traffic bound to or from the Southside to turn at a signalized intersection, thus freeing up more green time for through movements on DeRenne
0013727	I-16 @ SR 307	Operational improvements including widening and relocation of the existing ramps and reconstruction into a diverging diamond interchange for more efficient traffic flow.
532370	SR 144 EB from S OF CR 100 to S of CR 154	This project consists of widening 144 to ease heavy vehicular traffic while supporting non-motorized travel with the addition of including sidewalks and bike lanes.
0015980	McQueens Island Trail Restoration and Mitigation	Supports non- motorized safety by enhancing dedicated non- motorized facilities
521855	SR 26 from I-516 to CS 188/Victory Drive	This project consists of the proposed widening of SR 26/US 80/Ogeechee Road from just east of Lynes Parkway to just east of the Springfield Canal and the SR 26/US 80/Ogeechee Road Intersection with Victory Drive. Approximately 1400 feet of Victory Drive would also be reconstructed to tie the proposed widening of SR 26/US 80/Ogeechee Road into the existing Victory Drive roadway. The existing two-lane roadway would be widened to provide four twelve-foot wide travel lanes, with two four-foot wide bicycle lanes, one in each direction, and a twenty-foot wide raised median. Realignment of the Victory Drive/Ogeechee Road intersection will improve traffic flow and reduce conflicts at the intersection.

PI#	Project	Description
0008359	East DeRenne from SR 204 to Harry S Truman Parkway	Replace the existing two-way left turn lane along DeRenne Avenue between SR 204/Abercorn Street and the Truman Parkway with a landscaped median to create a four-lane divided section. The project will improve signalized intersections to enhance accommodation for pedestrians, improve sidewalks on both sides, establish a parallel bicycle route along DeRenne Drive and remove ineffective acceleration/deceleration lanes.
0010236	SR 21 from CS 346/Mildred Street to SR 204	Improve the raised median along DeRenne Avenue between Mildred Street and Abercorn Street to better control access. The project will also improve signalized intersections to enhance accommodation for pedestrians, and improve sidewalks on both sides of DeRenne Avenue and remove ineffective acceleration/deceleration lanes.
0013282	SR 25 @ Pipemaker Canal- Culvert Replacement	The structure is currently a bridge. While the existing bridge deck length is adequate, the abutment and pile structure result in a constriction to flow. The bridge needs to be replaced with one which spans the connection between the wider channel on either side. This project includes non-motorized access. This project ties into the Port of Savannah International Multi-modal Connector project which includes grade separation and port access roads.
0015704	SR 404 Spur/US 17 @ Back River	A new two-lane bridge structure would be constructed over the Back River to accommodate the additional travel lanes. Upon completion of the proposed project, the existing two-lane bridge would accommodate southbound traffic and the new two-lane bridge would accommodate northbound traffic. This is part of the US 17 widening project which will ease heavy traffic flow, improve safety and provide bike lanes and shoulders.
0015705	SR 404 Spur/US 17 From NE of Savannah Harbor Parkway to Back River	SCDOT in cooperation with FHWA and GDOT, proposes widening and improvements of U.S. 17 from Hutchinson Island in Savannah, Chatham County, Georgia to South Carolina (S.C.) 315 located southwest of Bluffton, South Carolina. Approximately 3,000 feet of the project corridor is located in Chatham County, Georgia. The proposed improvements include the widening of U.S. 17 from two to four travel lanes, divided by a grassed median. This will ease heavy traffic and flow and improve safety.
0010028	CS 1097/Delesseps/La Rouche Ave from Waters Ave to Skidaway Road	The Delesseups Avenue Road and Sidewalk Improvements project involves a minor road widening to 11' travel lanes and curb and gutter to improve drainage from Waters Avenue to Skidaway Road. By providing an accessible route for pedestrians by installing curb & gutter, curb ramps, sidewalk, and crosswalks, push buttons and pedestrian signals at the three existing signals, pedestrians will be encouraged to walk to work and school. *ADA compliance for pedestrian accommodations.

PI#	Project	Description
Lump Sum	Lump Sum Projects	GDOT manages various groups of projects that do not affect the capacity of the roadway, including maintenance, safety, roadway and interchange lighting, safe routes to school, transportation enhancements, highway risk rural roads, regional traffic signal optimization, etc.

Figure 3: CORE MPO FY 2018-2021 TIP Projects Related to Safety



Transportation Asset Management: Bridge and Pavement Conditions

Transportation Asset Management is a strategic approach to cost-effectively and efficiently manage the physical assets of the transportation system. Preserving assets before they deteriorate extends their useful lives and saves money in the long run. This reduces the financial burden on taxpayers, as well as inconveniences to the traveling public that result from unanticipated asset failure and replacement. The 2040 Total Mobility Plan shows the importance of a system in a state of good repair by having an adopted goal for system maintenance as shown in Figure 4.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America’s Surface Transportation Act (FAST ACT) requires states to develop an asset management plan and both states and MPOs are required to adopt targets related to Bridge and Pavement Conditions to better maintain and preserve our infrastructure.

The federal legislation focuses on the National Highway System (NHS). The National Highway System (NHS) is a network of strategic highways within the United States, including the Interstate Highway System and other roads serving major airports, ports, rail or truck terminals, railway stations, pipeline terminals and other strategic transport facilities. As part of the federal legislation the Bridge and Pavement Targets are based on the following performance measures.

Bridge Condition Measures

- Percent of NHS Bridges in Poor condition - Bridges rated *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
- Percent of NHS Bridges in Good condition - Bridges rated as *good* will be evaluated by cost to maintain *good* condition. Bridges rated as FAIR will be evaluated by the cost of replacement vs. rehabilitation to bring the structure back to a condition rating of *good*.

Pavement Condition Measures

- Percent of interstate pavement in Poor condition - Interstate pavements in *poor* condition need work due to either the ride quality or due to a structural deficiency.
- Percent of interstate pavement in Good condition: Interstate pavements rated as *good* will be considered for potential pavement preservation treatments to maintain the *good* rating
- Percent of pavements in Poor condition - Non-interstate NHS pavements in *poor* condition need major maintenance. These will be evaluated for potential projects
- Percent of pavements in Good condition - Non-interstate NHS pavements in *good* condition will be evaluated for potential preservation treatments.

GDOT adopted Bridge and Pavement Condition targets on May 16th, 2018 (see Table 6). The MPO’s are required to either support the state’s targets through planning and programming activities or establish their own quantifiable targets within 180 days of the State target establishment. The CORE MPO adopted to support the state’s targets through planning and programming projects on August 24, 2018.

Figure 4: 2040 Total Mobility Goals and State of Good Repair



Table 6: GDOT Bridge and Pavement Condition Targets

Georgia Targets for Bridge and Pavement Conditions (PM2) Adopted May 2018		
Asset	Performance Measure	Target
Bridge Structures*	Percent of NHS Bridges in Poor condition as a percentage of total NHS bridge deck area.	≤ 10% (NHS) in Poor Condition
	Percent of NHS Bridges in Good condition as a percentage of total NHS bridge deck area	≥ 60% (NHS) in Good Condition
Interstate NHS	Percent of interstate NHS pavement in POOR condition	≤ 5% in Poor Condition
	Percent of interstate NHS pavement in GOOD condition	≥ 50% in Good Condition
Non-Interstate NHS	Percent of NHS pavements in POOR condition	≤ 12% in Poor Condition
	Percent of NHS pavements in GOOD condition	≥ 40% in Good Condition

*Bridge conditions are based on the results of inspections on all bridges structures
*Pavement conditions are measured through field inspections

GDOT will be collecting and analyzing the data statewide. The MPOs will be reporting on efforts to make progress towards the state’s targets through planning and programming projects. A current list of projects in the plan that support making progress towards the state’s targets can be found in table 10. Bridge and Pavement Condition Targets are required to be adopted every 4 years thereafter, with a revision possible at the 2-year mark.

Information GDOTs Transportation Asset Management Plan can be found on their website at www.dot.ga.gov/IS/TAM

System Performance: Reliability, Freight and Air Quality

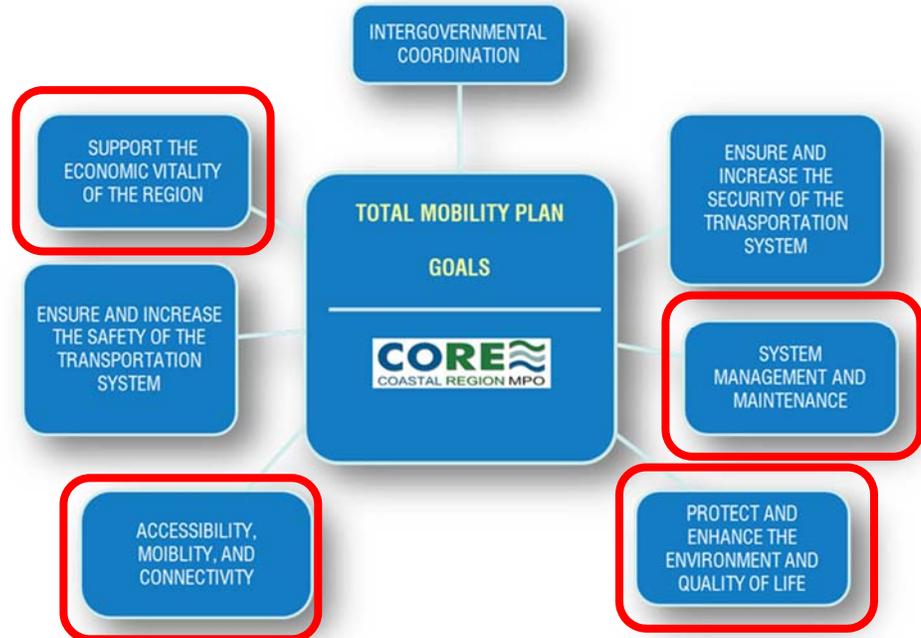
The Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America’s Surface Transportation Act (FAST ACT) requires states and MPOs to adopt System Performance Targets focused on reducing traffic congestion, improving efficiency of the system and freight movement and protecting the environment. The 2040 Total Mobility Plan shows the importance of a system performance by having adopted several goals which support these targets such as protecting the environment, supporting economic vitality, mobility and system management as highlighted in Figure 7.

GDOT adopted System Performance Targets on May 16th, 2018 (see Table 5). The MPOs are required to either support the state’s targets through planning and programming activities or establish their own quantifiable targets within 180 days of the State target establishment. The CORE MPO adopted to support the state’s targets on August 24, 2018.

Figure 5: 2040 Total Mobility Goals and System Performance

GDOT will be collecting and analyzing the data at a statewide level and the CORE MPO will be reporting on our efforts to make progress towards the state’s targets through planning and programming projects. System Performance Targets are required to be adopted every 4 years thereafter, with a revision possible at the 2-year mark.

The System Performance Targets will be measured by the following three performance measures:



- Level of Travel Time Reliability (LOTTR) – The LOTTR is the ratio of the longer travel times (80th percentile) to a “normal” travel time (50th percentile). The measure is intended to capture person-miles traveled that are reliable. Person-miles take into account the users of the roadway including bus, auto, and truck occupancy levels.
- Freight movement will be assessed by the Truck Travel Time Reliability (TTTR) Index - The TTTR ratio will be generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. The TTTR Index will be generated by multiplying each segment’s largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.
- Total emissions reduction - The summation of 2 year and 4 year totals of emissions reductions of applicable criteria pollutant and precursor, in kilograms per day, for all projects funded with Congestion Mitigation and Air Quality (CMAQ) funds. There currently no CMAQ funded projects in the Savannah area but this information will be collected by GDOT on a statewide level where applicable.

Table 7: GDOT Adopted System Performance Targets

Georgia Targets for System Performance (PM3) Adopted May 2018					
Performance Measure		Geographic Extent	Applicable Roadways	2 Year Target	4 Year Target
System Efficiency	Percent of person-miles traveled on the interstate that are reliable	Statewide	Interstate	73%	67%
	Percent of person-miles traveled on the non-interstate NHS that are reliable	Statewide	Non-Interstate	N/A	81%
	Truck travel Time Reliability (TTTR) Index	Statewide	Interstate	1.66	1.78
Emissions	Total Emissions	Statewide	All Roads	VOC: 764.309 kg/day NOx: 1,429.118 kg/day	VOC: 748.185 kg/day NOx: 1,347.270 kg/day

Implementation differs for the Interstate and non-Interstate National Highway System (NHS) measures for the first performance period. State DOTs must establish 2- and 4- year targets for the Interstate, but only a 4-year target for the non-Interstate NHS, by May 20, 2018. Those targets will be reported in the State’s baseline performance period report. The State DOTs have the option to adjust 4-year targets in their mid performance period progress report, due October 1, 2020. For the first performance period only, there is no requirement for States to report baseline condition performance or 2-year targets for the non-Interstate NHS before the mid performance period progress report. This will allow State DOTs to consider more complete data. The process will align for both Interstate and non-Interstate measures with the beginning of the second performance period on January 1, 2022. A current list of projects in the plan that support making progress towards the state’s targets can be found in table 10.

Transit Asset Management

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 in order to help keep their systems operating smoothly and efficiently. The 2040 Total Mobility Plan shows the importance of a system in a state of good repair by having an adopted goal for system maintenance as shown in Figure 6.

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. Transit agencies are required to develop TAM plans and submit their targets to the Federal Transit Administration’s (FTA’s) National Transit Database (NTD).

Currently, there is an estimated \$85.9 billion transit SGR backlog. The regulations apply to all transit providers that are recipients or subrecipients of federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage transit capital assets used in the provision of public transportation.

There are two transit agencies operating within the 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.

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. The transit agencies are responsible for collecting data and reporting their progress towards meeting their targets to the NTD annually. The transit agency submission to the NTD should include: projected targets for the next fiscal year, condition assessments and performance results, and a narrative report on changes in transit system conditions and the progress toward achieving previous performance targets. 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.

As a part of the TAM framework the CORE MPO is required to also set a TAM target. The MPO has adopted Regional TAM Targets which encompass both CAT and CRC needs (see Table 8). The MPO will reflect the support of the targets through its planning and programming activities. The MPO is not required to report to the NTD.

Figure 6: 2040 Total Mobility Goals and Transit Asset Management

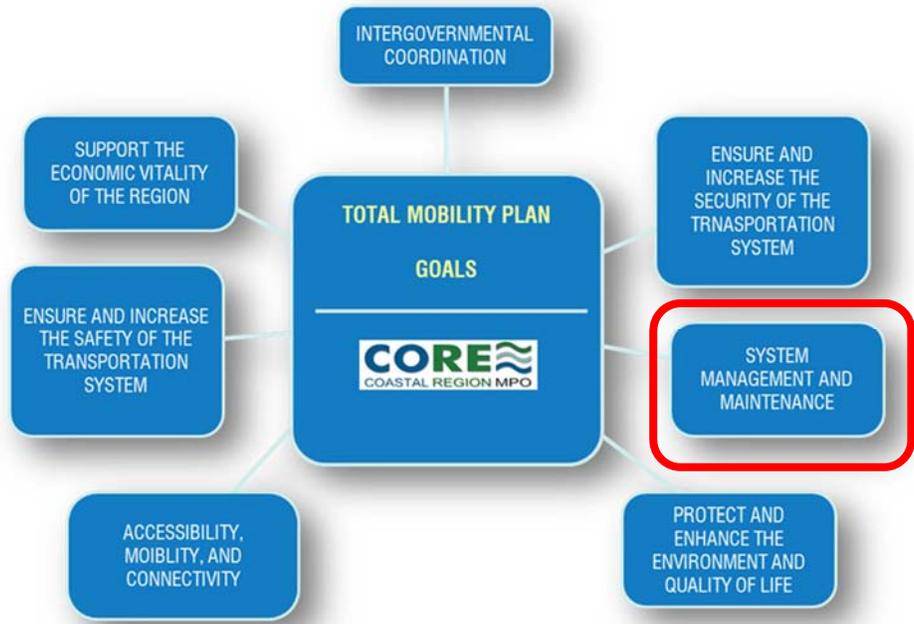


Table 8: Regional Transit Asset Management Targets

Asset Category	Vehicle Class	Regional Target (% in State of Good Repair)
Rolling Stock	Bus (BU)	85%
	Cutaway bus (CU)	79%
	Minivan (MV)	50%
	Van (VN)	50%
	School Bus (SB)	50%
	Ferryboat (FB)	100%
Equipment	Automobile (AO)	26%
	Trucks and other Rubber Tire Vehicles	45%
	Maintenance	100%
Facilities	Admin/Maintenance Facility	50%
	Passenger & Parking	90%

To support the regional transit agency targets for asset management several projects are identified in the financially constrained portion of the 2040 Total Mobility Plan as well as programmed in the FY 2018-2021 TIP. Table 9 lists the transit asset management supportive projects in our current planning documents. For more detail on CAT’s and CRC’s other initiatives please visit CAT’s web page at www.catchacat.org and CRCs web page at www.crc.ga.gov.

Table 9: Programmed Transit Asset Management Projects

PI #	DESCRIPTION	DESCRIPTION
0013280	CAT Vehicle Purchase	CAT ADA compliant Vehicle Purchase for 2018
0015977	CAT- Bus Reliability Initiative	Chatham Area Transit Authority (CAT) is seeking funding to replace three heavy-duty diesel transit vehicles in its aging fleet. CAT proposes to use the funding to replace the oldest and least reliable buses in its fleet, which were delivered in 2003. With an updated fleet of vehicles and a more consistent replacement schedule, CAT will be able to provide a more reliable and higher quality transit service to the community.
0015978	CAT - Maintenance Equipment Upgrades	Chatham Area Transit Authority (CAT) is requesting funds to procure essential maintenance equipment: a tire alignment rack, vehicle lift systems, diagnostic technology, software upgrade, radio systems, facility upgrades, and various tools.
0015979	CAT - Electric Bus Conversion Initiative	Chatham Area Transit Authority (CAT) is requesting funds to retire and replace two heavy-duty diesel transit vehicles with two zero emission, battery-powered electric transit vehicles and a fast-charger. Converting CAT’s fleet to battery-powered electric vehicles will not only reduce the community’s carbon footprint, but it will also reduce maintenance costs over the lifespan of the vehicles. CAT proposes to use the funding to replace the oldest and least reliable buses in its fleet, which were delivered in 2003. The EV fast-charger will be installed at one of CAT’s primary transfer locations for maximum deployment flexibility.
Transit	Section 5307, Section 5337, Section 5339, Ferry boat program	Projects include operating assistance, safety and security, passenger amenities, transit planning, facility enhancements, vehicle purchases in addition to a new ferry maintenance facility on Hutchinson Island and new West River Street ferry dock near the Kessler development.
Transit	Coastal Region Rural Planning Funds Section 5304 and 5311	Planning, Capitola and Operations

*This list contains only projects programmed the regional TIP.
For more information on CAT visit <http://www.catchacat.org/about-cat/transparency/> and for CRC visit <http://www.crc.ga.gov/departments/trans/trans.html>

Next Steps

The CORE MPO will continue to support the state's targets through planning and programming activities and document system performance towards meeting the state's targets. MTP update due in late August 2019 will fully integrate all the adopted targets.

Appendix A: Related Performance Based Planning and Programming
Resolutions and Agreements



METROPOLITAN PLANNING ORGANIZATION

Resolution to Amend the FY 2018 – 2021 Transportation Improvement Program of the Coastal Region Metropolitan Planning Organization (CORE MPO)

WHEREAS, the United States Department of Transportation promulgated transportation planning regulations in 23 CFR 450.340; and

WHEREAS, regulations in 23 CFR 450.340 state a two year phase period (on or after May 27, 2018) from the effective date of each rule establishing performance measures under 23 U.S.C. 150(c), 49 U.S.C. 5326, and 49 U.S.C. 5329 where MPOs can only adopt an update, amendment, or conformity determination for a long-range plan, STIP, or TIP, if it has been developed according to the provisions and requirements of the Final Planning Rule (23 CFR 450); and

WHEREAS, the Coastal Region Metropolitan Planning Organization (CORE MPO) desires to adopt an amendment to the FY 2018 - 2021 Transportation Improvement Program (TIP) for the CORE MPO transportation planning area to meet federal regulations (23 CFR 450) which require that the Transportation Improvement Program support the adopted Safety Performance Management Targets as part of the Performance Based Planning and Programming process for urbanized areas; and

WHEREAS, the Coastal Region Metropolitan Planning Organization (CORE MPO) has been designated by the Governor of Georgia as the Metropolitan Planning Organization for the Savannah urbanized area; and

WHEREAS, the proposed TIP amendment clarifies how the TIP incorporates performance based planning and programming and supports the following adopted GDOT Safety Performance Management Targets:

- Number of Fatalities – To maintain the 5-year rolling average for traffic fatalities under the projected 1,593.3 (2014 – 2018) 5-year average by December 2018.
- Rate of Fatalities per 100 million vehicle miles traveled (VMT) – To maintain the 5-year rolling average for the rate of traffic fatalities per 100 million VMT under the projected 1.32 (2014 – 2018) 5-year average by December 2018.
- Number of Serious Injuries – To maintain the 5-year rolling average for serious injuries under the projected 19,642.8 (2014 – 2018) 5-year average by December 2018.
- Rate of Serious Injuries per 100 million VMT – To maintain the 5-year rolling average for the rate of serious injuries per 100 million VMT under the projected 16.318 (2014 – 2018) 5-year average by December 2018.
- Number of Non-motorized Fatalities and Serious Injuries – To maintain the 5-year rolling average for non-motorized fatalities and serious injuries under the projected 1,027.2 (2014 – 2018) 5-year average by December 2018.

WHEREAS, CORE MPO has completed a 15-day public review and comment period for the proposed TIP amendments according to the Participation Plan and addressed all comments received; and

WHEREAS, CORE MPO has conducted a public hearing for the proposed amendments, and has taken into consideration comments made at the public hearing; and

WHEREAS, CORE MPO desires to complete the amendment process to incorporate the proposed changes into the FY 2018 – 2021 TIP.



METROPOLITAN PLANNING ORGANIZATION

**Resolution to Amend the FY 2018 – 2021 Transportation Improvement Program of
the Coastal Region Metropolitan Planning Organization (CORE MPO)**

NOW, THEREFORE, BE IT RESOLVED THAT, the Coastal Region Metropolitan Planning Organization approves the proposed amendments to the FY 2018 - 2021 Transportation Improvement Program as shown in the summary of TIP amendment report with any corrections based upon the motion of June 27, 2018.

Approved this day, June 27, 2018.

A handwritten signature in blue ink, reading "Albert J. Scott". The signature is written in a cursive style and is positioned above a horizontal line.

Albert J. Scott, Chairman
Coastal Region Metropolitan Planning Organization

**RESOLUTION BY THE COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
(CORE MPO)**

ADOPTION OF CORE MPO SAFETY TARGETS
(Targets effective at time of adoption through February 27, 2019)

WHEREAS, federal regulations (23 CFR Part 490) require that the Metropolitan Transportation Plans and Transportation Improvement Programs include Safety Performance Management Targets for urbanized areas; and

WHEREAS, the Technical Coordinating Committee (TCC) of the Coastal Region Metropolitan Planning Organization (CORE MPO) in coordination with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Georgia Department of Transportation (GDOT) has reviewed the requirements to adopt Safety Performance Management Targets for use in the CORE MPO's transportation process; and

WHEREAS, the TCC at its December 7, 2017 meeting recommended that CORE MPO support the Safety Performance Management Targets approved by GDOT as follows:

- Number of Fatalities – To maintain the 5-year rolling average for traffic fatalities under the projected 1,593.3 (2014 – 2018) 5-year average by December 2018.
- Rate of Fatalities per 100 million vehicle miles traveled (VMT) – To maintain the 5-year rolling average for the rate of traffic fatalities per 100 million VMT under the projected 1.32 (2014 – 2018) 5-year average by December 2018.
- Number of Serious Injuries – To maintain the 5-year rolling average for serious injuries under the projected 19,642.8 (2014 – 2018) 5-year average by December 2018.
- Rate of Serious Injuries per 100 million VMT – To maintain the 5-year rolling average for the rate of serious injuries per 100 million VMT under the projected 16.318 (2014 – 2018) 5-year average by December 2018.
- Number of Non-motorized Fatalities and Serious Injuries – To maintain the 5-year rolling average for non-motorized fatalities and serious injuries under the projected 1,027.2 (2014 – 2018) 5-year average by December 2018.

NOW, THEREFORE, BE IT RESOLVED that the Coastal Region Metropolitan Planning Organization Board concurs with the recommendations of the Technical Coordinating Committee and agrees to support the Safety Performance Management Targets as approved by the Georgia Department of Transportation.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Coastal Region Metropolitan Planning Organization Board at a meeting held on December 13, 2017.



Albert J. Scott, Chairman
Coastal Region Metropolitan Planning Organization



METROPOLITAN PLANNING ORGANIZATION

RESOLUTION BY THE COASTAL REGION METROPOLITAN PLANNING ORGANIZATION (CORE MPO)

ADOPTION OF CORE MPO SAFETY TARGETS (Targets effective at time of adoption through February 27, 2020)

WHEREAS, federal regulations (23 CFR Part 490) require that the Metropolitan Transportation Plans and Transportation Improvement Programs include Safety Performance Management Targets for urbanized areas; and

WHEREAS, the Technical Coordinating Committee (TCC) of the Coastal Region Metropolitan Planning Organization (CORE MPO) in coordination with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Georgia Department of Transportation (GDOT) has reviewed the requirements to adopt Safety Performance Management Targets for use in the CORE MPO's transportation process; and

WHEREAS, the TCC at its December 6, 2018 meeting recommended that CORE MPO support the Safety Performance Management Targets approved by GDOT as follows:

- To maintain the 5-year moving average traffic fatalities under the projected 1,655 (2015-2019) 5-year average by December 2019.
- To maintain the 5-year moving average traffic fatalities per 100M VMT under the projected 1.31 (2015-2019) 5-year average by December 2019.
- To maintain the 5-year moving average serious traffic injuries under the projected 24,324 (2015-2019) 5-year average by December 2019.
- To reduce the 5-year moving average serious traffic injuries for every 100 million vehicle miles travelled by 3% from baseline 19.6 (2012-2016) 5-year average to 18.9 (2015-2019) 5-year average by December 2019.
- To maintain the 5-year moving average non-motorist fatalities and serious injuries under the projected 1,126 (2017-2021) 5-year average by December 2021.

NOW, THEREFORE, BE IT RESOLVED that the Coastal Region Metropolitan Planning Organization Board concurs with the recommendations of the Technical Coordinating Committee and agrees to support the Safety Performance Management Targets as approved by the Georgia Department of Transportation.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Coastal Region Metropolitan Planning Organization Board at a meeting held on December 12, 2018.

A handwritten signature in blue ink that reads "Albert J. Scott". The signature is written over a horizontal line.

Albert J. Scott, Chairman
Coastal Region Metropolitan Planning Organization



METROPOLITAN PLANNING ORGANIZATION

**Resolution to Adopt Bridge and Pavement Conditions Targets
for the Coastal Region Metropolitan Planning Organization (CORE MPO)**

WHEREAS, federal regulations (23 CFR Part 490) require that the Metropolitan Transportation Plans and Transportation Improvement Programs include Bridge and Pavement Condition Performance Management Targets for urbanized areas; and

WHEREAS, the Technical Coordinating Committee (TCC) of the Coastal Region Metropolitan Planning Organization (CORE MPO) in coordination with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Georgia Department of Transportation (GDOT) has reviewed the requirements to adopt Bridge and Pavement Condition Performance Management Targets for use in the CORE MPO’s transportation planning process; and

WHEREAS, the TCC at its August 16th, 2018 meeting recommended that CORE MPO support the Bridge and Pavement Condition Targets approved by GDOT as follows:

Georgia Targets for Bridge and Pavement Conditions (PM2) Adopted May 2018			
MA	Performance Measure	Description*	Target
Bridge Structures*	Percent of NHS Bridges in Poor condition as a percentage of total NHS bridge deck area.	Bridges rated 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
	Percent of NHS Bridges in Good condition as a percentage of total NHS bridge deck area	Bridges rated as GOOD will be evaluated by cost to maintain GOOD condition. Bridges rated as FAIR will be evaluated by the cost of replacement vs. rehabilitation to bring the structure back to a condition rating of GOOD.	≥ 60% (NHS) in Good Condition
Interstate NHS	Percent of Interstate NHS pavement in POOR condition	Interstate 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
	Percent of Interstate NHS pavement in GOOD condition	Interstate pavements 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
	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

NOW, THEREFORE, BE IT RESOLVED that the Coastal Region Metropolitan Planning Organization Board concurs with the recommendations of the Technical Coordinating Committee and agrees to adopt Bridge and Pavement Condition Performance Management Targets.



METROPOLITAN PLANNING ORGANIZATION

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Coastal Region Metropolitan Planning Organization Board at a meeting held on August 22, 2018.

A handwritten signature in black ink, which appears to read "Albert J. Scott". The signature is written in a cursive style and is positioned above a horizontal line.

Albert J. Scott, Chairman
Coastal Region Metropolitan Planning Organization



METROPOLITAN PLANNING ORGANIZATION

**Resolution to Adopt System Performance Targets
for the Coastal Region Metropolitan Planning Organization (CORE MPO)**

WHEREAS, federal regulations (23 CFR Part 490) require that the Metropolitan Transportation Plans and Transportation Improvement Programs include System Performance Targets for urbanized areas; and

WHEREAS, the Technical Coordinating Committee (TCC) of the Coastal Region Metropolitan Planning Organization (CORE MPO) in coordination with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Georgia Department of Transportation (GDOT) has reviewed the requirements to adopt System Performance Targets for use in the CORE MPO’s transportation planning process; and

WHEREAS, the TCC at its August 16th, 2018 meeting recommended that CORE MPO support the statewide System Performance Targets approved by GDOT as follows:

Georgia Targets for System Performance (PM3) Adopted May 2018					
Performance Measure		Geographic Extent	Applicable Roadways	2 Year Target	4 Year Target
System Efficiency	Percent of person-miles traveled on the interstate that are reliable	Statewide	Interstate	73%	67%
	Percent of person-miles traveled on the non-interstate NHS that are reliable	Statewide	Non-Interstate	N/A	81%
	Truck travel Time Reliability (TTTR) Index	Statewide	Interstate	1.66	1.78
Emissions	Total Emissions	Statewide	All Roads	VOC: 205.7 kg/day NOx: 563.3 kg/day	VOC: 386.6 kg/day NOx: 1,085 kg/day

*This does not apply to the Savannah area at this time. GDOT, Atlanta Regional Commission and Cartersville-Bartow

NOW, THEREFORE, BE IT RESOLVED that the Coastal Region Metropolitan Planning Organization Board concurs with the recommendations of the Technical Coordinating Committee and agrees to adopt the System Performance Targets.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Coastal Region Metropolitan Planning Organization Board at a meeting held on August 22, 2018.

Albert J. Scott, Chairman
Coastal Region Metropolitan Planning Organization



METROPOLITAN PLANNING ORGANIZATION

RESOLUTION

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION

AUTHORIZATION FOR THE GEORGIA ASSOCIATION OF METROPOLITAN PLANNING ORGANIZATIONS (GAMPO) CHAIR TO SIGN THE GEORGIA PERFORMANCE MANAGEMENT AGREEMENT ON BEHALF OF THE CORE MPO

WHEREAS, the United States Department of Transportation promulgated transportation planning regulations in 23 CFR 450.314, and

WHEREAS, Metropolitan Planning Organizations (MPOs) and States 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 MPOs and States 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), and

WHEREAS, the Coastal Region Metropolitan Planning Organization (CORE MPO) has been designated by the Governor of Georgia as the Metropolitan Planning Organization for the Savannah urbanized area; and

WHEREAS, The Georgia Association of Metropolitan Planning Organizations (GAMPO) is a fifteen-member Board of Directors representing each of the fifteen MPOs in the State of Georgia and provides a streamlined forum for MPOs in the State of Georgia; and

WHEREAS, The GAMPO directors, unanimously voted to approve GAMPO to enter into an agreement with The Georgia Department of Transportation as federally required by 23 CFR 450.314 on behalf of the Georgia State MPOs.

NOW, THEREFORE BE IT RESOLVED, that the Coastal Region Metropolitan Planning Organization authorizes the GAMPO Chairman to sign the Georgia Performance Management Agreement on behalf of the CORE MPO.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Coastal Region Metropolitan Planning Organization Board at a meeting held on May 22, 2018.

A handwritten signature in blue ink, appearing to read "Albert J. Scott". The signature is written over a horizontal line.

Albert J. Scott, Chairman

Coastal Region Metropolitan Planning Organization

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



METROPOLITAN PLANNING ORGANIZATION

**Resolution to Adopt Regional Transit Asset Management Targets
for the Coastal Region Metropolitan Planning Organization (CORE MPO)**

WHEREAS, the United States Department of Transportation promulgated transit planning regulations in 49 CFR Part 625.45; and

WHEREAS, federal regulations (49 CFR part 625.45) require that the Metropolitan Transportation Plans and Transportation Improvement Programs include Transit Asset Management Performance (TAM) Targets for urbanized areas; and

WHEREAS, the Chatham Area Transit Authority (CAT) has set Transit Asset Management Performance for the CAT transit system and the Georgia Department of Transportation has set Transit Asset Management Performance Targets for the Coastal Regional Commission both of which are transit agencies operating within the CORE boundaries; and

WHEREAS, the CORE MPO has set regional targets which encompass both transit agencies targets and needs for the purposes of metropolitan planning and programming; and

WHEREAS, CAT and GDOT are each responsible for annually setting TAM targets for their respective systems and subrecipients, sharing TAM targets with CORE, collecting data, preparing and updating a TAM Plan every four years and reporting their progress on their targets to the Federal Transit Administration via the National Transit Database (NTD); and

WHEREAS, The CORE MPO is responsible for adopting TAM targets and incorporating TAM targets and practices into the Metropolitan Transportation Plan and the Transportation Improvement Program which support the transit agencies operating within the MPO boundary; and

WHEREAS, the TCC at its August 16th, 2018 meeting recommended that CORE MPO support the following Regional Transit Asset Management Performance Targets and incorporate the TAM targets into the MTP and TIP.

Asset Category	Vehicle Class	Regional Target (% in State of Good Repair)
Rolling Stock	Bus (BU)	85%
	Cutaway bus (CU)	79%
	Minivan (MV)	50%
	Van (VN)	50%
	School Bus (SB)	50%
	Ferryboat (FB)	100%
Equipment	Automobile (AO)	26%
	Trucks and other Rubber Tire Vehicles	45%
	Maintenance	100%
Facilities	Admin/Maintenance Facility	50%
	Passenger & Parking	90%

NOW, THEREFORE, BE IT RESOLVED that the Coastal Region Metropolitan Planning Organization Board concurs with the recommendations of the Technical Coordinating Committee and agrees to adopt the Regional Transit Asset Management Performance Targets.



METROPOLITAN PLANNING ORGANIZATION

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Coastal Region Metropolitan Planning Organization Board at a meeting held on August 22, 2018.

A handwritten signature in black ink, appearing to read "Albert J. Scott", written over a horizontal line.

Albert J. Scott, Chairman
Coastal Region Metropolitan Planning Organization



METROPOLITAN PLANNING ORGANIZATION RECEIVED

OCT 24 2018

METROPOLITAN PLANNING COMMISSION

Coastal Region MPO Performance-Based Transit Planning Agreement

WHEREAS, On May 27, 2016, the final rule for statewide and metropolitan transportation planning was published, based on 2012's Moving Ahead for Progress in the 21st Century (MAP-21) Act and 2015's Fixing America's Transportation System (FAST) Act which promulgated transportation planning regulations in 23 CFR 450.314, and

WHEREAS, Metropolitan Planning Organizations (MPOs), States, 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 to jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and

WHEREAS, The Georgia Department of Transportation (GDOT), the Coastal Region Metropolitan Planning Organization (CORE MPO), Chatham Area Transit (CAT) and The Coastal Regional Commission (CRC) hereby agree to share transit asset management data, targets, and plans as follows:

- Providers will share their Transit Asset Management (TAM) Plan and TAM targets with the MPO and GDOT, and report to the National Transit Database.
- Providers will coordinate with the MPO and GDOT during the development of their TAM Plan and targets.
- The MPO will set TAM targets for their planning area in coordination with providers in their planning area and share those targets with providers and GDOT.
- GDOT sponsors a Group TAM Plan for participating Tier 2 transit providers, collects inventory information from these providers, sets targets in coordination with the providers, and shares the TAM Plan with providers and MPOs statewide.
- The CORE MPO will reflect TAM targets in its short range and long range planning documents, and share with those targets with GDOT and providers in the MPO planning area.
- GDOT will provide a Statewide Transportation Improvement Program (STIP) Performance Report reflecting TAM targets set by the GDOT Group Plan and will share this report with MPOs and transit providers statewide.



METROPOLITAN PLANNING ORGANIZATION

NOW, THEREFORE, BE IT RESOLVED, that the parties do hereby agree to adhere to the preceding coordination mechanisms to meet performance-based planning and programming requirements for transit in accordance with 23 CFR 450.314(h) and established federal guidance.

MPO Signature: [Signature] Date: 10/17/2018

Melanie Wilson, Executive Director
Print Name and Title

Chatham County - Savannah
Metropolitan Planning Commission
Organization Name

GDQT Signature: [Signature] Date: 10-29-18

Nancy Cobb - Asst Division Director
Print Name and Title

Georgia Department of Transportation
Organization Name

Name of Public Transportation Provider 1: Chatham Area Transit

DocuSigned by: Curtis Koleber, Executive Director
Provider Signature: [Signature] Date: 10/18/2018 12:40:39 PM EDT
Print Name and Title

Name of Public Transportation Provider 2: Coastal Regional Coaches (Coastal Regional Commission)

Provider Signature: [Signature] Date: 10/18/18
Print Name and Title: Arian Burns, Ex. Dir.

RECEIVED

OCT 24 2018

METROPOLITAN PLANNING COMMISSION

Appendix B: Public Participation Materials



METROPOLITAN PLANNING ORGANIZATION

June 2018

PUBLIC NOTICE for MTP and TIP AMENDMENTS

The Coastal Region Metropolitan Planning Organization (CORE MPO), the transportation planning agency for the Savannah urbanized area, is requesting the public to review and provide comments on proposed amendments to the 2040 Metropolitan Transportation Plan (MTP) and FY 2018 – 2021 Transportation Improvement Program (TIP). The MTP evaluates transportation system performance and is a source of policies, projects and actions that implement community vision of transportation improvements needed to reach the community goals. The TIP is the short-term programming document that lists transportation improvement projects to receive funding in the next four years. Reports providing details of the proposed MTP and TIP amendments are available for review at the Live Oak public libraries, the Chatham County-Savannah Metropolitan Planning Commission (MPC) office, the MPC website at <http://www.thempc.org/Dept/Tran>, and other public review agencies. Any changes to the reports will be posted on the website.

The comment period starts on **June 1, 2018** and written comments on the proposed MTP and TIP amendments will be accepted until close of business on **June 15, 2018**. Please send your comments to Stephanie Rossi, Metropolitan Planning Commission, 110 E. State Street, Savannah, GA 31401, or via email at rossis@thempc.org.

CORE MPO will host two separate public hearings at the June 2018 CORE MPO Board meeting – one for the proposed 2040 MTP amendments, and the other for the proposed FY 2018 – 2021 TIP amendments. Meeting time and location are listed below:

CORE MPO Board Meeting

June 27, 2018

10:00 a.m.

MPC Arthur A. Mendonsa Hearing Room

112 East State Street, Savannah, GA 31401

For a complete list of public review agencies or additional information regarding the proposed MTP and TIP amendments, please call (912) 651-1476.

Disclaimer: The Chatham County-Savannah Metropolitan Planning Commission (MPC) and Coastal Region Metropolitan Planning Organization (CORE MPO) are committed to the principle of affirmative action and prohibit discrimination against otherwise qualified persons on the basis of race, color, religion, national origin, age, physical or mental disability, and where applicable, sex (including gender identity and expression), marital status, familial status, parental status, religion, sexual orientation, political beliefs, genetic information, reprisal, or because all or part of an individual's income is derived from any public assistance program in its recruitment, employment, facility and program accessibility or services. MPC and CORE MPO are committed to complying with and enforcing the provisions of the Title VI of the Civil Rights Act and other federal and state non-discrimination authorities. CORE MPO is also committed to taking positive and realistic affirmative steps to ensure the protection of rights and opportunities for all persons affected by its plans and programs.

Appendix C: System Performance Report

Coastal Region Metropolitan Planning Organization System Performance Report 2018

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).¹ 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 Coastal Region MPO (CORE MPO) Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) was amended on June 2018. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the CORE MPO FY 2018-2021 TIP is included, herein, for the required Highway Safety/PM1 performance measures.

¹ 23 CFR 450.314

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 by the States to FHWA for each safety performance measure. Current safety targets address calendar year 2018 and are based on a five-year rolling average (2014-2018). Georgia statewide safety performance targets for 2018 are included in Table 1³. The Coastal Region MPO adopted the Georgia statewide safety performance targets on December 13, 2017. Statewide system conditions for each performance measure are also included in Table 1. System conditions reflect baseline performance, which for this first system performance report is the same as the current reporting period (2012-2016).

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	Georgia Statewide Baseline Performance (Five-Year Rolling Average 2012-2016)	2018 Georgia Statewide Performance Target (Five-Year Rolling Average 2014-2018)
Number of Fatalities	1,305.2	1,593.0
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.148	1.320
Number of Serious Injuries	17,404.6	19,643.0
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	15.348	16.318
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	1,138.0	1,027.2

The 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 FY 2018-20YY 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

² 23 CFR Part 490, Subpart B

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

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 CORE MPO 2040 Total Mobility Plan the region's Metropolitan Transportation Plan (MTP).

- 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 CORE MPO 2040 Total Mobility Plan the region's MTP increases the safety of the transportation system for motorized and non-motorized users as required by The Planning Rule. The RTP 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 \$443 million has been programmed in the FY 2018-2021 TIP to improve highway safety; averaging approximately \$148 million per year.