

**RESOLUTION BY THE MADISON ATHENS-CLARKE OCONEE REGIONAL
TRANSPORTATION STUDY (MACORTS) POLICY COMMITTEE**

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

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

WHEREAS, the Technical Coordinating Committee at its July 25, 2018 meeting recommended that MACORTS support the Performance Management (PM 2& 3) Targets approved by the Georgia Department of Transportation for the period of 2019 – 2022 as follows:

Performance Measures & Targets for PM2 – Bridge & Pavement Condition

National Safety Performance Measures	Description	GDOT PM2 2-Year & 4-Year Targets
Percentage of Interstate Pavement in Good Condition	Interstate pavement rated as 'Good' will be considered for potential pavement preservation treatments to maintain the 'Good' rating.	Greater than or equal to 50% in Good Condition
Percentage of Interstate Pavement in Poor Condition	Pavement conditions are measures through field inspections. Pavements in 'Poor' condition are in need of work due to either the ride quality or due to a structural deficiency.	Less than or equal to 5% in Poor Condition
Percentage of non-Interstate NHS Pavement in Good Condition	Non-interstate NHS pavements in 'Good' condition will be evaluated for potential preservation treatments.	Greater than or equal to 40% in Good Condition
Percentage of non-Interstate NHS Pavement in Poor Condition	Non-interstate NHS pavements in 'Poor' condition are in need of major maintenance. These will be evaluated for potential projects.	Less than or equal to 12% in Poor Condition
Percentage of NHS Bridges Classified as in Good Condition	Bridge Rated as 'Good' will be evaluated as 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	Greater than or equal to 60% (NHS) in Good Condition
Percentage of NHS Bridges Classified as in Poor Condition	Bridge conditions are based on the results of inspections on all Bridge structures. Bridges rated as 'Poor' are safe to drive on; however they are nearing a point where it is necessary to either replace the bridge or extend its service life through substantial rehabilitation investments.	Less than or equal to 10% (NHS) in Poor Condition

Performance Measures & Targets for PM3 – System Performance, Freight, & CMAQ

National Safety Performance Measures	GDOT PM3 - 2-Year Target	GDOT PM3 - 4-Year Target
Percentage of Person-Miles Traveled on the Interstate System that are Reliable	73.0%	67.0%
Percentage of Person-Miles Traveled on non-Interstate NHS that are Reliable	N/A	81%
Truck Travel Time Reliability (TTTR) Index (Interstate)	1.66%	1.78%
Total Emissions Reduction	VOC: 764.309 kg/day; NOx: 1,429.118 kg/day	VOC: 748.185 kg/day; NOx: 1,347.270 kg/day

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

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Madison Athens-Clarke Oconee Regional Transportation Study Policy Committee, at their meeting held on August 8, 2018.

Recommended by:



 Brad Griffin, TCC Chairman / MPO Director

August 8, 2018



 John Daniell, MACORTS Policy Committee Chairperson

August 8, 2018

**Administrative Modification to
MACORTS 2040 Long Range Transportation Plan &
FY 2018 – 2021 Transportation Improvement Program to Include
Transportation Performance Management Targets**

The use of Transportation Performance Management (TPM) provides agencies with a framework for incorporating performance data into making decisions regarding transportation investment to meet the goals and objectives established for the region. This provides accountability and added transparency to the transportation planning process. The requirements for establishing and utilizing Transportation Performance Management in the Metropolitan Planning Organizations began to take shape in Moving Ahead for Progress in the 21st Century (MAP-21) and were further expanded in the Fixing America’s Surface Transportation Act (FAST Act).

The FAST Act prescribed the national goals for performance management to be included in Transportation Plans at the state and local levels. The states and MPO’s are required to coordinate to develop measures and targets for transportation plans in the areas of safety, interstate and NHS pavement condition, interstate and NHS bridge condition, system reliability, freight reliability, peak hour excessive delay, and total emissions reduction. These measures were broken into 3 groups and phased in for implementation:

- Safety Performance Measures – Initial Targets Due February 27, 2018; annually thereafter
- PM2: Pavement and Bridge Condition on Interstate and non-Interstate NHS roads – Initial Targets Due November 12, 2018; every 4 years thereafter
- PM3: Travel Time Reliability, Peak Hour Excessive Delay, and Freight Reliability on Interstate and non-Interstate NHS roads – Initial Targets Due November 12, 2018; every 4 years thereafter

The MPO’s in Georgia and the Georgia Department of Transportation (GDOT) entered into an agreement on March 26, 2018 to codify how MPO’s and GDOT will coordinate to meet the requirements for TPM (see Appendix A).

SAFETY PERFORMANCE TARGETS

The FAST Act and subsequent federal regulations required MPO’s to develop safety performance targets or agree to support the safety performance targets developed by GDOT in terms of planning and programming of projects before the initial deadline of February 27, 2018. Safety targets are required to be adopted annually thereafter. MACORTS agreed on February 14, 2018 to support the safety performance targets developed by GDOT with a resolution amended into the 2040 Long Range Transportation Plan and the FY 2018 – 2021 Transportation Improvement Program. The table below shows the safety targets adopted on February 14, 2018.

National Safety Performance Measures	2018 GDOT Safety Targets (2014 – 2018*)
Number of Fatalities	1,593.3
Rate of Fatalities per 100 million VMT	1.32
Number of Serious Injuries	19,642.8
Rate of Serious Injuries per 100 million VMT	16.318
Total Number of Non-motorized Fatalities & Serious Injuries	1,027.2

*5-year rolling average

PERFORMANCE MANAGEMENT GROUP 2 (PM2) TARGETS

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

The FAST Act and subsequent federal regulations required MPO's to develop performance targets in this category or agree to support the safety performance targets developed by GDOT in terms of planning and programming of projects before the initial deadline of November 12, 2018. Targets in this group are required to be adopted every 4 years thereafter, with a revision possible at the 2-year mark. MACORTS agreed on August 8, 2018 to support the performance targets developed by GDOT with a resolution administratively modified into the 2040 Long Range Transportation Plan and the FY 2018 – 2021 Transportation Improvement Program. The table below shows the targets adopted on August 8, 2018.

National Safety Performance Measures	Description	GDOT PM2 2-Year & 4-Year Targets
Percentage of Interstate Pavement in Good Condition	Interstate pavement rated as 'Good' will be considered for potential pavement preservation treatments to maintain the 'Good' rating.	Greater than or equal to 50% in Good Condition
Percentage of Interstate Pavement in Poor Condition	Pavement conditions are measures through field inspections. Pavements in 'Poor' condition are in need of work due to either the ride quality or due to a structural deficiency.	Less than or equal to 5% in Poor Condition
Percentage of non-Interstate NHS Pavement in Good Condition	Non-interstate NHS pavements in 'Good' condition will be evaluated for potential preservation treatments.	Greater than or equal to 40% in Good Condition
Percentage of non-Interstate NHS Pavement in Poor Condition	Non-interstate NHS pavements in 'Poor' condition are in need of major maintenance. These will be evaluated for potential projects.	Less than or equal to 12% in Poor Condition
Percentage of NHS Bridges Classified as in Good Condition	Bridge Rated as 'Good' will be evaluated as 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	Greater than or equal to 60% (NHS) in Good Condition
Percentage of NHS Bridges Classified as in Poor Condition	Bridge conditions are based on the results of inspections on all Bridge structures. Bridges rated as 'Poor' are safe to drive on; however they are nearing a point where it is necessary to either replace the bridge or extend its service life through substantial rehabilitation investments.	Less than or equal to 10% (NHS) in Poor Condition

PERFORMANCE MANAGEMENT GROUP 3 (PM3) TARGETS

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

The FAST Act and subsequent federal regulations required MPO’s to develop performance targets in this category or agree to support the safety performance targets developed by GDOT in terms of planning and programming of projects before the initial deadline of November 12, 2018. Targets in this group are required to be adopted every 4 years thereafter, with a revision possible at the 2-year mark. MACORTS agreed on August 8, 2018 to support the performance targets developed by GDOT with a resolution administratively modified into the 2040 Long Range Transportation Plan and the FY 2018 – 2021 Transportation Improvement Program. The table below shows the targets adopted on August 8, 2018.

National Safety Performance Measures	GDOT PM3 - 2-Year Target	GDOT PM3 - 4-Year Target
Percentage of Person-Miles Traveled on the Interstate System that are Reliable	73.0%	67.0%
Percentage of Person-Miles Traveled on non-Interstate NHS that are Reliable	N/A	81%
Truck Travel Time Reliability (TTTR) Index (Interstate)	1.66%	1.78%
Total Emissions Reduction	VOC: 764.309 kg/day; NOx: 1,429.118 kg/day	VOC: 748.185 kg/day; NOx: 1,347.270 kg/day

**PROJECT CONTRIBUTION TO PERFORMANCE TARGETS
ESTABLISHMENT OF TARGETS - 2018**

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

L RTP #/ PI#	Project Name	Safety PM	PM2: Pavement & Bridge	PM3: Travel & Freight Reliability & Delay
R-1	Olympic Dr. / Indian Hills Rd Widening	X	X	
R-2	US 29 – Danielsville Rd Connector	X		
R-3	Tallassee Road Widening	X		X
R-4	Hawthorne Avenue Widening	X		X
R-5/ 0010288	Jennings Mill Parkway (ACC)	X		X
R-6	Epps Bridge Parkway Left Turn Lane	X		X
R-7 / 122600	SR 10 Loop at Lexington Rd Interchange	X	X	X
R-8 / 122890	SR 10 Loop at Atlanta Highway Interchange	X	X	X
R-9	SR 10 Loop / Atlanta Highway Connector	X		X
R-10	Mitchell Bridge Rd / Timothy Rd Realignment	X	X	
R-11 / 0007637	Greenway Extension to College Station Road	X		
R-12 / 0007561	Rail to Trail	X		
R-13	Milledge Avenue Safety Improvements	X	X	
R-14	SR 10 Loop at College Station Rd Intersection Improvements	X	X	X
R-15	Fowler Drive Widening	X		X
R-16	Tallassee Road at Lavender Road Realignment	X		
R-17	Old Danielsville Rd / US 29 Intersection Improvements	X		
R-18 / 0012903	US 29 Widening – Phase 1	X	X	X
R-19 / 0012902	US 29 Widening – Phase 2	X	X	X
R-20	Spratlin Mill Road Widening	X		
R-21	Glenn Carrie Road Widening	X		X
R-22	Garnett Ward Rd / Piedmont Rd @ US 29 Intersection Improvements	X		
R-24 / 0007941	Daniels Bridge Rd Widening	X		X
R-25	Hog Mountain Road Widening	X	X	X
R-26	Malcolm Bridge Rd / Mars Hill Rd Intersection	X		

L RTP #/ PI#	Project Name	Safety PM	PM2: Pavement & Bridge	PM3: Travel & Freight Reliability & Delay
R-27 / 0007939	Jimmie Daniel Rd / Jimmy Daniell Rd Widening	X	X	X
R-28 / 142060	Mars Hill Road / Experiment Station Road Widening – Phase 1	X	X	X
R-29 / 0009011	Mars Hill Road / Experiment Station Road Widening – Phase 2	X	X	X
R-30 / 0009012	Mars Hill Road / Experiment Station Road Widening – Phase 3	X	X	X
R-34 / 0013769	SR 316 Interchange at Oconee Connector	X	X	X
R-35 / 0007685	SR 316 Interchange at Dials Mill Extension	X	X	X
R-36 / 0013770	SR 316 Interchange at SR 10 Loop	X	X	X
B-1 / 132805	Macon Highway Bridge over Middle Oconee River		X	
B-2	Tallassee Road Bridge		X	
B-3 / 0013715	SR 10 Loop over Middle Oconee River		X	
B-4 / 0013716	SR 10 Loop at SR 8 / US 29		X	
B-5 / 0013806	SR 10 at North Oconee River		X	
B-6 / 0015645	Belmont Road Bridge over Shoal Creek		X	
B-7 / 0015656	Clotfelter Road Bridge over Barber Creek		X	
Bike-1	Lexington Road Bike Lanes	X		

APPENDIX A
PERFORMANCE MANAGEMENT AGREEMENT

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

- o 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.
 - o GDOT will provide performance data each time a statewide target is established or revised, per Section 2 of this agreement.
 - o 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.
 - o 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

Georgia Metropolitan Planning Organization Transportation Improvement Program System Performance Report – Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS)

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 Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS) Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) was amended on February 14, 2018. Per The Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the MACORTS 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 MACORTS adopted the Georgia statewide safety performance targets on February 14, 2018. 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 MACORTS recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FY 2018-2021 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and

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 MACORTS 2040 Regional Transportation Plan (RTP).

- 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 MACORTS 2040 RTP 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 \$9,681,551 has been programmed in the FY 2018-2021 TIP to improve highway safety; averaging approximately \$2,420,388 per year.