

February 18, 2021

Kaniz S. Sathi
Transportation Planning Specialist
600 West Peachtree Street, 5th Floor
Atlanta, GA 30308

RE: FY18-21 TIP Administrative Modification #16, VLMPO 2045 MTP Administrative Modification #4

Dear Sathi,

The following administrative modification has been made to the FY2018-2021 Transportation Improvement Program (TIP) and 2045 Metropolitan Transportation Plan for the Valdosta Urbanized Area. This administrative modification has been carried out in accordance with the guidelines set forth in these documents and provided by FHWA. Please find attached the Administrative Modification for the 2021 State Performance Targets and Measures. The 2021 State Performance Targets and Measures were also adopted into the FY2021-2024 TIP on December 2, 2020.

Should you have any questions please feel free to contact me at amartin@sgrc.us or 229-333-5277.

Sincerely,


Amy Martin
Regional Planner
Enclosures

Cc:
VLMPO Committees

An Equal Opportunity Employer/Program

(229) 333-5277 | 1937 Carlton Adams Drive, Valdosta, GA 31601
(912) 285-6097 | 1725 S. Ga. Parkway, W., Waycross, GA 31503

<http://www.sgrc.us>

FY2018-2021 Transportation Improvement Plan Administrative Modification #16

Updated State Safety Performance Targets are in Red.

National Transportation Performance Measures and State Targets

Transportation Performance Measurement allows for performance and outcome based programs that will help the Valdosta-Lowndes MPO (VLMPO) make progress toward achieving national and local performance goals as well as improve project-decision making. The Moving Ahead for Progress in the 21st Century Act (MAP-21), which was replaced with the Fixing America’s Surface Transportation Act (FAST Act) requires states and MPOs to develop performance measures for their long-range transportation plans. While the law provides broad national goals for performance measures, the states and MPOs are required to coordinate to develop measures and targets for transportation plans based on regulations promulgated by the Federal Highway and Transit Administrations.

There is a total of seven national performance goal areas. These seven national performance goals were discussed in further detail to the state and MPO’s at the July 11, 2017 and September 25, 2017 GAMPO meetings. The first national goal to be implemented was the national safety performance goal, MPOs and states worked together to identify safety targets (Table 1). These targets were adopted by the state and staff recommended that the VLMPO adopt the state targets as well. On February 22, 2018 and September 5, 2018, the VLMPO Policy Committee adopted the states targets for PM1, PM2, and PM3. The VLMPO will continue to work with GDOT on initiatives that will help to achieve the adopted targets, resulting in a significant reduction in traffic fatalities and serious injuries on all public roads.

Table 1. Safety Performance State Targets.

Performance Measure	Current State Safety Targets (2017-2021 five year rolling AVG)	Previous State Safety Targets (2016-2020 five year rolling AVG)
# of Fatalities	1,715	1,698
Rate of Fatalities per 100 million VMT	1.23	1.28
Number of Serious Injuries	6,407	24,094
Rate of Serious Injuries per 100 million VMT	4.422	21.8
Total Number of Non-Motorized Fatalities and Serious Injuries	686.5	1,163

The national goals in the table below are Pavement and Bridge Condition, System Reliability, Congestion Reduction, and Freight Movement / Economic Vitality Measures. GDOT has created and adopted the following state targets for these national performance measures and the VLMPO Policy Committee has adopted these state targets as well.

Table 2. Infrastructure, Reliability, Congestion Measures and State Targets.

National Infrastructure Performance Measures (PM2 & PM3)	State Infrastructure, Congestion, Reliability Targets
% Good Interstate	>= 50%
% Poor Interstate	<= 5%
% Good Non-Interstate NHS	>= 40%
% Poor Non-Interstate NHS	<= 12%
% Good	>= 60%
% Poor	<= 10%
% Person-miles traveled on the Interstate (2 and 4 year targets)	2-year: 73%; 4-year: 67%
% Person-miles traveled on non-Interstate NHS (2 and 4 year targets)	2-year: NA; 4-year: 81%
TTTR Index (2 and 4 year targets)	2-year: 1.66; 4-year: 1.78

The VLMPO will report on the safety of the transportation system through a System Performance Report that will be published annually in VLMPO transportation plans and programs. This report will explain progress made towards achieving the state targets identified in Tables 1 and 2.

The VLMPO will continue to work with GDOT to develop targets for the national performance measures as key implementation dates arrive. The list below provides more detail about the seven national performance measures and their implementation dates (as identified in 23 USC 150(b)):

- **Safety Performance** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The safety performance targets were originally adopted by the VLMPO Policy Committee on February 22, 2018 and have been updated by administrative modification accordingly.
 - # of fatalities – below 1,715
 - Rate of fatalities per 100 million VMT – below 1.23
 - # of serious injuries – below 6,407
 - Rate of serious injuries per 100 million VMT – below 4.422
 - Total # of non-motorized fatalities and serious injuries – below 686.5
- **Pavement and Bridge Condition** - to maintain the highway infrastructure in a state of good repair. The Pavement and Bridge Condition targets were adopted by the VLMPO Policy Committee on September 5, 2018.
 - Pavement Condition
 - % Good Interstate $\geq 50\%$
 - % Poor Interstate $\leq 5\%$
 - % Good Non-Interstate NHS $\geq 40\%$
 - % Poor Non-Interstate NHS $\leq 12\%$
 - Bridge Condition
 - % Good $\geq 60\%$
 - % Poor $\leq 10\%$
- **System Reliability** - to improve the efficiency of the surface transportation system. The System Reliability targets were adopted by the VLMPO Policy Committee on September 5, 2018.
 - % person-miles traveled on the Interstate - 2-year: 73%; 4-year: 67%
 - % person-miles traveled on non-Interstate NHS - 2-year: NA; 4-year: 81%
- **Congestion Reduction** – to achieve a significant reduction in congestion on the National Highway System (Due Date: no later than May 20, 2019);
 - Excessive Delay
 - % Non-Single SOV Travel
- **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 (Due Date: VLMPO no later than November 12, 2019);
 - Truck Travel Time Reliability (2 and 4 year targets) - 2-year: 1.66; 4-year: 1.78
- **Environmental Sustainability** – to enhance the performance of the transportation system while protecting and enhancing the natural environment;
- **Reduced Project Delivery** – to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process.

CCV Aspirational Goals and Transportation Objectives		Planning Factors & Performance Themes	Performance Measure	Performance Target	Implementation Strategies
1	Support Regional Economic Engines and Public/Private Collaboration through Accessible, Multi-Modal* Transportation Systems^ for the Movement of People and Goods.	Freight Movement and Economic Vitality†	Truck Travel Time Reliability (TTTR) Index	2-year: 1.66; 4-year: 1.78	The VLMPO Shall Complete a Downtown Truck Traffic and Regional Truck Route Study
2	Coordinate Workforce Training Opportunities Through Public/Private Partnerships that are Available Through Affordable, Accessible, Multi-Modal Transportation Systems for the Movement of People.	Freight Movement and Economic Vitality†	% increase in transit ridership for jobs (TBD)	To Be Determined	The VLMPO Will Work with Private Transportation Providers to Improve Workforce Mobility
3	Develop Basic Transportation and Utility Infrastructure that Promotes Economic Investment through Accessible, Multi-Modal Transportation Projects for the Movement of People and Goods.	Infrastructure Condition†, Congestion Reduction†, System Reliability†	% of projects completed on budget (TBD)	To Be Determined	The VLMPO Shall Support New Funding Sources for Funding a Multi-Modal Transportation System
4	Support Communitywide Partnerships that Encourage Entrepreneurship and Small Business Development and Educate the Public on How Transportation Investments Impact Economic Development.	Freight Movement and Economic Vitality†	% of projects completed on time (TBD)	To Be Determined	The VLMPO Will Provide Information and Bidding Opportunities for Local Businesses
5	Maintain a Fully Funded and Coordinated Regional Economic Development Strategy Promoting Public/Private Partnerships and Educate Elected Officials on How Transportation Investments Impact Economic Development.	Freight Movement and Economic Vitality†	% of the person-miles traveled on the Interstate that are reliable	2-year: 73%; 4-year: 67%	The VLMPO Will Analyze and Report on Transportation Investment Impacts on Economic Development
6	Support Education Programs that Ensure Students are Ready to Meet the Needs of a 21st Century Workforce through Affordable, Accessible, Multi-Modal Transportation Systems for the Movement of People.	Freight Movement and Economic Vitality†	# of miles of bicycle and/or pedestrian infrastructure	To Be Determined	The VLMPO Shall Prioritize Projects that Improve Access to Schools Students
7	Promote Healthy Eating and Active Lifestyles Throughout the Community by Implementing Transportation Strategies of Livable Communities that Promote an Active, Healthy Lifestyle	Community Quality of Life	Increase in County Health Ranking‡	To Be Determined	The VLMPO Will be a Community Leader in Supporting Infrastructure for Healthy, Active Lifestyles
8	Provide Affordable, Accessible Healthcare to a Growing Regional Population by Implementing Bicycle and Pedestrian Transportation Projects that Promote an Active, Healthy Lifestyle.	Community Quality of Life	% increase in road mileage identified as Complete Streets	To Be Determined	The VLMPO Shall Identify All Roadways According to Complete Street Standards
9	Coordinate Emergency Response to Disasters for a Resilient Community that has Well-Maintained Transportation Infrastructure.	Infrastructure Condition†	% of Interstate System Pavements in Good/Poor Condition	> = 50% / < = 5%	The VLMPO Shall Work with Local Governments to Develop an Asset Management Plan
			% of non-Interstate NHS pavements in Good/Poor Condition	> = 40% / < = 12%	
			% of NHS Bridges in Good/Poor Condition	> = 60% / < = 10%	

* Multi-Modal Transportation System is defined to include all of the following (but is not limited to, and each are mutually exclusive of one another): roadways (and all right-of-way for utility infrastructure), airports, railroads, public transit, bicycle infrastructure, pedestrian infrastructure, etc.

† MAP-21 and FAST Act National Performance Goal

‡ www.countyhealthranking.com

CCV Aspirational Goals and Transportation Objectives		Planning Factors & Performance Themes	Performance Measure	Implementation Strategies	
10	Implement Land Use Techniques that Promote Environmental Conservation and Mitigation through Transportation Projects that are Context-Sensitive to the Natural and Built Environments.	Environmental Sustainability†	To Be Determined (Improve Air Quality, Minimize Wetland Impacts, Limit Footprint)	To Be Determined	The VLMPO Shall Develop and Support Transportation Investments that Minimize and Mitigate Environmental Impacts
11	Provide Housing that is Safe, Affordable and Accessible to All Income Levels and has Multi-Modal Transportation Investments that are Context Sensitive to Existing and Future Land Uses.	Congestion Reduction†, Reduced Project Delivery Delays†	% of person-miles traveled on the non-Interstate that are reliable	2-year: NA; 4-year: 81%	The VLMPO Will Work with Local Governments to Implement a Multi-modal Transportation System that is Affordable and Accessible
12	Develop Regional Leadership that Promotes Transparency, Citizen Engagement, and Coordinated Delivery of Government Services in Multi-Modal Transportation Planning to the Public and Stakeholders.	Public Participation	See Measures in Participation Plan	To Be Determined	The VLMPO Shall Implement Performance Measures in its UPWP, Participation Plan, TIP and LRTP (once available from state and feds)
13	Develop Land Use Policies that Promote Aesthetic Urban Design and Access to Community Infrastructure and Amenities via Multi-Modal Transportation Investments that are Context Sensitive to Existing and Future Land Uses.	Congestion Reduction†, Reduced Project Delivery Delays†	To Be Determined (Distance to Amenities, Changes in Land Use)	To Be Determined	The VLMPO Shall Actively Participate in Local Land Use Planning Discussions
14	Promote Conservation, Recycling and Renewable Energy Efforts that Support Programs for Alternative Fuel Technologies.	Environmental Sustainability†	# of Alternative Fuel Locations	To Be Determined	The VLMPO Shall Support a Model Ordinance to Require Alternative Fuel/Energy Infrastructure
15	Develop Recreational Facilities and Programs to Improve Quality of Life, the Conservation of Natural Resources by Fully Funding and Implementing the VLMPO Bicycle and Pedestrian Master Plan.	Environmental Sustainability†	#of non-motorized fatalities and non-motorized serious injuries (5 yr. avg)	686.5	The VLMPO Shall Promote Active, Healthy Lifestyles and Encourage Investment in Bicycle and Pedestrian Infrastructure
16	Provide Maintained, Efficient Public Utility Infrastructure that Meets the Needs of a Growing Community through Transportation Projects that Support the Needs of a Growing Community.	Infrastructure Condition†	Average Work Commute Time	To Be Determined	The VLMPO Will Encourage Growth in Areas Currently Within the Urban Service Area
17	Develop Public/Private Partnerships to Preserve and Promote Historic and Cultural Resources through Developing Transportation Projects that are Context Sensitive to Historic Resources.	Environmental Sustainability†	# of Gateway and Beautification Projects Completed (TBD)	To Be Determined	The VLMPO Shall Prioritize Gateway Projects that are Sensitive to the Context of the Community
18	Provide Regional Connectivity through an Efficient, Safe, Accessible, and Affordable Multi-Modal Transportation System that is Developed through a Fully Funded Transportation Plan that Identifies Multi-Modal Transportation Options.	Safety†, System Reliability†	# of Fatalities (5 yr. avg; 16-20/17-21)	1,698/1,715	The VLMPO Shall Require the Analysis of Roundabouts for All Projects with Intersection Improvements
			Rate of Fatalities (/100M VMT; 16-20/17-21)	1.28/1.23	
			# of Serious Injuries (5 yr. avg; 16-20/17-21)	24,094/6,407	
			Rate of Serious Injuries (100M VMT; 16-20/17-21)	21.8/4.422	
			Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries (16-20/17-21)	1,163/686.5	

VLMPPO Metropolitan Transportation Plan – Vision2045 Administrative Modification # 4

Updated State Safety Performance Targets are in Red.

Performance-Based Planning

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

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

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

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

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

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

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

Table 4. Performance Measures and Targets

Performance Measures:		Targets:		Performance Measures:		Targets:	
Goal 1: Safety and System Reliability	% of the person-miles traveled on the Interstate that are reliable	2-year: 73%; 4-year: 67%		Goal 2: Infrastructure Condition	% of Interstate System Pavements in Good/Poor Condition	> = 50%/ < = 5%	
	# of Fatalities	1,715			% of non-Interstate NHS pavements in Good/Poor Condition	> = 40%/ < = 12%	
	Rate of Fatalities (/100M VMT)	1.23			% of NHS Bridges in Good/Poor Condition	> = 60%/ < = 10%	
	# of Serious Injuries	6,407.0					
	Rate of Serious Injuries(/100M VMT)	4.422					
	Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	686.5					
Goal 3: Congestion Reduction	% of person-miles traveled on the non-Interstate that are reliable	2-year: NA; 4-year: 81%		Goal 4: Freight Movement and Economic Vitality	Truck Travel Time Reliability (TTTR) Index	2-year: 1.66; 4-year: 1.78	
	% of the person-miles traveled on the Interstate that are reliable	2-year: 73%; 4-year: 67%					
Goal 5: Environmental Sustainability	No federal performance measures determined at this time	Report on local activities to promote infrastructure resiliency to extreme weather events and local investments in alternative fuel infrastructure		Goal 6: Reduced Project Delivery Delays	No federal performance measures determined at this time	Report on local activities to promote regional leadership, transparency, citizen engagement, and coordinated planning and delivery of transportation investments	

Appendix F – System Performance Report

Background

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state Departments of Transportation (DOT) and Metropolitan Planning Organizations (MPO) must apply a transportation performance management approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule).⁵ This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

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

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

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

Highway Safety/PM 1

Effective April 14, 2016, the FHWA established the highway safety performance measures⁶ 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;

⁵ 23 CFR 450.314

⁶ 23 CFR Part 490, Subpart B

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

Safety performance targets are provided by the States to FHWA for each safety performance measure. Previous safety targets address calendar year 2020 and are based on a five-year rolling average (2016-2020). The Valdosta-Lowndes MPO adopted the Georgia statewide safety performance targets on February 22, 2018. The current safety targets (2017-2021) were administratively modified into the FY2018-2021 Transportation Improvement Program on February 18, 2021. Safety performance targets are required to be adopted annually. The Georgia statewide baseline and current safety performance targets for 2021 are included in Table 1⁷; statewide system conditions for each performance measure are also included in Table 1.

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

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

Performance Measures	2020 Georgia Statewide Baseline Performance (Five-Year Rolling Average 2016-2020)	2021 Georgia Statewide Performance Target (Five-Year Rolling Average 2017-2021)
Number of Fatalities	1,593	1,715.0
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.148	1.23
Number of Serious Injuries	17,404.6	6,407
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	15.348	4.422
Number of Combined Non- Motorized Fatalities and Non- Motorized Serious Injuries	1,138.0	686.5

Pavement and Bridge Condition Performance Measures and Targets (PM2)

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

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

⁷ https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/

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

National Safety Performance Measures	Description	GDOT PM2 2-Year & 4-Year Targets
Percentage of Interstate Pavement in Good Condition	Interstate pavement rated as 'Good' will be considered for potential pavement preservation treatments to maintain the 'Good' rating.	Greater than or equal to 50% in Good Condition
Percentage of Interstate Pavement in Poor Condition	Pavement conditions are measures through field inspections. Pavements in 'Poor' condition need work due to either the ride quality or due to a structural deficiency.	Less than or equal to 5% in Poor Condition
Percentage of non-Interstate NHS Pavement in Good Condition	Non-interstate NHS pavements in 'Good' condition will be evaluated for potential preservation treatments.	Greater than or equal to 40% in Good Condition
Percentage of non-Interstate NHS Pavement in Poor	Non-interstate NHS pavements in 'Poor' condition need major maintenance. These will be evaluated for potential projects.	Less than or equal to 12% in Poor Condition
Percentage of NHS Bridges Classified as in Good Condition	Bridge Rated as 'Good' will be evaluated as the cost to maintain Good condition. Bridges rated as 'Fair' will be evaluated as to cost of replacement vs. Rehabilitation to bring the structure back to a condition of rating of Good	Greater than or equal to 60% (NHS) in Good Condition
Percentage of NHS Bridges Classified as in Poor Condition	Bridge conditions are based on the results of inspections on all Bridge structures. Bridges rated as 'Poor' are safe to drive on; however, they are nearing a point where it is necessary to either replace the bridge or extend its service life through substantial rehabilitation investments.	Less than or equal to 1.0% (NHS) in Poor Condition

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

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

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

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

The Valdosta-Lowndes MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FY 2018-2021 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Strategic Highway Safety Plan (SHSP), the Georgia Highway Safety Improvement Program (HSIP), the current Georgia Statewide Transportation Plan (SWTP), and the current Valdosta-Lowndes 2040 Transportation Vision Plan (TVP).

- The Georgia SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Georgia HSIP, MPO and local agencies' safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Georgia.
- The GDOT HSIP annual report provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- The GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.
- The Valdosta-Lowndes MPO 2040 Transportation Vision Plan (TVP) increases the safety of the transportation system for motorized and non-motorized users as required by The Planning Rule. The 2040 TVP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements.

To support progress towards approved highway safety targets, the FY 2018-2021 TIP includes a number of key safety investments. A total of \$4,101,853 has been programmed in the FY 2018-2021 TIP to improve highway safety; averaging approximately \$ 1,025,463 per year.

Project Contribution to Established Performance Targets

The table below displays the Constrained list of projects in this Plan 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, pavement and bridge conditions and travel & freight reliability, the MPO has agreed to coordinate with GDOT to program projects that will contribute to the accomplishment of these National and State goals, measures, and targets.

Table 5. Project Contribution to Established Performance Targets

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