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, the VLMPO Policy Committee adopted the states targets and 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 Measures and State Targets.

National Safety Performance Measures (PM1)	State Safety Targets (2014-2018 moving AVG)
# of Fatalities	1,593
Rate of Fatalities per 100 million VMT	1.32
# of Serious Injuries	19,642
Rate of Serious Injuries per 100 Million VMT	16.318
Total # of Non-motorized Fatalities and Serious Injuries	1,027

The second set of national goals being implemented are Pavement and Bridge Condition, System Reliability, and Freight Movement / Economic Vitality performance measures. GDOT has created and adopted the following state targets for these national performance measures and VLMPO staff recommend that the VLMPO Policy Committee adopt the state targets as well.

Table 2. Infrastructure, Reliability, and Freight Performance Measures and State Targets.

National Infrastructure, Reliability, and Freight Performance Measures (PM2 & PM3)	State Infrastructure, Reliability, and Freight 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 adopted by the VLMPO Policy Committee on February 22, 2018.
    - # of fatalities – below 1,593
    - Rate of fatalities per 100 million VMT – below 1.32
    - # of serious injuries – below 19,642
    - Rate of serious injuries per 100 million VMT – below 16.318
    - Total # of non-motorized fatalities and serious injuries – below 1,027
- **(UPDATED) Pavement and Bridge Condition -** to maintain the highway infrastructure in a state of good repair (Due Date: VLMPO must adopt no later than November 12, 2018);
    - Pavement Condition
        - % Good Interstate > = 50%
        - % Poor Interstate < = 5%
        - % Good Non-Interstate NHS > = 40%
        - % Poor Non-Interstate NHS < = 12%
    - Bridge Condition
        - % Good > = 60%
        - % Poor < = 10%
- **(UPDATED) System Reliability** - to improve the efficiency of the surface transportation system (Due Date: VLMPO must adopt no later than November 12, 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
- **(UPDATED) 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)	1,207	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)	1,593	The VLMPO Shall Require the Analysis of Roundabouts for All Projects with Intersection Improvements
			Rate of Fatalities (/100M VMT)	1.32	
			# of Serious Injuries (5 yr avg)	19,642	
			Rate of Serious Injuries (/100M VMT)	16.318	