

**RESOLUTION BY THE WARNER ROBINS AREA  
TRANSPORTATION STUDY (WRATS) POLICY COMMITTEE**

**TO AMEND THE 2045 METROPOLITAN TRANSPORTATION PLAN (MTP) AND  
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

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 WRATS in coordination with the Federal Highway Administration, Federal Transit Administration, and the Georgia Department of Transportation has reviewed the requirement to adopt Bridge, Pavement, and Freight (PM2 & PM3) Performance Management Targets for use in the transportation process,

WHEREAS, the Technical Coordinating Committee at its April 26, 2023 meeting recommended that WRATS support the PM2 and PM3 Targets approved by the Georgia Department of Transportation as follows:

<b>Pavement &amp; Bridge Level of Service Performance Measures</b>	<b>Description</b>	<b>GDOT PM2 2-Year Target</b>	<b>GDOT PM2 4-Year Target</b>
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.	≥ 50% in Good Condition	Same as 2-Year Target
Percentage of Interstate pavement in Poor condition	Pavement conditions are measured through field inspections. Pavements in "Poor" condition are in need of work due to either the ride quality or due to a structural deficiency.	≤ 5% in Poor Condition	Same as 2-Year Target
Percentage of non-Interstate NHS pavement in Good condition	Non-interstate NHS pavements in "Good" condition will be evaluated for potential preservation treatments.	≥ 40% in Good Condition	Same as 2-Year Target
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.	≤ 12% in Poor Condition	Same as 2-Year Target
Percentage of NHS bridges classified as in Good condition	Bridges rated as "Good" will be evaluated as to cost to maintain Good condition. Bridges rated as "Fair" will be evaluated as to cost of replacement vs. rehabilitation to bring the structure back to a condition rating of Good	≥ 50% (NHS) in Good Condition	≥ 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.	≤ 10% (NHS) in Poor Condition	Same as 2-Year Target



Travel Time, Freight Reliability & Delay Performance Measures	GDOT PM3 - 2-Year Target	GDOT PM3 - 4-Year Target
Percent of person-miles traveled on the Interstate System that are reliable	73.9%	68.4%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	87.3%	85.3%
Truck Travel Time Reliability (TTTR) Index (Interstate)	1.62	1.65
Total Emissions Reduction	VOC: 157.200 kg/day; NOx: 510.900 kg/day	VOC: 257.100 kg/day; NOx: 904.200 kg/day

NOW, THEREFORE, BE IT RESOLVED that the WRATS Policy Committee concurs with the recommendation of the Technical Coordinating Committee of WRATS that WRATS agrees to support the PM2 and PM3 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 Warner Robins Area Transportation Study Policy Committee, at their meeting held on May 9, 2023.

Recommended by:

Jessica L. Bird  
Jessica Bird, TCC Chairwoman / MPO Transportation Planner

17 May 2023  
Date

Dan Perdue  
Dan Perdue, WRATS Policy Committee Chairman

5/16/23  
Date



**Amendment to  
WRATS 2045 Metropolitan Transportation Plan &  
FY 2021–2024 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 21<sup>st</sup> Century (MAP-21) and were further expanded in the Fixing America’s Surface Transportation (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 MPOs 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 MPOs in Georgia and the Georgia Department of Transportation (GDOT) entered into an agreement on March 26, 2018 to codify how MPOs and GDOT will coordinate to meet the requirements for TPM (see Appendix A).

**SAFETY PERFORMANCE TARGETS**

The FAST Act and subsequent federal regulations required MPOs 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. WRATS agreed on March 14, 2023 to support the safety performance targets developed by GDOT with an administrative modification to the 2045 Metropolitan Transportation Plan and the FY 2021–2024 Transportation Improvement Program. The table below shows the calendar year 2023 safety targets.

<b>National Safety Performance Measures</b>	<b>2023 GDOT Safety Targets (2019 – 2023*)</b>
Number of Fatalities	1,680
Rate of Fatalities per 100 million VMT	1.36
Number of Serious Injuries	8,966
Rate of Serious Injuries per 100 million VMT	7.679
Total Number of Non-motorized Fatalities & Serious Injuries	802

\*5-year rolling average

## PAVEMENT AND BRIDGE LEVEL OF SERVICE (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 MPOs to develop performance targets in this category or agree to support the PM2 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. WRATS agreed on November 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 proposed for adoption on May 9, 2023.

Pavement Level of Service Performance Measures	Description	GDOT PM2 2-Year & 4-Year Targets	
		GDOT PM2 2-Year Target	GDOT PM2 4-Year Target
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.	≥ 50% in Good Condition	
Percentage of Interstate pavement in Poor condition	Pavement conditions are measured through field inspections. Pavements in “Poor” condition are in need of work due to either the ride quality or due to a structural deficiency.	≤ 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.	≥ 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.	≤ 12% in Poor Condition	
Bridge Level of Service Performance Measures	Description	GDOT PM2 2-Year Target	GDOT PM2 4-Year Target
Percentage of NHS bridges classified as in Good condition	Bridges rated as “Good” will be evaluated as to cost to maintain Good condition. Bridges rated as “Fair” will be evaluated as to cost of replacement vs. rehabilitation to bring the structure back to a condition rating of Good	≥ 50% (NHS) in Good Condition	≥ 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.	≤ 10% (NHS) in Poor Condition	≤ 10% (NHS) in Poor Condition

### TRAVEL TIME, FREIGHT RELIABILITY, AND DELAY (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 MPOs to develop performance targets in this category or agree to support the PM3 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. WRATS agreed on November 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 proposed for adoption on May 9, 2023.

Performance Measures	GDOT PM3 - 2-Year Target	GDOT PM3 - 4-Year Target
Percent of person-miles traveled on the Interstate System that are reliable	73.9%	68.4%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	87.3%	85.3%
Truck Travel Time Reliability (TTTR) Index (Interstate)	1.62	1.65
Total Emissions Reduction	VOC: 157.200 kg/day; NOx: 510.900 kg/day	VOC: 257.100 kg/day; NOx: 904.200 kg/day

**PROJECT CONTRIBUTION TO PERFORMANCE TARGETS  
ESTABLISHMENT OF TARGETS-2023**

The table below shows the projects currently in the WRATS 2045 MTP and FY 2021–2024 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, WRATS has agreed to coordinate with GDOT to program projects that will contribute to the accomplishment of those goals, measures, and targets.

Project #/Project ID	Project Description	Safety PM	PM2: Pavement & Bridge	PM3: Travel & Freight Reliability & Delay
143/0017221	SR 247 @ Echeconnee Creek & Overflow @ 3 Locs-bridges		X	
30/-	Elberta Road from Houston Road to Carl Vinson Parkway-widening	X	X	
20/0015553	SR 7/SR 127/ US 41@ Big Indian Creek in Perry-bridges		X	
18/0015552	SR 7 @ Flat Creek 3.5 Mi SW of Perry-bridges		X	
2/0015953	SR 247 Conn from CS 1/CS 545/Davis Drive to SR 247-streetscapes	X		
12/-	Elberta Road from North Houston Road to Greenbriar-TSM/TDM/ITS	X	X	
4a/0008387	SR 96 from CR 107/Fire Tower Road to CR 83/Housers Mill Road-widening	X	X	X
17a/0013553	SR 49 fm E of CS 676/Peachtree Pkwy/Peach to SR 11/Houston-widening	X	X	X
1/0000405	SR 7/US 341 from SR 96/Peach to 4-Ln/Houston and Part New Loc-widening	X	X	X
5a/0008583	SR 247/US 129 from SR 247 Spur to SR 96-widening	X	X	X
34/-	White Road from SR 49 to SR 11/US 41-widening	X	X	
76/-	Extend SR 42 from SR 49 to White Rd, creating a connection to US 41 via White Road. This action would be in coordination with planned widening of White Rd and possible request by the City of Byron to GDOT for re-designation of White Rd into the state highway system.	X	X	X
55/-	SR 11/US 41 from SR 49 to Russell Parkway-widening	X	X	X
16a/0013313	SR 247/US 129 fm SR 247 Conn/Houston to SR 11/US 41/Bibb-widening	X	X	X
33/363765	Richard Russell Pkwy fm CR 91/Lakeview to CR 83/Housers Mill-new roadway	X	X	
60/-	SR 11/US 41 from Russell Parkway to Mossy Creek-widening	X	X	X
32/-	Dunbar Road from Houston Lake Road to Centerville/Elberta Road-widening	X	X	
54/-	SR 11/US 341 from Arena Road to Golden Isles Parkway-widening	X	X	X
14/0013244	West Perry Bypass from SW Perry Bypass to West Perry Pkwy-new roadway	X	X	X



Project #/ Project ID	Project Description	Safety PM	PM2: Pavement & Bridge	PM3: Travel & Freight Reliability & Delay
122/MGRC- 025	Walker Rd: This project would widen the existing roadway by 2' on either side to provide for a standard 24' roadway & then resurface the entire roadway	X	X	
121/MGRC- 024	Peavy Rd: This project would widen the existing roadway by 2' on either side to provide for a standard 24' roadway & then resurface the entire roadway	X	X	
123/MGRC- 161	New 4-way intersection with Veterans Parkway/Gunn Rd, and a cul-de-sac created at the existing intersection	X	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 highways<sup>1</sup> to include the following:
    - o Targets for assessing the **Highway Safety Improvement Program (PM1)** for the following measures<sup>2</sup>:
      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.

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<sup>1</sup> 23 CFR Part 490

<sup>2</sup> 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 2017<sup>3</sup>;
    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 quality<sup>4</sup> 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.

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<sup>3</sup> 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.

<sup>4</sup> 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 quality<sup>4</sup> 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

