



**DATE:** November 2018

**ISSUE SUMMARY:      ARC CONCURRENCE WITH STATE PERFORMANCE TARGETS**

**FROM:**            Charlotte Nash, Transportation & Air Quality Committee

**IMPORTANCE:**

Federal legislation and rulemaking under MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century) and the FAST Act (Fixing America's Surface Transportation) established new performance management requirements to ensure state DOTs and MPOs focus the use of federal transportation funds on projects which address national transportation goals.

GDOT has established statewide targets for 13 measures related to pavement condition, bridge condition, reliability, congestion and air quality. MPOs are required to establish targets for these measures within their planning areas by November 2018. MPOs may establish targets by either: 1) agreeing to plan and program projects which contribute toward the accomplishment of the state DOT targets, or 2) committing to a separate quantifiable target for their planning area.

ARC agrees to support the accomplishment of the initial statewide safety targets established by GDOT. As these statewide targets must be reconsidered periodically, ARC also directs staff to continue reviewing data and best practice methodologies to determine whether the Atlanta Region should establish its own targets for these 13 measures and/or identify supplemental and complementary measures and targets in the future. Any staff recommendations will be brought to the ARC committees and Board for consideration as they are developed.

**ACTION REQUIRED:** Approval



ATLANTA REGIONAL COMMISSION

**A RESOLUTION SUPPORTING  
ARC CONCURRENCE WITH STATE PERFORMANCE TARGETS**

**WHEREAS**, the Atlanta Regional Commission is the designated Metropolitan Planning Organization (MPO) for transportation planning within the Atlanta Metropolitan Area Boundary which includes all or portions of 20 counties; and

**WHEREAS**, federal legislation and rulemaking under MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century) and the FAST Act (Fixing America's Surface Transportation) established new performance management requirements to ensure state Departments of Transportation (DOT) and MPOs focus the use of federal transportation funds on projects which address national transportation goals; and

**WHEREAS**, State DOTs are required to establish performance targets and assess performance for safety, pavement condition, bridge condition, reliability, congestion and air quality; and

**WHEREAS**, five safety targets were developed by the Georgia Department of Transportation (GDOT) and subsequently approved by ARC in February 2018; and

**WHEREAS**, GDOT established statewide targets for the remaining categories of targets in May 2018; and

**WHEREAS**, the 13 targets associated with these four categories are as follows:

- Pavement Condition
  - Percent of pavement on interstate system in good condition = 50% or greater (four year target)
  - Percent on pavement on interstate system in poor condition = 5% or less (four year target)
  - Percent of pavement on non-interstate NHS in good condition = 40% or greater (four year target)
  - Percent of pavement on non-interstate NHS in poor condition = 12% or less (four year target)
- Bridge Condition
  - Percent of NHS bridges classified as in good condition = 60% or greater (two and four year targets)
  - Percent of NHS bridges classified as in poor condition = 10% or less (two and four year targets)

- Reliability
  - Percent of person miles traveled on interstate system that are reliable = 73.0% or greater (two year target); 67.0% or greater (four year target)
  - Percent of person miles traveled on the non-interstate system that are reliable = 81.0% or greater (four year target)
  - Truck travel time reliability index = 1.66 or less (two year target); 1.78 or less (four year target)
- Congestion
  - Annual hours of peak-hour excessive delay per capita = 24.6 or less (four year target)
  - Percent of non-single-occupant vehicle travel = 22.1% or greater (two year and four year targets)
- Air Quality
  - Total VOC emissions reductions = 205.7 kg/day or greater (two year target); 386.6 kg/day or greater (four year target)
  - Total NOx emissions reductions = 563.3 kg/day or greater (two year target); 1085.0 kg/day or greater (four year target)

**WHEREAS**, MPOs are required to establish targets for these measures within their planning areas within 180 days after the state DOT establishes and reports statewide targets, and

**WHEREAS**, the 180 day deadline for ARC to establish targets is November 16, 2018; and

**WHEREAS**, MPOs may establish targets by either: 1) agreeing to plan and program projects which contribute toward the accomplishment of the state DOT targets, or 2) committing to a separate quantifiable target for their planning area, and

**WHEREAS**, establishing reasonable and feasible targets requires access to high quality data, an exhaustive analysis of the data, a comprehensive stakeholder engagement process, and the authority to commit funds to projects and programs which will produce significant results, and

**WHEREAS**, ARC recognizes the challenges of setting statewide targets and believes negative trends related to roadway congestion and travel time reliability are not desirable and that additional efforts and resources should be dedicated to mitigate those trends.

**NOW, THEREFORE, BE IT RESOLVED** that the Atlanta Regional Commission agrees to plan and program projects which contribute toward the accomplishment of the 13 statewide targets established by GDOT.

**BE IT FURTHER RESOLVED** that the ARC directs staff to continue reviewing data and best practice methodologies to better understand trends within the Atlanta Region and recommend an appropriate course of action for the agency to follow in improving outcomes on our transportation system for all users, with the long-term goal of slowing and eventually reversing recent negative trends.

*Draft for approval by TCC on 11/9; TAQC on 11/15; ARC on 12/5*

**BE IT FURTHER RESOLVED** that staff will report periodically to ARC committees and the Board on their progress and to receive additional direction on any preliminary recommendations before a formal course of action is approved.