



DATE: May 10, 2023

**ISSUE SUMMARY: ARC ADOPTION OF PERFORMANCE TARGETS
SUPPORTING WITH STATE PERFORMANCE TARGETS**

FROM: Mike Mason, Chair, Transportation & Air Quality Committee

IMPORTANCE:

Federal legislation and rulemaking under MAP-21 (Moving Ahead for Progress in the 21st Century), the FAST Act (Fixing America's Surface Transportation), and the Infrastructure Investment and Jobs Act (IIJA) establish performance management requirements to ensure state Departments of Transportation (DOTs), and Metropolitan Planning Organizations (MPOS) focus the use of federal transportation funds on projects which address national transportation goals.

Georgia DOT 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 June 2023. 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 statewide targets established by GDOT. As these statewide targets must be reconsidered periodically, ARC also directs staff to continue reviewing data and best practices so that these targets are met – or exceeded.

ACTION REQUIRED: Adoption



ADOPTION OF METROPOLITAN PLANNING ORGANIZATION (MPO) PERFORMANCE TARGETS CONCURRING WITH STATE PERFORMANCE TARGETS

WHEREAS, the Atlanta Regional Commission is a Metropolitan Area Planning and Development Commission created pursuant to O.C.G.A. § 50-8-80, et seq.; and

WHEREAS, O.C.G.A. § 50-8-93 designates such a commission to be the planning agency for comprehensive transportation planning under the administrative requirements of the United States Department of Transportation; and

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 21st Century), the FAST Act (Fixing America's Surface Transportation), and the Infrastructure Investment and Jobs Act (IIJA) establish 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) in August 2022; and

WHEREAS, GDOT updated statewide targets for the remaining categories of targets in 2022; 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 = 50% or greater (two-year target) and 60% (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 = 73.9% or greater (two-year target); 68.4% or greater (four-year target)
 - Percent of person miles traveled on the non-interstate system that are reliable = 87.3% or greater (two-year target); 85.3% (four-year target)
 - Truck travel time reliability index = 1.62 or less (two-year target); 1.65 or less (four-year target)
- Congestion
 - Annual hours of peak-hour excessive delay per capita = 23.7 or less (two-year target); 27.2 (four-year target)
 - Percent of non-single-occupant vehicle travel = 22.7% or greater (two year and four-year targets)
- Air Quality
 - Total VOC emissions reductions = 157.2 kg/day or greater (two-year target); 257.1 kg/day or greater (four-year target)
 - Total NOx emissions reductions = 510.9 kg/day or greater (two-year target); 904.2 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, 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

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

BE IT FURTHER RESOLVED that the ARC adopts targets for MPO use for both NOx of 456.0 kg/day (two year) and 930.1 kg/day (four year) and for VOC of 139.2 kg/day (two year) and 280.5 kg/day (four year).

Draft for approval by TCC on 05/05/2023; TAQC on 05/10/2023; ARC Board on 05/10/2023

BE IT FURTHER RESOLVED that staff will report periodically to ARC committees and the Board on progress in meeting targets.

I do hereby certify that the foregoing resolution was adopted by the Atlanta Regional Commission on May 10, 2023.

Charissa White-Fulks, ARC Executive Assistant/Board Secretary