

**RESOLUTION BY THE
DOUGHERTY AREA REGIONAL TRANSPORTATION STUDY (DARTS)
POLICY COMMITTEE SETTING
PERFORMANCE MANAGEMENT TARGETS**

WHEREAS, federal regulations require that the Metropolitan Transportation Plans and Transportation Improvement Programs include Safety Performance Management Targets for urbanized areas and,

WHEREAS, the Technical Coordinating Committee of DARTS in coordination with the Federal Highway Administration, Federal Transit Administration, and the Georgia Department of Transportation has reviewed the requirement to adopt PM2 (Bridge and Pavement), and PM 3 (National Highway System, Freight, and CMAQ) Performance Management Targets for use in the transportation process,

WHEREAS, the Technical Coordinating Committee at its April 20, 2023 meeting recommended that DARTS support the Safety Performance Management Targets approved by the Georgia Department of Transportation as follows:

PM 2 TARGETS

Table 1 Bridge Level of Service Measures

ASSET	PERFORMANCE MEASURE	DESCRIPTION	2-YEAR TARGET	4-YEAR TARGET
Bridge Structures	Percent of NHF Bridge in Poor condition as a percentage of total NHS bridge deck area	Bridge Conditions are based on results of inspection 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 rehabilitations investments	≤ 10% (NHS) in Poor Condition	≤ 10% (NHS) in Poor Condition
Bridge Structures	Percent of NHS Bridges in Good condition as a percentage of total NHS bridge deck area	Bridges rated as "Good" will be evaluated as to cost of to maintain Good condition. Bridges rated as "Fair" will be evaluated as to cost of replacement vs. rehabilitation to bring the structure back to the condition rating of Good.	≥ 50% (NHS) in Good Condition	≥ 60% (NHS) in Good Condition

Note: GDOT will have an opportunity to revisit and adjust (if necessary) the 4-year target in 2024

Table 2 Pavement Level of Services

ASSET	PERFORMANCE MEASURE	DESCRIPTION	TARGET
Interstate NHS	Percent of Interstate NHS pavements 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% (NHS) in Poor Condition
Interstate NHS	Percent of Interstate NHS pavements in Good condition	Interstate pavement rated as "good" will be considered for potential pavement preservation treatments to maintain the "good" rating.	≥ 50% (NHS) in Good Condition
Non-Interstate NHS	Percent of NHS pavements in Poor condition	Non-interstate NHS pavements in "poor" condition are in need of major maintenance. These will be evaluated for potential projects.	≤ 12% (NHS) in Poor Condition
Non-Interstate NHS	Percent of NHS pavements in Good condition	Non-interstate NHS pavements in "good" condition will be evaluated for potential preservation treatments.	≥ 40% (NHS) in Good Condition

Note: The 2-yr and 4-yr targets are the same. GDOT will have an opportunity to revisit and adjust (if necessary) the 4-year target in 2024

PM3 TARGETS

Summary of the PM 3 Performance Measures

Performance Measure	Geographic Extent	Applicable Roadways
Percent of person-miles traveled on the Interstate that are reliable	Statewide	Interstate
Percent of person-miles traveled on the non-Interstate NHS that are reliable	Statewide	Non-Interstate
Truck Travel Time Reliability (TTTR) Index	Statewide	Interstate
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita*	Atlanta Urbanized Area	Entire NHS
Percent of Non-Single Occupancy Vehicle (SOV) Travel*	Atlanta Urbanized Area	All Roads
Total Emissions Reduction	Statewide	All Roads

PM 3 Targets

Performance Measure	2-year Target	4-year Target
Percent of person-miles traveled on the Interstate 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	1.62	1.65
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita*	23.7 hours	27.2 hours
Percent of Non-Single Occupancy Vehicle (SOV) Travel*	22.7%	22.7%
Total Emissions Reduction	VOC: 157.200 kg/day; NOx: 510.900 kg/day	VOC: 257.100 kg/day; NOx: 904.200 kg/day

Note: GDOT will have an opportunity to revisit and adjust (if necessary) the 4-year target in 2024

NOW, THEREFORE, BE IT RESOLVED that the DARTS Policy Committee concurs with the recommendation of the Technical Coordinating Committee of DARTS that DARTS agrees to support the Safety Performance Management 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 Dougherty Area Regional Transportation Study Policy Committee, at their meeting held on April 20, 2023.

Billy Breeden
Billy Breeden, DARTS Policy Committee Chairperson

4/24/23
Date