

**RESOLUTION**  
**COLUMBUS-PHENIX CITY TRANSPORTATION STUDY**  
**POLICY COMMITTEE**

**A RESOLUTION TO AMEND THE 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP);  
and**

**WHEREAS**, the Columbus-Phenix City Metropolitan Planning Organization (MPO) is the organization designated by the Governors of Georgia and Alabama as being responsible, together with the States of Alabama and Georgia, for implementing the applicable provisions of 23 USC 134 and 135 (amended by the FAST Act, Sections 1201 and 1202, December 2015); 42 USC 126 2000d-1, 7401; 23 CFR Parts 450 and 500; 40 CFR Parts 51 and 93; and

**WHEREAS**, federal regulations under the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and Fixing America's Surface Transportation (FAST) Act include Performance Based Planning and Programming (PBPP),

**WHEREAS**, the Columbus-Phenix City MPO, at the request of the Alabama Department of Transportation, proposes that the FY 2018-2021 Transportation Improvement Program be amended to add the following language:

**Performance Measures**

With the passage of the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), and following with the Fixing America's Transportation (FAST) Act in December of 2015, the United States Department of Transportation has elected to move towards a performance-based planning process. This process refers to the application of performance management principles to achieve desired outcomes for transportation facilities.

In Alabama, the performance based planning process manifests itself in several forms. 23 CFR Part 490 requires MPOs to develop performance targets related to safety, pavement condition, bridge condition, highway reliability, freight movement, traffic congestion, and emissions reduction. 49 CFR Part 625 requires the same for transit asset management. Separately, the FAST Act recommends that performance-based planning be worked into documents such as the Transportation Asset Management Plan (TAMP), Transit Asset Management Plan (TAM), Strategic Highway Safety Plan (SHSP), Highway Safety Improvement Program (HSIP), Statewide Freight Plan, Congestion Mitigation and Air Quality (CMAQ) Performance Plan, and the Congestion Management Plan.

23 CFR 450.326 mandates that a Metropolitan Planning Organization (MPO) include performance-based planning in its Transportation Improvement Program (TIP). More specifically, the TIP should include a description of each measure and target, a systems performance report, and the performance management agreement signed by each Metropolitan Planning Organization (MPO).

Description of Performance Measures and Targets

Category	Performance Measure	Performance Target
Safety	Number of Fatalities	1,010
	Rate of Fatalities	1.49
	Number of Injuries	8,369
	Rate of Serious Injuries	12.42
	Number of Non-Motorized Fatalities & Injuries	390
Transit	% of Revenue Vehicles that Exceeded ULB*	Reduce by 10%
	% of non-Revenue Vehicles that Exceeded ULB*	Reduce by 10%
	% of Facilities with Condition Rating < 3.0	No more than 20% rated < 3.0
Assets	% Pavement in Good Condition (Interstate)	N/A
	% Pavement in Poor Condition (Interstate)	N/A
	% Pavement in Good Condition (non-Interstate)	N/A
	% Pavement in Poor Condition (non-Interstate)	N/A
	% NHS Bridges in Good Condition	N/A
	% NHS Bridges in Poor Condition	N/A

System Perform.	Reliable Person Miles on the Interstate	N/A
	Reliable Person Miles on the non-Interstate NHS	N/A
	Truck Travel Time Reliability	N/A
	Annual Hours of Peak Hour Excessive Delay	N/A
	Percent of Non-SOV	N/A
	Total Emissions Reduction	N/A

\* ULB = Useful Life Benchmark

Systems Performance Report

The Systems Performance Report provides a measure of how the TIP supports the performance-based planning process. This report will evaluate the progress made towards the achievement of performance targets.

The MPO adopted safety performance targets on January 16, 2018. In lieu of developing their own targets, the MPO elected to support the state's safety and transit targets as referenced in the table above. No other targets have been established to date by the MPO. The Alabama Department of Transportation (ALDOT) adopted the Statewide Freight Plan in November of 2017 and ALDOT's Transportation Asset Management Plan (TAMP) is currently in draft form.

The MPO will support the above-mentioned targets and state plans through the Transportation Improvement Program. The MPO will address new targets as they are adopted by the State or developed by the MPO per the Alabama Performance Management Agreement. Projects not in the TIP are added by resolution, at a meeting of the MPO, and in accordance with agreements and bylaws that the MPO has in place with state and member governments. Such projects will be evaluated to determine alignment with the performance targets.

**WHEREAS**, the Columbus-Phenix City MPO, at the request of the Alabama Department of Transportation, proposes that the Alabama Performance Management Agreement, upon execution by the Governor, be added to the FY 2018-2021 Transportation Improvement Program.

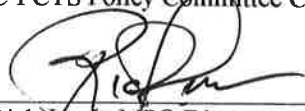
**NOW, THEREFORE, BE IT RESOLVED** that the Columbus-Phenix City MPO does hereby revise the FY 2018-2021 Transportation Improvement Program (TIP) to include the above-mentioned changes.

Adopted this 6-19-18  
Date



Mayor Teresa Pike Tomlinson  
C-PCTS Policy Committee Chairperson

ATTEST:



Rick Jones, MPO Director