Transportation Performance Management (TPM)

HAMPO PM3 Update

07/09/2026

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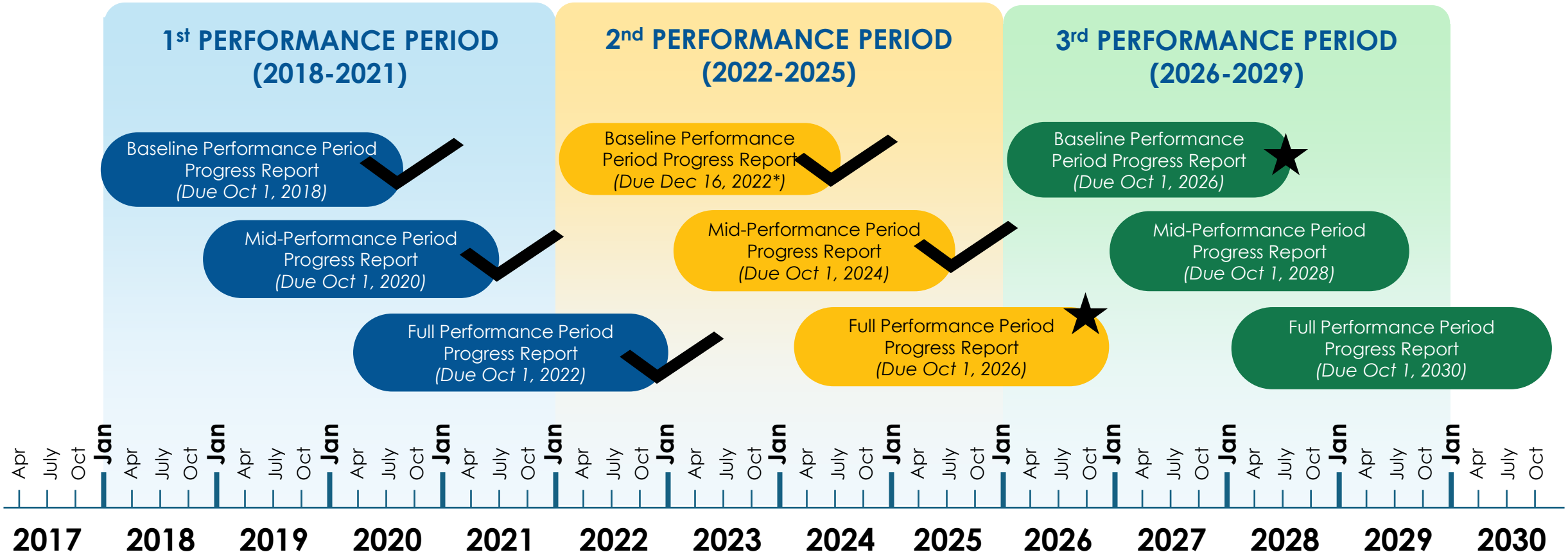
TPM Overall Schedule



Source: https://www.dot.ga.gove/InvestSmart/STIP/FY24-27/SystemPerformanceReport-2050SWTP_2024-27STIP.pdf

System Performance Measures
Overview for PM1, PM2 and PM3

PM 1
Safety

- Number and rate of fatalities and serious injuries
- Number of non-motorized fatalities and non-motorized serious injuries

Responsible GDOT Offices:
- **Traffic Operations**

PM 2
Pavement and Bridge Condition

- % of interstate pavements in good and poor condition- interstate NHS
- % of NHS bridges in good and poor condition

Responsible GDOT Offices:
- **Office of Bridge Design and Maintenance**
- **Office of Maintenance**

PM 3
System and Freight

- Percent of Person-Miles Traveled on the Interstate that are Reliable
- Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable
- Truck Travel Time Reliability (TTTR) Index

CMAQ

- Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita*
- % of Non-Single Occupancy Vehicle (SOV) Travel*
- Total Emissions Reduction

Responsible GDOT Office:
Planning

All Performance Measures are submitted to FHWA by GDOT

Source: Second Performance Period 2024 Mid-Performance Report
* 87 FR 42401 (23 CFR 490 - Docket No. FHWA-2021-0004) – FHWA – October 2022

PM 1 – Safety

Ron Knezevich, P.E.
State Safety Engineering Manager

Agenda for PM1 - Safety

1. HSIP Performance Measures
2. PM Methodology
3. HSIP-1 (Fatalities)
4. HSIP-2 (Serious Injuries)
5. HSIP-3 (Fatalities per 100M VMT)
6. HSIP-4 (Serious Injuries per 100M VMT)
7. HSIP-5 (Non-motorist Serious Injuries & Fatalities)

PM1 – Safety
HSIP Performance Measures

UNIVERSAL CORE PERFORMANCE MEASURES	
UC-1 **HSIP-1**	Traffic fatalities
UC-2 **HSIP-2**	Serious injuries in traffic crashes
UC-3 **HSIP-3**	Fatalities per 100M VMT

STATE DEVELOPED PERFORMANCE MEASURES	
SD-1 **HSIP-4**	Serious Injuries per 100M VMT
SD-2 **HSIP-5**	Non-motorist serious injuries and fatalities

UC-1 / HSIP-1
Methodological Approach

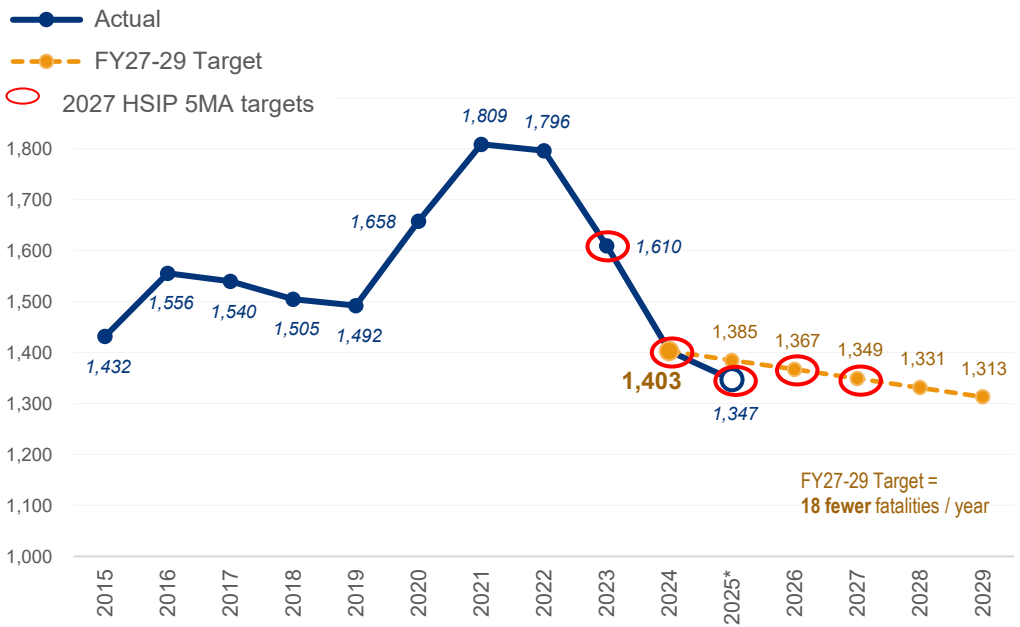
- **Vision Zero Framework:** Georgia agencies aligned traffic safety targets with the **Vision Zero** goal of zero fatalities and serious injuries by **2100**, using a linear reduction trendline based on a baseline year.
- **Updated Baseline Year:** The **Vision Zero trendline** was recalibrated using 2024 FARS data to ensure annual targets remain constant or demonstrate improvement, consistent with federal target-setting requirements.
- **Target Development:** *Annual* targets were established from the updated **Vision Zero trendline** and FY27 HSIP *5-year moving average* targets were calculated using 2023–2024 FARS data, 2025 preliminary state data, and **FY26–27 Vision Zero annual targets**.

Although the reporting mandates related to metrics differ, Georgia's transportation safety partners have adopted a common Vision Zero by **2100** methodology to ensure consistency in the underlying target-setting approach.

UC-1 / HSIP-1
Traffic Fatalities

HSIP FY27:

Reduce the *5MA* of traffic fatalities by **14%** from 1,655.2 in 2020-2024 to **1,415.2** by 2023-2027*.



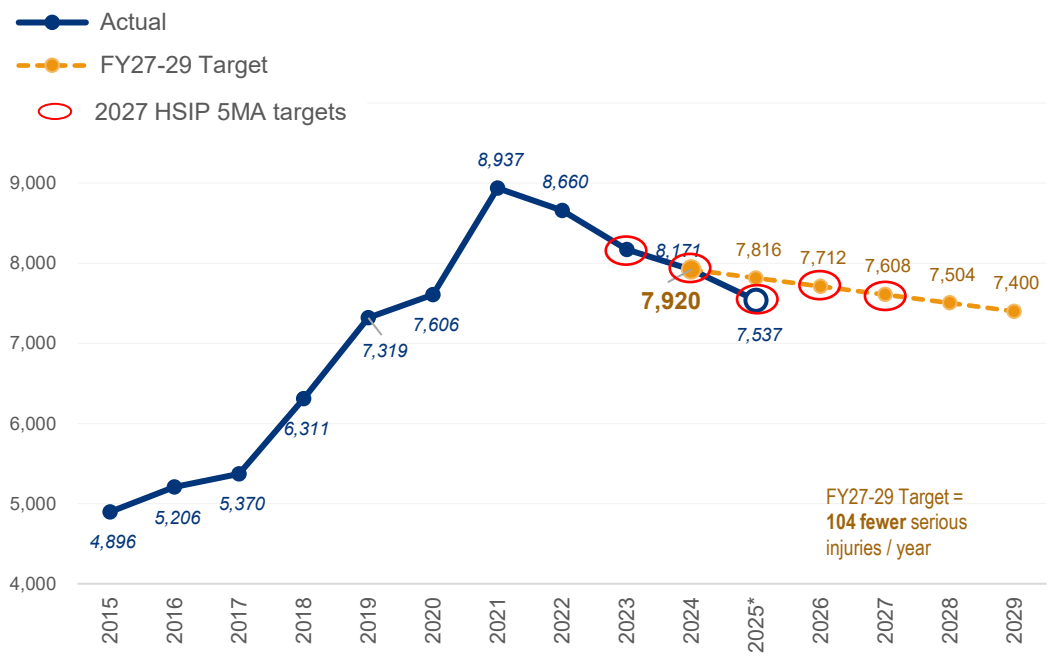
*Preliminary 2025 fatality counts were obtained from the GDOT Daily Fatality Reports (June 1, 2026) and may differ from the final 2025 FARS data. Historically, preliminary GDOT fatality counts have ***exceeded*** final FARS counts by approximately 1% to 5% over recent years.

Metric	FY27-29 BASELINE	Prelim	Targets		
	2024*	2025**	2027	2028	2029
Annual	1,403	1,347	1,349	1,331	1,313
HSIP 5-year average	1,655.2	1,593.0	**1,415.2***	--	--

2023-2024 actual, 2025 preliminary*, 2026-2027 FY27-29 target line

UC-2 / HSIP-2

Serious injuries in traffic crashes



HSIP FY27:

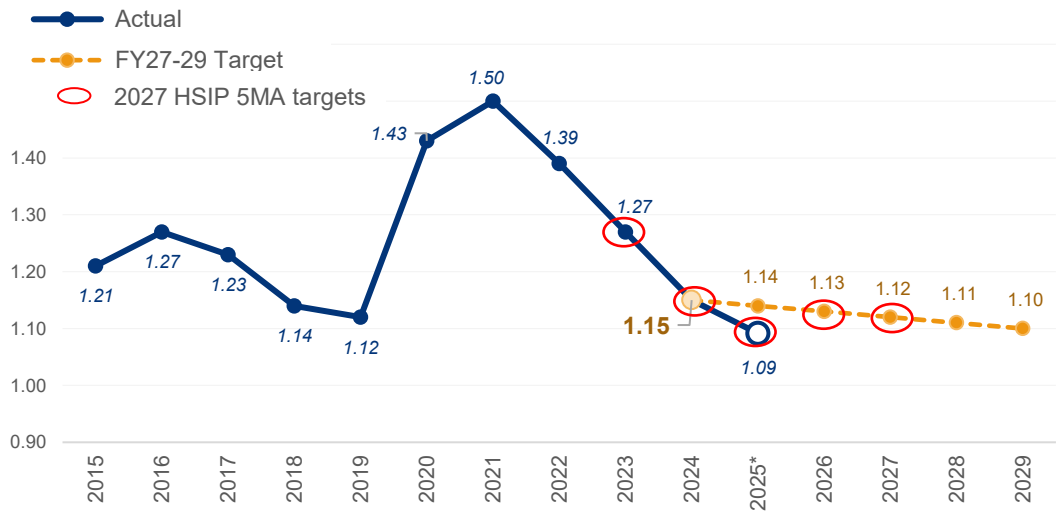
Reduce the *5MA* of serious injuries in traffic crashes by **6%** from 8,258.8 in 2020-2024 to **7,789.6** by 2023-2027.

Metric	FY27-29 BASELINE	Prelim	Targets		
	2024*	2025**	2027	2028	2029
Annual	7,920	7,537	7,608	7,504	7,400
HSIP 5MA	8,258.8	8,245.0	7,789.6 *	--	--

2023-2024 actual, 2025 preliminary*, 2026-2027 FY27-29 target line

UC-3 / HSIP-3

Traffic fatalities per 100M VMT



HSIP FY27:

Reduce the *5MA* traffic fatalities per 100M VMT by **15%** from 1.348 in 2020-2024 to **1.152** by 2023-2027*.

NOTES:

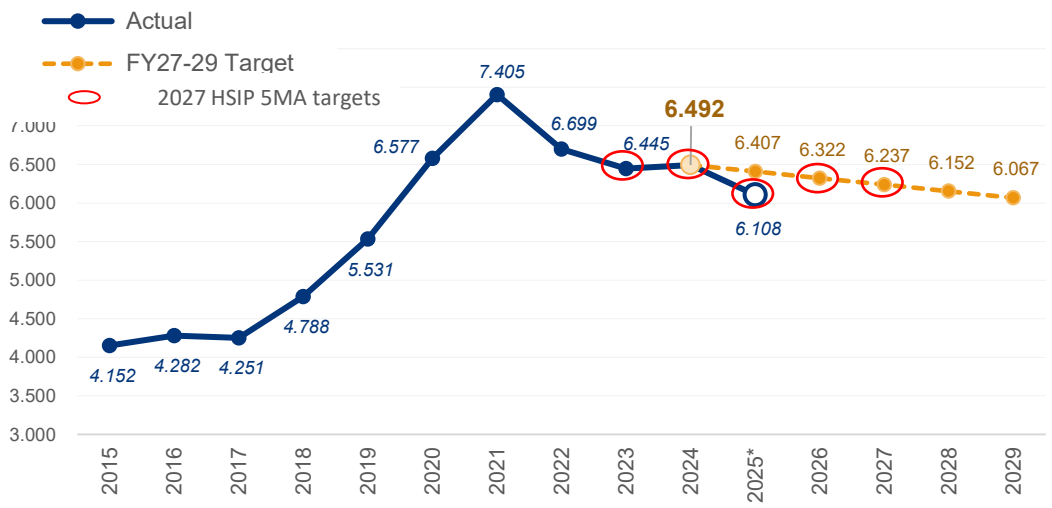
- VMT estimates were derived by reverse-calculating published FARS fatality rates and fatality counts. VMT was assumed to increase by 1.15%, and these estimates were used to calculate the 2025 fatality rate estimate.
- *Preliminary 2025 fatality counts were obtained from the GDOT Daily Fatality Reports (June 1, 2026) and may differ from the final 2025 FARS data. Historically, preliminary GDOT fatality counts have ***exceeded*** final FARS counts by approximately 1% to 5% over recent years.

Metric	FY27-29 BASELINE	Prelim	Targets		
	2024*	2025**	2027	2028	2029
Annual	1.15	1.09	1.12	1.11	1.10
HSIP 5MA	1.348	1.280	**1.152 ***	--	--

2023-2024 actual, 2025 preliminary*, 2026-2027 FY27-29 target line

SD-1 / HSIP-4

Serious Injuries per 100M VMT



HSIP FY27:

Reduce the 5MA of serious injuries per 100M VMT by **6%** from 6.723 in 2020-2024 to **6.321** by 2023-2027.

NOTES:

- VMT estimates were derived by reverse-calculating published FARS fatality rates and fatality counts. VMT was assumed to increase by 1.15%, and these estimates were used to calculate the 2025 serious injury rate estimate.

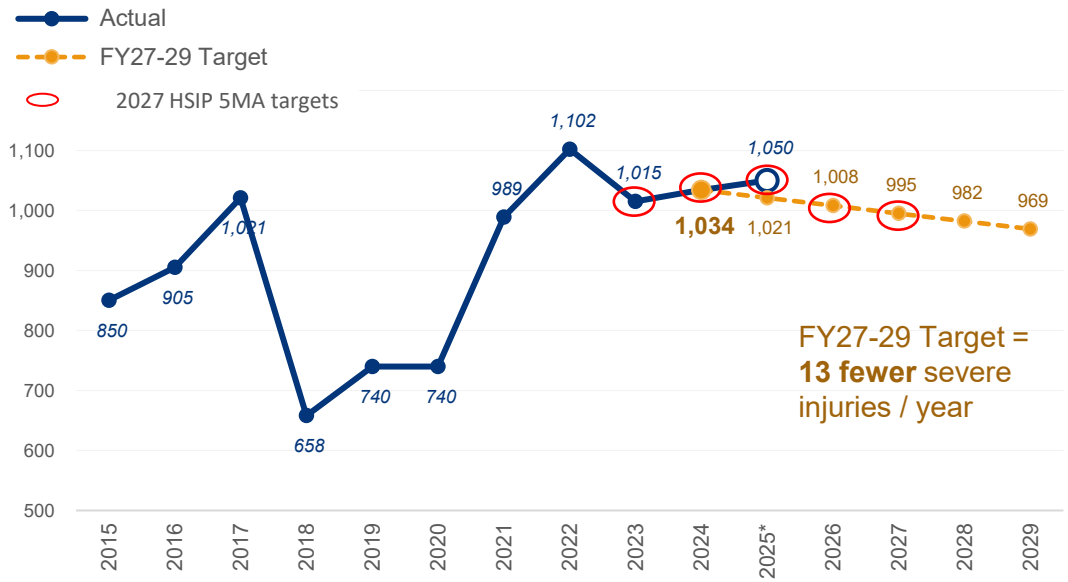
Metric	FY27-29 BASELINE	Prelim	Targets		
	2024*	2025**	2027	2028	2029
Annual	6.492	6.108	6.237	6.152	6.067
HSIP 5MA	6.723	6.630	**6.321 ***	--	--

2023-2024 actual, 2025 preliminary*, 2026-2027 FY27-29 target line

SD-2 / HSIP-5
Non-Motorist Serious Injuries & Fatalities

HSIP FY27:

Reduce the *5MA* of non-motorist serious injuries and fatalities by 5% from 976.0 (2020-2024) to **1,020.4** by 2023-2027.



Metric	FY27-29 BASELINE	Prelim	Targets		
	2024*	2025**	2027	2028	2029
Annual	1,034	1,050	995	982	969
HSIP 5MA	976.0	1,038.0	**1,020.4**	--	--

2023-2024 actual, 2025 preliminary*, 2026-2027 FY27-29 target line

PM 2 – Pavement & Bridge Condition

Donn Digamon, P.E.
State Bridge Engineer

Brandon Clayton, P.E.
State Maintenance Engineer

PM2 – Bridge Condition

Program Area	Measure Area	Performance Measures
National Highway Performance Program (NHPP)	Condition of bridges on NHS	Percentage of deck area of NHS bridges classified as in **Good** Condition
		Percentage of deck area of NHS bridges classified as in **Poor** Condition

PM2 – Bridge Condition

GDOT's 2- and 4- Year Targets for Bridges 1st Performance Period

NHS	Condition	Current Condition 2018	2020 2- Year Targets	2022 4- Year Targets
Interstate	Good	38%	≥ 50%	≥ 60%
	Fair	61%	-	-
	Poor	0%	≤ 10%	≤ 10%
Non-Interstate	Good	52%	≥ 50%	≥ 60%
	Fair	46%	-	-
	Poor	2%	≤ 10%	≤ 10%

PM2 – Bridge Condition
Measure Computation Methodology

$$\%_Good = \frac{Deck_Area_Good}{Deck_Area_Good + Deck_Area_Fair + Deck_Area_Poor} \times 100$$

$$\%_Poor = \frac{Deck_Area_Poor}{Deck_Area_Good + Deck_Area_Fair + Deck_Area_Poor} \times 100$$

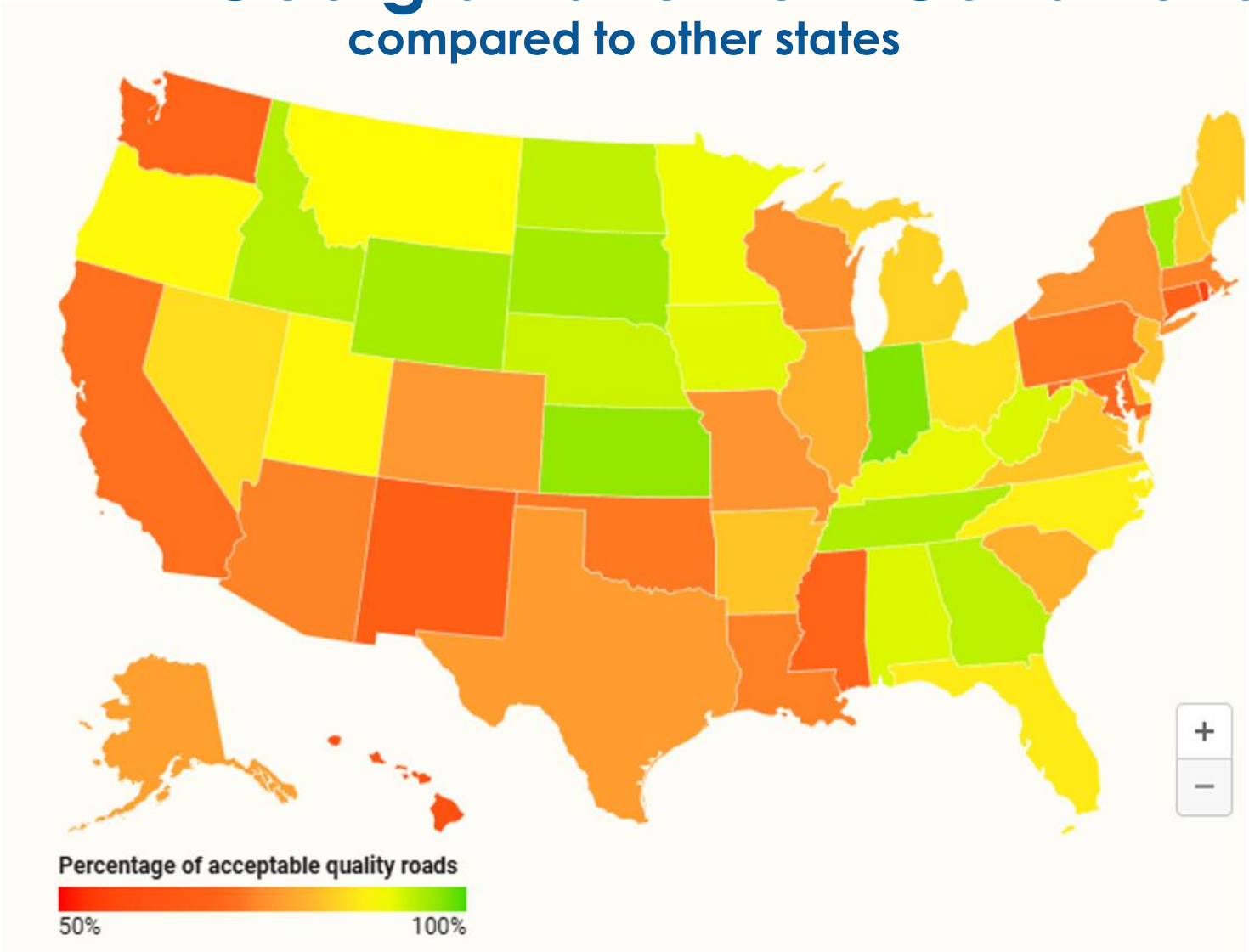
%_Good:	"Percentage of NHS bridges classified as in Good condition" measure;
%_Poor:	"Percentage of NHS bridges classified as in Poor condition" measure;
Deck_Area_Good:	total deck area of NHS bridges classified as in Good condition;
Deck_Area_Fair:	total deck area of NHS bridges classified as in Fair condition; and
Deck_Area_Poor:	total deck area of NHS bridges classified as in Poor condition

PM2 – Bridge Condition
GDOT Condition Comparison

NHS	Condition	2018	2022	Current 2026
Interstate	Good	38%	77%	77%
	Fair	61%	23%	23%
	Poor	0%	0%	0%
Non-Interstate NHS	Good	52%	80%	79%
	Fair	46%	19%	20%
	Poor	2%	1%	1%

PM2 - Georgia Pavement Conditions

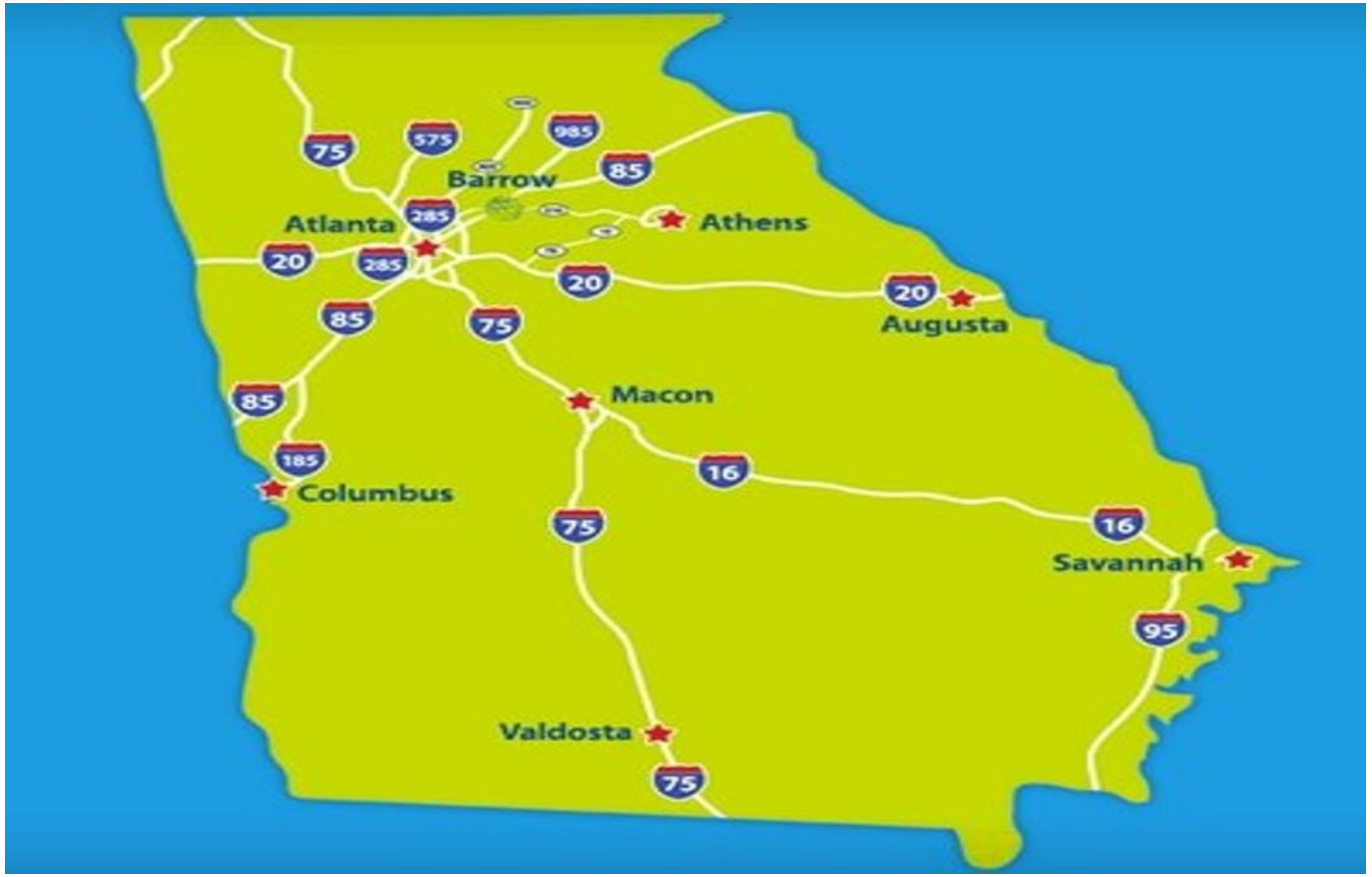
compared to other states



Source: https://www.newsweek.com/map-reveals-states-best-worst-kept-roads-2105065

Interstates

- 54% Asphalt
- 46% Concrete



OCI Metrics

Average OCI Rating
Critical Priority Routes
100
80
60
40
20
0
85
86
84
87
87
82
83
85
D1
D2
D3
D4
D5
D6
D7
Statewide
OCI 2023, Critical Priority Routes
X ≥ 85 Green
85 > X ≥ 75 Yellow
X < 75 Red
High Priority Routes
81
84
84
85
86
79
84
84
OCI 2023, High Priority Routes
X ≥ 85 Green
85 > X ≥ 75 Yellow
X < 75 Red
Medium Priority Routes
80
88
85
88
87
82
82
85
OCI 2023, Medium Priority Routes
X ≥ 82 Green
82 > X ≥ 72 Yellow
X < 72 Red
Low Priority Routes
82
86
86
88
89
84
87
86
OCI 2023, Low Priority Routes
X ≥ 79 Green
79 > X ≥ 69 Yellow
X < 69 Red

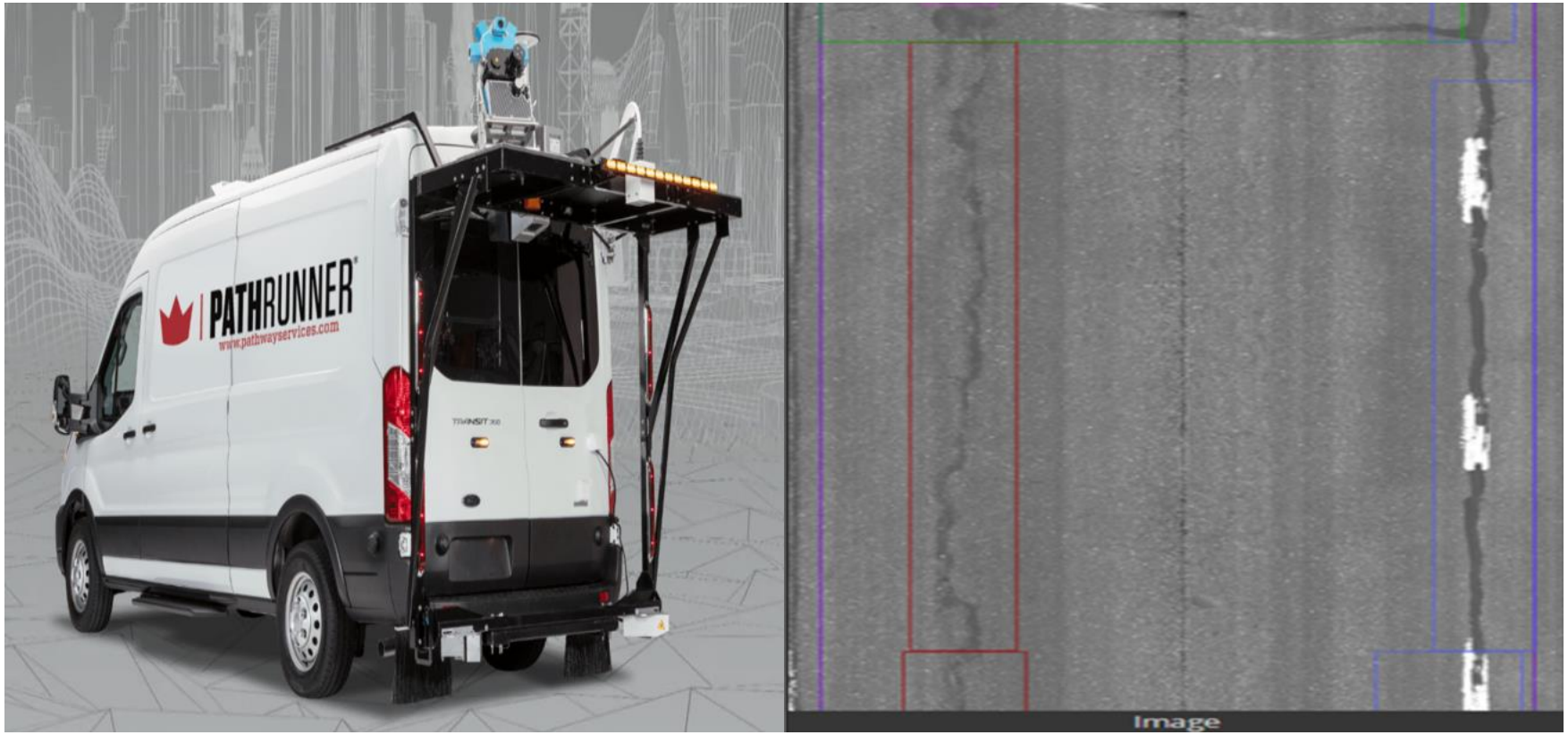
Route Prioritization

- **Interstates Statewide – 1,250 Centerline miles**

District	Critical	High	Medium	Low	Total
District 1	380	660	580	680	2,300
District 2	630	530	900	1,090	3,150
District 3	710	790	910	910	3,320
District 4	670	710	830	1,190	3,400
District 5	690	790	790	610	2,880
District 6	300	570	530	480	1,880
District 7	240	470	160	70	940
Total	3,620	4,520	4,700	5,030	17,870

OCI (Overall Condition Index)

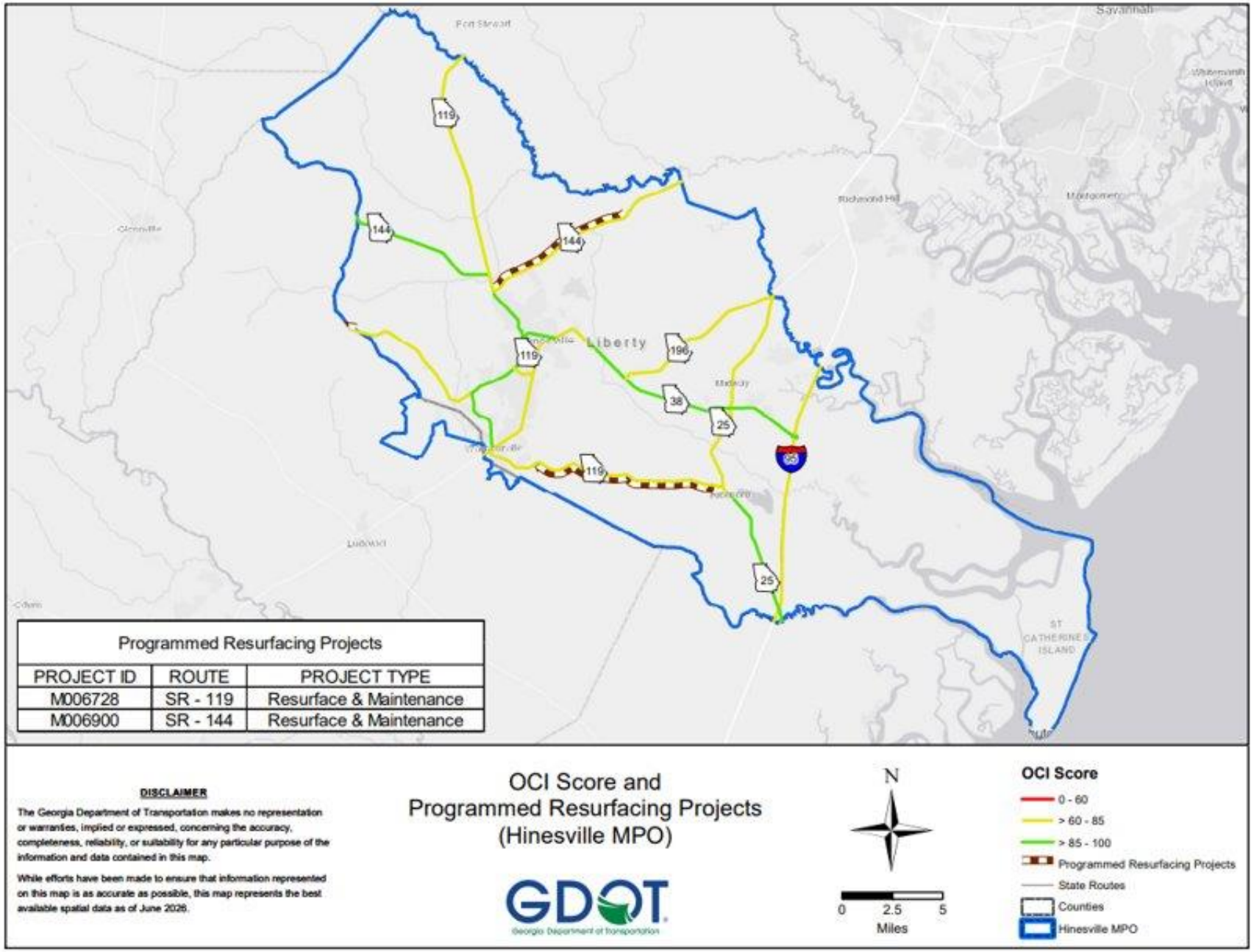
- OTD Contract – Pathways
- Laser (Lidar) - All Speed Profiler / 3D Scanning



Automated Data Collection

- The SMO now uses Automated Pavement Distress Collection, from the Office of Transportation Data's HPMS Vendor
- OTD Vendor is contracted annually to collect the Highway Performance Monitoring System (HPMS Report) for FHWA
  - The distress include IRI, Rutting and Cracking
- The SMO works with the vendor to collect additional distress
  - Raveling
  - Faulting
- We also work with them to process the cracking collection into:
  - Load Cracking
  - Block/Reflective Cracking
  - Edge Distress

PM2 – Pavement Condition



PM 3 – System & Freight, CMAQ

Habte Kassa
Asst State Transportation Administrator

Stephanie Williams
Branch Chief

Agenda for PM3 – System & Freight, CMAQ

1. System Performance Measures Overview
2. Evaluation of Second Performance Period (2022-2025)
3. Development of Third Performance Period (2026-2029) Targets
4. Proposed Third Performance Period Targets
5. Impact of Exogenous Factors & MPO Coordination

System Performance Measures
Primary Data Inputs

Performance Measures	Geographic Extent	Data Source
NHS Performance		
Percent of Person-Miles Traveled on the Interstate that are Reliable	Statewide	• Travel time from NPMRDS • **AADT from HPMS** • Segment length from NPMRDS • Occupancy factors from National Household Travel Survey (NHTS) 2017
Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	Statewide	• Travel time from NPMRDS • **AADT from HPMS** • Segment length from NPMRDS • Occupancy factors from NHTS 2017
Freight Movement on the Interstate		
Truck Travel Time Reliability (TTTR) Index	Statewide	Truck travel time from NPMRDS

Performance Measures	Geographic Extent	Data Source
CMAQ Performance		
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita	Atlanta Urbanized Area	• **Hourly VMT and vehicle classification from GDOT Traffic Monitoring Database** • Travel time from NPMRDS • Occupancy factors from NHTS 2017 • Total population from American Community Survey
Percent of Non-Single Occupancy Vehicle (SOV) Travel	Atlanta Urbanized Area	• American Community Survey
Total Emissions Reduction	Statewide	• CMAQ public access database

AADT data from HPMS data is from **two years prior to the year** for which performance measures are calculated.

Source: Second Performance Period 2024 Mid-Performance Report

Evaluation of Second Performance Period (2022-2025)

Performance Measure	Desired Trend	Target		Value		Meets Target	
		2-year	4-Year	2-year	4-Year	2-year	4-Year
% of Person-Miles Traveled on the Interstate that are Reliable	↑	73.9%	68.4%	81.2%	79.2%	✓	✓
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	↑	87.3%	85.3%	88.1%	87.1%	✓	✓
Truck Travel Time Reliability Index	↓	1.62	1.65	1.44	1.51	✓	✓
Annual Hours of PHED Per Capita	↓	23.7	27.2	17.7	22.7	✓	✓
Non-SOV Measure (percentage)	↑	22.7%	22.7%	32.0%	NA	✓	NA
Total Emissions Reductions – VOC (kg/day)	↑	157.2	257.1	267.5	335.3	✓	✓
Total Emissions Reductions – NOx (kg/day)	↑	510.9	904.2	900.1	1040.0	✓	✓

NA - Not available yet

Second Performance Period Targets and Proposed Third Performance Period Targets

Performance Measure	Desired Trend	2nd performance period target		3rd performance period target (proposed)*	
		2-year	4-Year	2-year	4-Year
% of Person-Miles Traveled on the Interstate that are Reliable	↑	73.9%	68.4%	70.9%	68.9%
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	↑	87.3%	85.3%	80.6%	78.4%
Truck Travel Time Reliability Index	↓	1.62	1.65	1.68	1.71
Annual Hours of PHED Per Capita	↓	23.7	27.2	35.7	43.9
Non-SOV Measure (percentage)	↑	22.7%	22.7%	29.7%	29.7%
Total Emissions Reductions – VOC (kg/day)	↑	157.2	257.1	NA	NA
Total Emissions Reductions – NOx (kg/day)	↑	510.9	904.2	NA	NA

* Draft - Under review by GDOT
NA - Not available yet

Impact of Exogenous Factors
MPO Coordination

- Exogenous factors will be reviewed to provide context for system performance. Some of the exogenous factors include:
  - Travel demand
  - Truck demand
  - Economic Trends – Employment and Households
  - Other trends – Population and Teleworking

- Sensitivity analysis would be performed to determine whether target forecasts based on trend analysis should be adjusted.

- Increases or decreases in these factors could potentially worsen the system performance in the future requiring establishment of an appropriate performance target.

2027 – 2030 STIP Impacts

- STIP development is currently underway with an anticipated adoption date of August/September 2026.
- Projects identified for implementation will impact travel reliability.
- CMAQ projects included in the TIP/STIP will be reviewed.
- CMAQ targets must be set in coordination with ARC, Gainesville and Cartersville-Bartow MPOs.
- GDOT and the MPOs will meet to determine how CMAQ transportation projects will impact 2 and 4-year targets.

Next Steps

- GDOT will continue coordination with MPOs related to the following:
  - Development of 3rd period PM3 targets – Jun/Jul 2026
  - CMAQ coordination with ARC and Cartersville-Bartow MPOs – Jun/Jul 2026
  - Deadline for feedback on Exogenous Factors by **Aug 15th**
  - Development of PM3 reports – Aug 2026
  - Submission of PM3 reports to FHWA – Oct 2026

Thank You

Questions?