

To GAMPO and Other Interested Parties
From GDOT

Hello GAMPO partners.

In addition to the attached Transportation Performance Management agreement, this email is to relay to you the PM 2 and PM 3 performance targets that have been established by GDOT.

The PM2 & PM3 statewide targets have an effective date of May 16, 2018, which will start the 180 day time period in which the MPOs must perform one of the two options noted below:

- If an MPO chooses to support the statewide target, the MPO will provide written documentation to GDOT that the MPO agrees to plan and program projects that will contribute toward the achievement of the statewide highway performance target.
- If the MPO chooses to set its own target, the MPO will provide GDOT documentation that includes the target and the date the MPO plans to adopt.

As a reminder, GDOT will have an opportunity to revisit and adjust (if necessary) the 4-year target in 2020 while submitting the mid performance period progress report. By 2020, two more years of data will be available to determine trends in system performance which will help in assessing the validity of the 4-year targets currently being set.

PM 2 TARGETS *The 2-yr and 4-yr targets are the same. The 4 year targets may be revisited in 2020.

ASSET	PERFORMANCE MEASURE	DESCRIPTION	TARGET
Bridge Structures	Percent of NHS Bridges in Poor condition as a percentage of total NHS bridge deck area	Bridge Conditions are based on the results of inspections 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 rehabilitation investments.	≤ 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 a condition rating of Good.	≥ 60% (NHS) in Good Condition

Table 1: Bridge Level of Service Measures

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% 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% 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% 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% in Good Condition

Table 2: Pavement Level of Service Measures

PM 3 TARGETS

Summary of the PM 3 Performance Measures



*GDOT, Atlanta Regional Commission and Cartersville-Bartow Metropolitan Planning Organization are required to establish and report single targets for Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita and Percent of Non-Single Occupancy Vehicle (SOV) Travel for Atlanta urbanized area.

PM 3 Targets

Performance Measure	2-year Target	4-year Target
Percent of person-miles traveled on the Interstate that are reliable	73.0%	67.0%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	n/a	81%
Truck Travel Time Reliability (TTTR) Index	1.66	1.78
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita*	n/a	24.6 hours
Percent of Non-Single Occupancy Vehicle (SOV) Travel*	22.1%	22.1%
Total Emissions Reduction	VOC: 764.309 kg/day; NOx: 1,429.118 kg/day	VOC: 748.185 kg/day; NOx: 1,347.270 kg/day