

## Memorandum

**To:** MPO Committee Members  
**From:** Lucinda Shannon, Transportation Planning Manager  
**Date:** January 27, 2020  
**Topic:** Setting Performance Targets

**Purpose:** Select targets for Asset and System Conditions and Safety.

**Background:** MPOs are asked to participate in the federal Transportation Performance Management process by coordinating with the state to set targets for their regions based on the state targets and trend data provided by the state. The targets are broken up into three categories.

- 1) Asset and System Condition Performance Targets
  - a. Adjustments due by March 15, 2021
- 2) Safety Performance Targets
  - a. Update due February 27, 2021
- 3) Public Transit Agency Safety Performance Targets
  - a. Updates are current

OIPI and VDOT prepare worksheets for each MPO showing the data collected to measure progress towards each performance measure that has an identified target. These worksheets compare the data over the years starting with the baseline year 2017 to identify trends and track percent changes to help measure progress and adjust the targets. The Public Transit Agency Safety Performance Targets will be reviewed in 2021.

Additional information about the condition of our transportation system is available on VDOT's Dashboard webpages at <http://dashboard.virginiadot.org/Pages/Maintenance/Bridge.aspx>.

**Recommendation:** CA-MPO staff recommends that the MPO adopts the state performance targets for all three of the categories- Asset and System Conditions, Safety, and Public Transit Agency Safety.

Tables 1 and 2 on the next pages show the recommended targets and Tables 3 and 4 show alternative targets. The alternative targets are suggested if the Policy Board decides to adopt targets based on local trends instead of the state trends.

*Table 1: CA-MPO Recommended Asset and System Condition Targets for CA-MPO*

Asset and System Condition Targets	State Target (4 years 2018 to 2021)	CA-MPO Current Target	CA-MPO 2019 actual	CA-MPO Targets for 2020 and 2021
Percentage of deck area of bridges in good condition (NBI on NHS)	<b>30.5%</b>	<b>23%</b>	<b>10.9%</b>	<b>30.5%</b>
Percentage of deck area of bridges in poor condition (NBI on NHS)	<b>2%</b>	<b>3%</b>	<b>7.7%</b>	<b>2%</b>
Percent of pavement in good condition (Interstate)	45%	45%	69.7%	45%
Percent of pavement in poor condition (Interstate)	3%	3%	0%	3%
Percent of pavement in good condition (NHS)	25%	25%	26.3%	25%
Percent of pavement in poor condition (NHS)	5%	5%	0.9%	5%
Percentage of person-miles traveled that are reliable (Interstate)	<b>82%</b>	<b>99%</b>	<b>100%</b>	<b>82%</b>
Percentage of person-miles traveled that are reliable (Non-Interstate NHS)	<b>82.5%</b>	<b>80%</b>	<b>93.5%</b>	<b>82.5%</b>
Truck travel time reliability index (Interstate)	<b>1.56</b>	<b>1.2</b>	<b>1.15</b>	<b>1.56</b>

- NBI, National Bridge Inventory covers all bridges used for vehicular traffic over 20 ft in length.
- The State adjusted the Percent of deck area of bridges in good condition from 33% to 30.5% during the midterm review.
- Targets in **bold** need to be confirmed or adjusted in the January Policy Board meeting.

*Table 2: CA-MPO Recommended Safety Performance Targets for CA-MO*

Safety Performance Targets	State 2021 Target	CA-MPO Projected Trend 2021	CA-MPO Targets for 2021
Percent change fatalities	<b>3.20%</b>	<b>-4.30%</b>	<b>3.20%</b>
Number of fatalities	<b>898</b>	<b>7</b>	<b>9</b>
Percent Change serious injuries	<b>-1.46%</b>	<b>-16.10%</b>	<b>-1.46%</b>
Number of serious injuries	<b>7,385</b>	<b>50</b>	<b>103</b>
Goal Percent Change non-motorized fatalities serious injuries	<b>-0.08%</b>	<b>-1.80%</b>	<b>-0.08%</b>
Number of non-motorized fatalities serious injuries	<b>750</b>	<b>13</b>	<b>13</b>

- A positive value represents an increase and a negative value represents a reduction in five-year averages from 2019 to 2021

*Table 3: Alternative Asset and System Condition Targets for CA-MPO*

Asset and System Condition Targets	State Target (4 years 2018 to 2021)	CA-MPO Current Target	CA-MPO 2019 actual	CA-MPO Targets for 2020 and 2021
Percentage of deck area of bridges in good condition (NBI on NHS)	<b>30.5%</b>	<b>23%</b>	<b>10.9%</b>	<b>23%%</b>
Percentage of deck area of bridges in poor condition (NBI on NHS)	<b>2%</b>	<b>3%</b>	<b>7.7%</b>	<b>3%</b>
Percent of pavement in good condition (Interstate)	45%	45%	69.7%	45%
Percent of pavement in poor condition (Interstate)	3%	3%	0%	3%
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Percent of pavement in poor condition (NHS)	5%	5%	0.9%	5%
Percentage of person-miles traveled that are reliable (Interstate)	<b>82%</b>	<b>99%</b>	<b>100%</b>	<b>98%</b>
Percentage of person-miles traveled that are reliable (Non-Interstate NHS)	<b>82.5%</b>	<b>80%</b>	<b>93.5%</b>	<b>80%</b>
Truck travel time reliability index (Interstate)	<b>1.56</b>	<b>1.2</b>	<b>1.15</b>	<b>1.56</b>

- NBI, National Bridge Inventory covers all bridges used for vehicular traffic over 20 ft in length.
- The State adjusted the Percent of deck area of bridges in good condition from 33% to 30.5% during the midterm review.
- Targets in **bold** need to be confirmed or adjusted in the January Policy Board meeting.

*Table 4: Alternative Safety Performance Targets for CA-MPO*

Safety Performance Targets	State 2021 Target	CA-MPO Projected Trend 2021	CA-MPO Targets for 2021
Percent change fatalities	<b>3.20%</b>	<b>-4.30%</b>	<b>-4.30%</b>
Number of fatalities	<b>898</b>	<b>7</b>	<b>7</b>
Percent Change serious injuries	<b>-1.46%</b>	<b>-16.10%</b>	<b>-16.10%</b>
Number of serious injuries	<b>7,385</b>	<b>50</b>	<b>50</b>
Goal Percent Change non-motorized fatalities serious injuries	<b>-0.08%</b>	<b>-1.80%</b>	<b>-1.80%</b>
Number of non-motorized fatalities serious injuries	<b>750</b>	<b>13</b>	<b>13</b>

- A positive value represents an increase and a negative value represents a reduction in five-year averages from 2019 to 2021