FY27 Federal Performance Targets

Safety, Infrastructure Condition, and System Performance

December 1, 2026

Thomas Jefferson Planning District Commission

BACKGROUND

- MAP-21 established the federal transportation performance management framework; implementing regulations include 23 CFR Part 490
- States and MPOs set targets and track performance
  - Safety
  - Infrastructure Condition
  - System Performance
  - Congestion and Air Quality (National Capital Region Only)
  - Transit Asset Management
- Code of Virginia identifies the Office of Intermodal Planning and Investment (OIPI) as responsible for developing performance measures and targets for Virginia as required by federal or state law
- Recent state actions
  - ✓ **June 2026** CTB adopted federal safety targets
  - ✓ **September 2026** CTB adopted other federal performance targets
  - ✓ **October 2026** DRPT published FFY2026-2029 Tier II Transit Asset Management (TAM) Plan

FEDERAL PERFORMANCE MEASURES

	Performance Measure	Metrics
Annual Targets	**Safety** *Deadline: 2/28/27*	Fatalities
		Fatality Rate
		Serious Injuries
		Serious Injury Rate
		Non-Motorized Fatalities + Serious Injuries
Four-Year Targets	**Transit Asset Management** *Deadline: 3/29/27*	% of Revenue Vehicles at or Beyond Useful Life Benchmark (ULB)
		% of Support Vehicles at or Beyond Useful Life Benchmark (ULB)
		% Facilities with Condition Rating < 3.0 on FTA TERM Scale
	Infrastructure Condition (Pavement and Bridge) *Deadline: 3/14/27*	% of Pavement in Good Condition (Interstate)
		% of Pavement in Poor Condition (Interstate)
		% of Pavement in Good Condition (Non-Interstate NHS)
		% of Pavement in Poor Condition (Non-Interstate NHS)
		% of Deck Area of Bridges in Good Conditon (NHS)
		% of Deck Area of Bridges in Poor Condition (NHS)
	System Performance *Deadline: 3/14/27*	% of Person-Miles Traveled that are Reliable (Interstate)
		% of Person-Miles Traveled that are Reliable (Non-Interstate NHS)
		Truck Travel Time Reliability Index (Interstate)

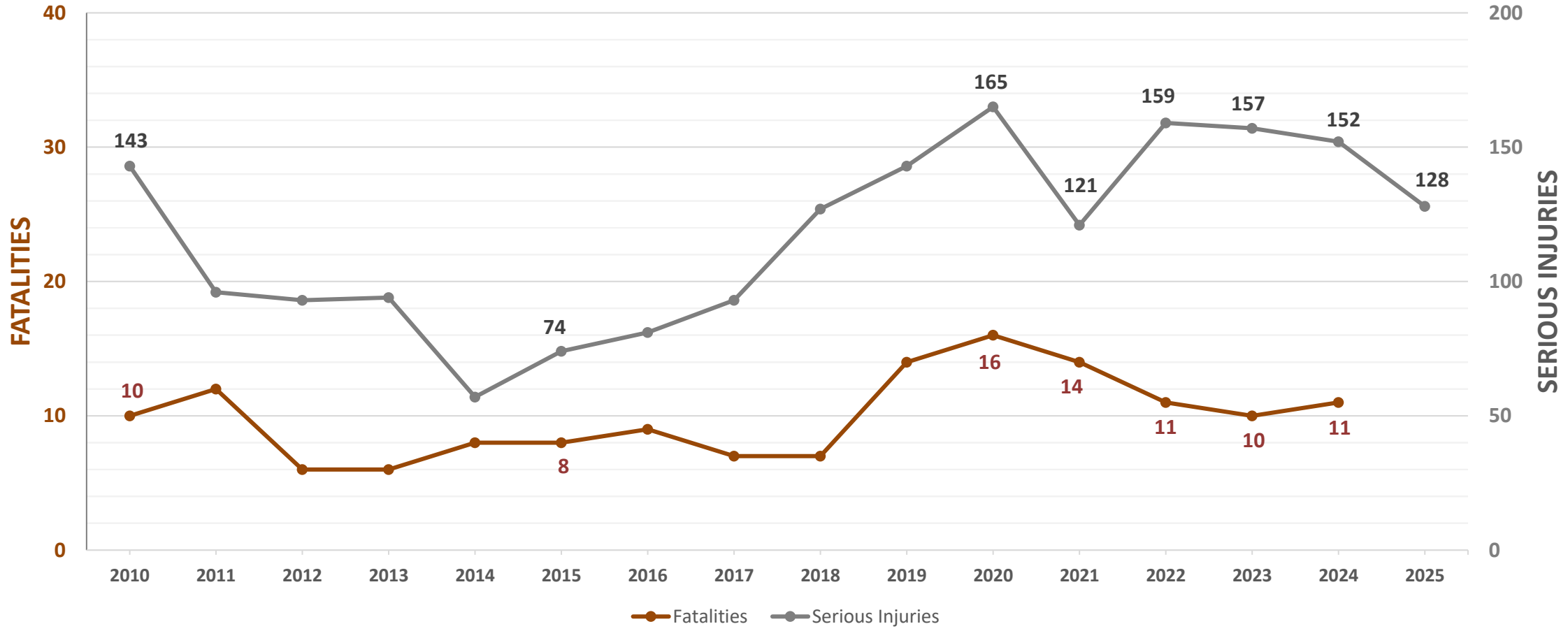
Policy Board Action

- Adopt the state's targets
- Set MPO-specific targets

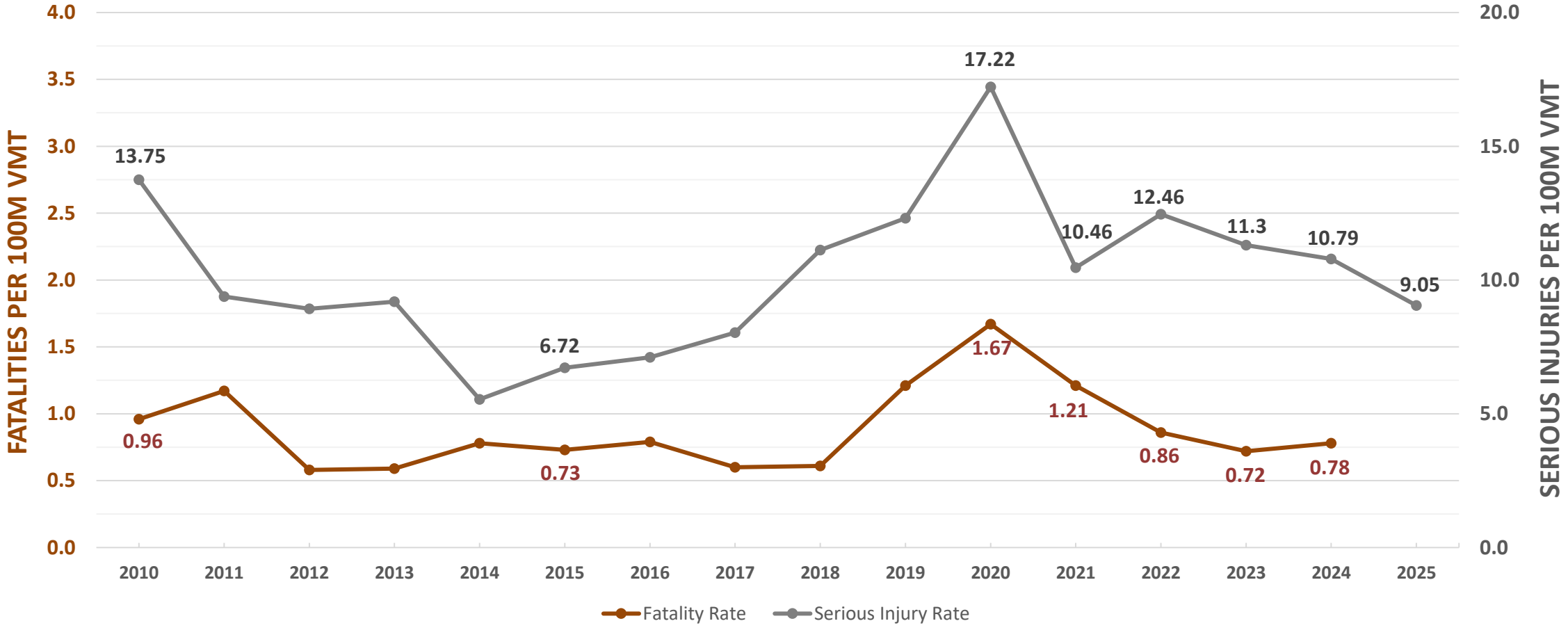
SAFETY

- MPOs must set safety targets **annually**
  - CA-MPO historically adopted state safety targets until 2023, when it began adopting MPO-specific targets
  - In 2026, six MPOs set their own safety performance targets
- Infrastructure Investment and Jobs Act (IIJA) requires that states set safety targets demonstrating level or improved performance for fatalities, fatality rate, and serious injuries
- Virginia uses a data-driven approach that takes into consideration modeling, recently constructed or soon-to-be completed safety projects, and trends
- **Required Policy Board action**
  1. Adopt the state's targets for safety, or
  2. Adopt MPO-specific targets
     a. Long-term trends: use historical trends across all available five-year rolling averages
     b. Recent trends: use historical trends across the latest five-year averages
     c. Other local reduction goal ("aspirational targets"): use a reduction goal otherwise selected by the MPO

ANNUAL FATALITIES AND SERIOUS INJURIES



ANNUAL FATALITY AND SERIOUS INJURY RATES



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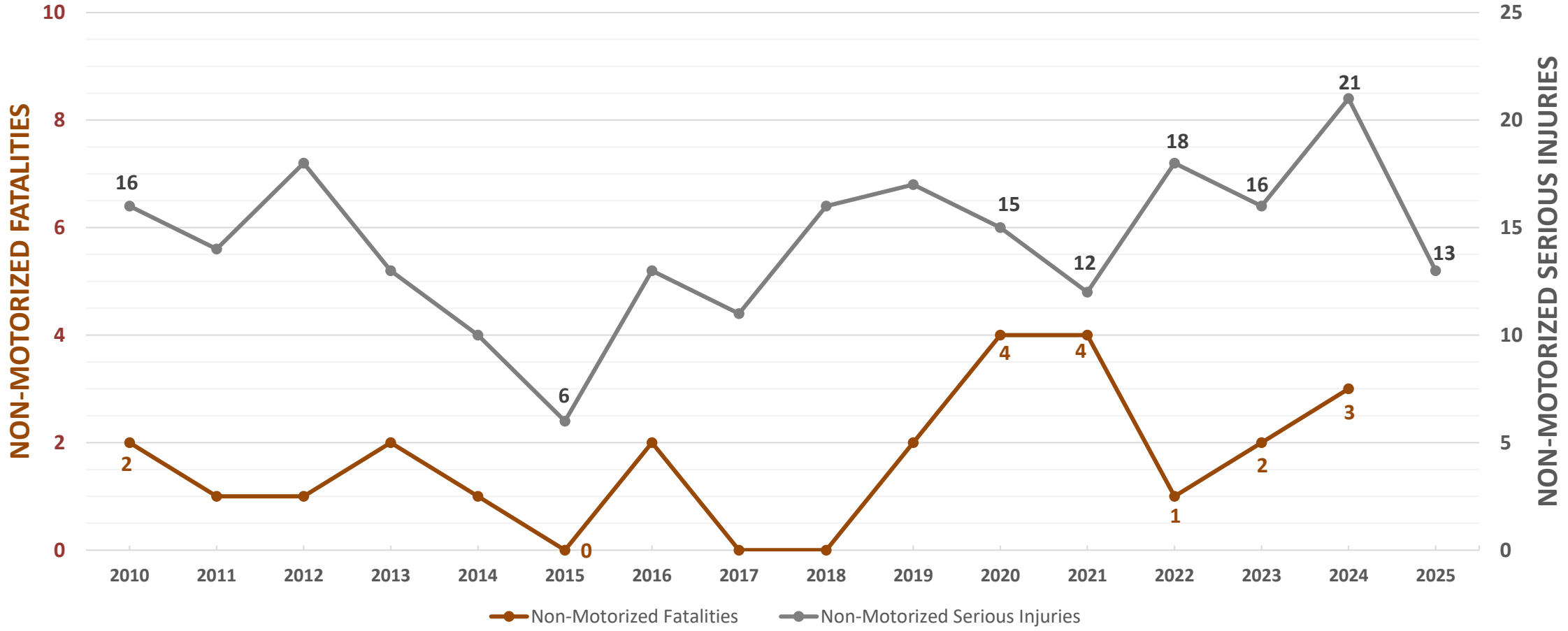
NON-MOTORIZED FATALITIES AND SERIOUS INJURIES



SAFETY TARGETS

	2027 Targets for Consideration			
Measure	*State Targets*	*Long-Term Trend Targets*	*Recent Trend Targets*	*Aspirational Targets*
Fatalities	-3.58%	2.38%	3.64%	-3.75%
Serious Injuries	-2.54%	0.15%	2.28%	-3.75%
Non-Motorized Fatalities + Serious Injuries	-2.25%	1.40%	4.10%	-3.75%

	Reference	2027 Targets for Consideration			
Safety Performance Measures	2026 CA-MPO Targets	*Based on State Targets*	*Based on Long-Term Trends*	*Based on Recent Trends*	*Based on Aspirational Targets*
Fatalities	12	11	13	14	11
Fatality Rate	0.962	0.801	0.964	1.000	0.801
Serious Injuries	145	136	144	150	133
Serious Injury Rate	11.388	9.813	10.423	10.871	9.627
Non-Motorized Fatalities + Serious Injuries	17	18	20	22	17

TRANSIT ASSET MANAGEMENT

- Per MAP-21, all transit agencies must complete a transit asset management (TAM) plan
- DRPT sponsors a group plan for Tier II agencies, which includes Charlottesville Area Transit (CAT) and Jaunt
- **Required Policy Board action:** (1) adopt the state's targets for transit asset management, or (2) adopt MPO-specific targets

Asset Category – Performance Measure	Asset Class	Useful Life Benchmark (ULB) (Years)	FFY2026 State Target
Revenue Vehicles			
Age – % of Revenue Vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB – Articulated Bus	14	5%
	BR – Over-the-Road Bus	14	10%
	BU – Bus	14	15%
	CU – Cutaway	10	10%
	VN – Van	8	20%
	MV – Minivan	8	5%
Equipment (Support Vehicles)			
Age – % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	AO – Automobile	8	35%
	Trucks & other Rubber Tire Vehicles	14	35%
Facilities			
Condition – % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Passenger/Parking	< 3.0	5%
	Administrative/Maintenance	< 3.0	10%

INFRASTRUCTURE CONDITION

- Only applies to a subset of the entire roadway network (National Highway System)
- **Required Policy Board action:** (1) adopt the state's targets for infrastructure condition, or (2) adopt MPO-specific targets
  - Historically, the CA-MPO has adopted state targets for infrastructure condition

	Prior Period CA-MPO Adopted Target	Actual CA-MPO Annual Performance					Current Period State Target
Infrastructure Condition Measure	**4-Yr (2025)**	**2021**	**2022**	**2023**	**2024**	**2025**	**4-Yr (2029)**
% of Pavement in Good Condition (Interstate)	45%	73.5%	74.0%	66.7%	69.2%	65.8%	45%
% of Pavement in Poor Condition (Interstate)	3%	0.0%	0.0%	0.0%	0.0%	0.0%	3%
% of Pavement in Good Condition (Non-Interstate NHS)	25%	28.7%	32.3%	33.6%	31.2%	23.7%	25%
% of Pavement in Poor Condition (Non-Interstate NHS)	5%	0.1%	0.0%	0.0%	0.0%	0.3%	5%
% of Deck Area of Bridges in Good Conditon (NHS)	25.1%	10.8%	10.8%	10.2%	10.2%	9.1%	24.9%
% of Deck Area of Bridges in Poor Condition (NHS)	3.6%	7.8%	7.8%	7.4%	7.4%	14.2%	3.9%

National Bridge Inventory (NBI) covers all bridges used for vehicular traffic over 20 ft in length

Bridge condition also includes bridges not owned by VDOT along the National Highway System

SYSTEM PERFORMANCE

- **Reliability:** the consistency or predictability in travel times, as measured from day-to-day and/or across different times of the day
- **Required Policy Board action:** (1) adopt the state's targets for system performance, or (2) adopt MPO-specific targets
  - Historically, the CA-MPO has adopted state targets for system performance

	Prior Period CA-MPO Adopted Target	Actual CA-MPO Annual Performance					Current Period State Target
System Performance Measure	**4-Yr (2025)**	**2021**	**2022**	**2023**	**2024**	**2025**	**4-Yr (2029)**
% of Person-Miles Traveled that are Reliable (Interstate)	85%	100.0%	100.0%	100.0%	100.0%	100.0%	75%
% of Person-Miles Traveled that are Reliable (Non-Interstate NHS)	88%	90.7%	95.7%	92.4%	90.3%	89.8%	80%
Truck Travel Time Reliability Index (Interstate)	1.64	1.15	1.15	1.15	1.17	1.21	1.58

NEXT STEPS

- Presented as informational in December, with action required in February
- Following Policy Board approval, CA-MPO staff will complete required notification letters for transmittal to DRPT and VDOT
- Performance targets will be incorporated into the Transportation Improvement Program (TIP)

Questions?