Thomas Jefferson Planning District Commission
Charlottesville/Albemarle MPO

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MEMORANDUM

To: Charlottesville-Albemarle Metropolitan Planning Organization
From: Taylor Lowery, Director of Transportation
Date: December 1, 2026
Subject: FY27 Federal Performance Targets

Purpose:
To provide information for the Charlottesville-Albemarle MPO Technical Committee and Policy Board to support the adoption of federal performance targets.

Background:
Moving Ahead for Progress in the 21st Century (MAP-21) established federal performance measures for safety, infrastructure condition, system performance, congestion and air quality, and transit. Federal regulations for metropolitan transportation planning require that each MPO establish performance targets that address the federally established measures and require that they be coordinated with the state[1]. For each measure, MPOs can adopt the state's performance targets, or develop regionally specific targets.

Figure 1. Federal Performance Targets and Due Dates

	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)

The Code of Virginia identifies as a responsibility of the Office of Intermodal Planning and Investment (OIPI) to develop measures and targets related to surface transportation performance for the Commonwealth Transportation Board's (CTB) approval[2]. In coordination with the Virginia Department of Transportation (VDOT), OIPI provides MPO staff with resources to support the target setting process.

[1] Code of Federal Regulations: Metropolitan Transportation Planning and Programming
[2] Code of Virginia: Office of Intermodal Planning and Investment of the Secretary of Transportation

Safety Performance Targets:
Safety targets are established annually. Virginia uses a data-driven approach that considers modeling, recently or soon-to-be constructed safety projects, and trends. The Infrastructure Investment and Jobs Act (IIJA) requires that states set safety targets demonstrating level or improved performance for fatalities, fatality rate, and serious injuries. In 2026, six MPOs set their own safety performance targets. Since 2023, the CA-MPO has adopted its own safety targets.

Table 1. 2027 Safety Targets for Consideration

	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%

Table 2. 2027 Safety Target Values Based on Approach

	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

Infrastructure Condition and System Performance:
Infrastructure condition (pavement and bridges) and system performance (reliability) only apply to a subset of the entire roadway network. Statewide, federal performance measures apply on 12% of roads and 18% of bridges. Tables 3 and 4 identify the prior periods' adopted targets, performance, and the recently adopted state targets for the current period.

Table 3. 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

Reliability refers to the consistency or predictability in travel times, as measured from day-to-day and/or across different times of day. While it describes the predictability of travel time, it does not necessarily indicate that travel is fast or uncongested.

Table 4. 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

Because VDOT maintains most infrastructure in the state and sets priorities for infrastructure maintenance and repair, the CA-MPO has historically adopted the state's targets for non-safety performance measures. In the previous performance period, only the National Capital Region Transportation Planning Board (TPB) in Northern Virginia set their own targets for all infrastructure condition and system performance metrics. Three MPOs set their own targets for system performance, and one MPO set their own target for Non-Interstate Good Condition.

Transit Asset Management:

Per MAP-21, all transit agencies must complete a transit asset management (TAM) plan. The Virginia Department of Rail and Public Transportation (DRPT) has provided guidance on the establishment of transit asset management performance targets and for smaller (Tier II) transit agencies, DRPT sponsors a group plan to establish statewide performance measures. Charlottesville Area Transit (CAT) and Jaunt both participate in the Group Tier II plan, which was developed from asset information provided by each participating transit agency.

Table 5. TAM 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%

Next Steps:

Federal performance targets are brought before the Technical Committee and Policy Board as informational for December meetings. In February, the federal performance targets will require action. Following Policy Board approval, CA-MPO staff will complete required notification letters and transmit them to VDOT and DRPT. Performance targets will then be incorporated into the Transportation Improvement Program (TIP).