

SYSTEM PERFORMANCE REPORT

2024



A COMPANION
DOCUMENT OF
THE 2050 MTP

Introduction

A key feature of the Infrastructure Investment and Jobs Act (IIJA) is the establishment of a performance- and outcome-based program, originally introduced through the Moving Ahead for Progress in the 21st Century (MAP-21) Act, which was signed into law on July 6, 2012. The objective of this program is for the investment of resources in projects that collectively make progress toward the achievement of national performance goals, outlined in 23 CFR 490 which include:

Safety

To reduce fatalities and serious injuries on all public roads.

Infrastructure Condition

To maintain highway infrastructure assets in state of good repair.

Congestion Reduction

To reduce congestion on the National Highway System (NHS).

System Reliability

To improve the efficiency of the surface transportation system.

Freight Movement and Economic Vitality

To improve freight networks, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

Environmental Sustainability

To enhance the performance of the transportation system while protecting and enhancing the environment.

Reduced Project Delivery Delays

To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Federal legislation also mandated the Federal Transit Administration (FTA) to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The Transit Asset Management (TAM) Final Rule 49 CFR part 625 became effective Oct. 1, 2016, and established performance measures for rolling stock, equipment, facilities, and infrastructure.

To help meet these goals, the U.S. Department of Transportation (USDOT) Federal Highway and Transit administrations (FHWA and FTA, respectively) instituted through regulation the performance-based planning and programming requirements for state departments of transportation (DOTs), metropolitan planning organizations (MPOs), and providers of public transportation to follow. The regulation includes performance-based program data requirements, measures, metrics, thresholds, and methods for calculating baseline and predicted condition/performance (targets), performance periods, target reporting and adjustment, and federal assessment of progress achieved which are examined using FHWA established measures under the following four performance areas:



Safety

Examines fatalities and serious injuries for motorized and nonmotorized users



Pavement and Bridge Condition

Examines pavement and bridge condition on interstate and non-interstate NHS roads



System Reliability

Examines travel time reliability for users on interstate and non-interstate roads



Transit Asset Management and Safety

Examines the condition of vehicles, equipment, and facilities

GVMC is required to incorporate a performance-based approach when building the Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan (MTP). It is the intention that any improvements made within the GVMC area that receive federal funding will help support at least one of the performance areas and the established targets.

Performance Goals

Congressionally established goals to focus the Federal-aid highway program into specific areas of performance.



Performance Measures

FHWA-established measures to assess performance in carrying out performance-based Federal-aid highway programs.



Performance Targets

Targets established by Federal-aid highway funding recipients for the measures to document future performance expectations.

Target Setting

State Target Setting

Within one year of the US DOT final rule on performance measures, states were required to set performance targets in support of the measures. States may set different performance targets for urbanized and rural areas. To ensure consistency each state must, to the maximum extent practicable:

- Coordinate with an MPO when setting performance targets for the area represented by that MPO; and
- Coordinate with public transportation providers when setting performance targets in an urbanized area not represented by an MPO. [§1202; 23 USC 135(d)(2)(B)]

The Statewide Transportation Improvement Program (STIP), State asset management plans under the National Highway Performance Program (NHPP), and State performance plans under the Congestion Mitigation and Air Quality Improvement program are required to include performance targets. Additionally, State and MPO targets should be included in Statewide transportation plans. CFR 450.324(f)(2) also requires that the MTP contain a description of the performance measures and performance targets used in assessing the performance of the transportation system.

MPO Target Setting

Within 180 days of states or providers of public transportation setting performance targets, the IIJA requires MPOs to set performance targets in relation to the performance measures (where applicable). To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant State and public transportation providers when setting performance targets. **To set targets, MPO's must either agree to support the state targets or establish a quantifiable target of their own.**

What Does it Mean to Support State Targets?

When an MPO agrees to support state targets, it means that they agree to plan and program projects so that they contribute toward the accomplishment of the State target for that performance measure. The section of this report titled "How Does GVMC Support State Targets" outlines the measures taken by GVMC to support the state targets by programming projects and other actions. Presently, GVMC is supporting all state targets.

SAFETY



SAFETY



CONDITION



RELIABILITY



TRANSIT



Current Implementation Status: Supporting State Targets

Technical and Policy Committee approvals in November 2023

Safety Performance Measures

States and MPOs must establish **annual** targets for five safety performance measures based on **five-year rolling averages** for:

- Number of fatalities
- Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of serious injuries
- Rate of serious injuries per 100 million VMT
- Number of nonmotorized fatalities and nonmotorized serious injuries

Five-Year Rolling Average Calculation: Targets and Baseline

For each measure, add performance data for the most recent five consecutive years, ending the year prior to the target year, divide by five, and round to the nearest decimal place. For each rate measure, first calculate the number of fatalities or serious injuries per 100 million VMT per year, then divide by five, and round to the thousandth decimal place.

GVMC Regional Safety Goals

In line with our dedication to improving traffic safety, GVMC has been collaborating with our partner agencies to set regional safety goals starting in 2021. These goals were reaffirmed by the Technical and Policy Committees at their November 2023 meetings.

PLEASE NOTE

These targets are part of a larger goal and must incorporate current trends. Though the target for fatalities is expected to grow, the rate itself is expected to decline, so the targets are set accordingly. Aspirational goals are incorporated through each road agency's program, not through the transportation performance measure process. However, the federal performance measures can help to assess progress in meeting the aspirational goals.

MDOT safety targets are based on observed data and represent predictions for fatalities and serious injuries for calendar year 2024. It is important to emphasize that this process does not imply support for an increase in traffic fatalities and serious injuries. Rather, the established "targets" are based on model-predicted results.

The baseline and target data is presented as it was submitted at the time of target development.



MEASURE: NUMBER OF FATALITIES

5-YEAR ROLLING AVERAGE

DESIRED
TREND



CURRENT TARGETS FOR CALENDAR YEAR 2024



STATE TARGET
SUPPORTED BY GVMC

1,109.2



REGIONAL
SAFETY GOAL

Decrease number of
fatalities

2022 PERFORMANCE

STATE

TARGET: 1,065.2
BASELINE: 1,061.6



BASELINE
LOWER THAN
TARGET

GVMC

GOAL: DECREASE
NUMBER OF FATALITIES



BASELINE
DECREASE FROM
PREVIOUS YEAR



MEASURE: RATE OF FATALITIES PER 100 MILLION VMT 5-YEAR ROLLING AVERAGE

DESIRED
TREND



CURRENT TARGETS FOR CALENDAR YEAR 2024



STATE TARGET
SUPPORTED BY GVMC

1.152



REGIONAL
SAFETY GOAL

Decrease fatality
rate

2022 PERFORMANCE

STATE

TARGET: 1.098
BASELINE: 1.099



BASELINE
HIGHER THAN
TARGET

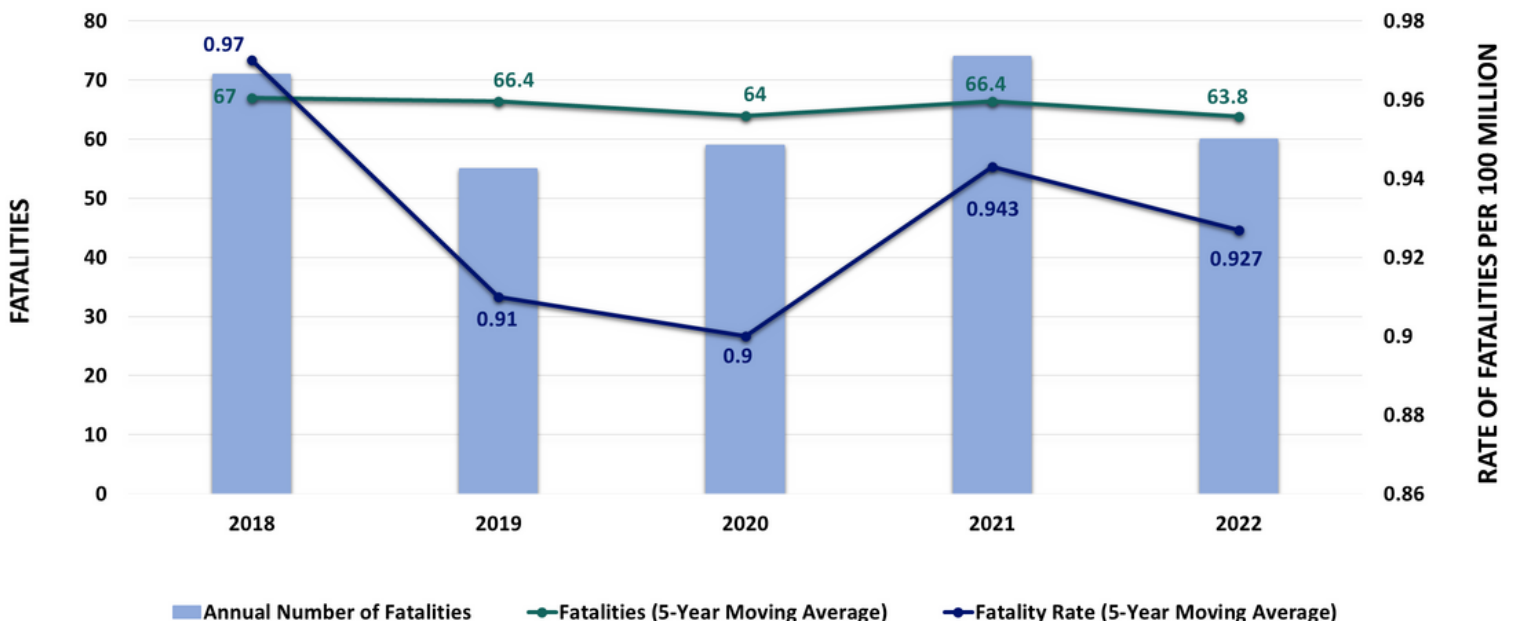
GVMC

GOAL: DECREASE
NUMBER OF FATALITIES



BASELINE
DECREASE FROM
PREVIOUS YEAR

FATALITIES AND FATALITY RATE TRENDS IN THE GVMC REGION





MEASURE: NUMBER OF SERIOUS INJURIES

5-YEAR ROLLING AVERAGE

DESIRED
TREND



CURRENT TARGETS FOR CALENDAR YEAR 2024



STATE TARGET
SUPPORTED BY GVMC

5,785



REGIONAL
SAFETY GOAL

Decrease number of
serious injuries

2022 PERFORMANCE

STATE

TARGET: 5,733.2
BASELINE: 5,681.8



BASELINE
LOWER THAN
TARGET

GVMC

GOAL: DECREASE NUMBER
OF SERIOUS INJURIES



BASELINE
INCREASE FROM
PREVIOUS YEAR



MEASURE: RATE OF SERIOUS INJURIES PER 100 MILLION VMT 5-YEAR ROLLING AVERAGE

DESIRED
TREND



CURRENT TARGETS FOR CALENDAR YEAR 2024



STATE TARGET
SUPPORTED BY GVMC

5.999



REGIONAL
SAFETY GOAL

Decrease rate of
serious injuries

2022 PERFORMANCE

STATE

TARGET: 5.892
BASELINE: 5.863



BASELINE
LOWER THAN
TARGET

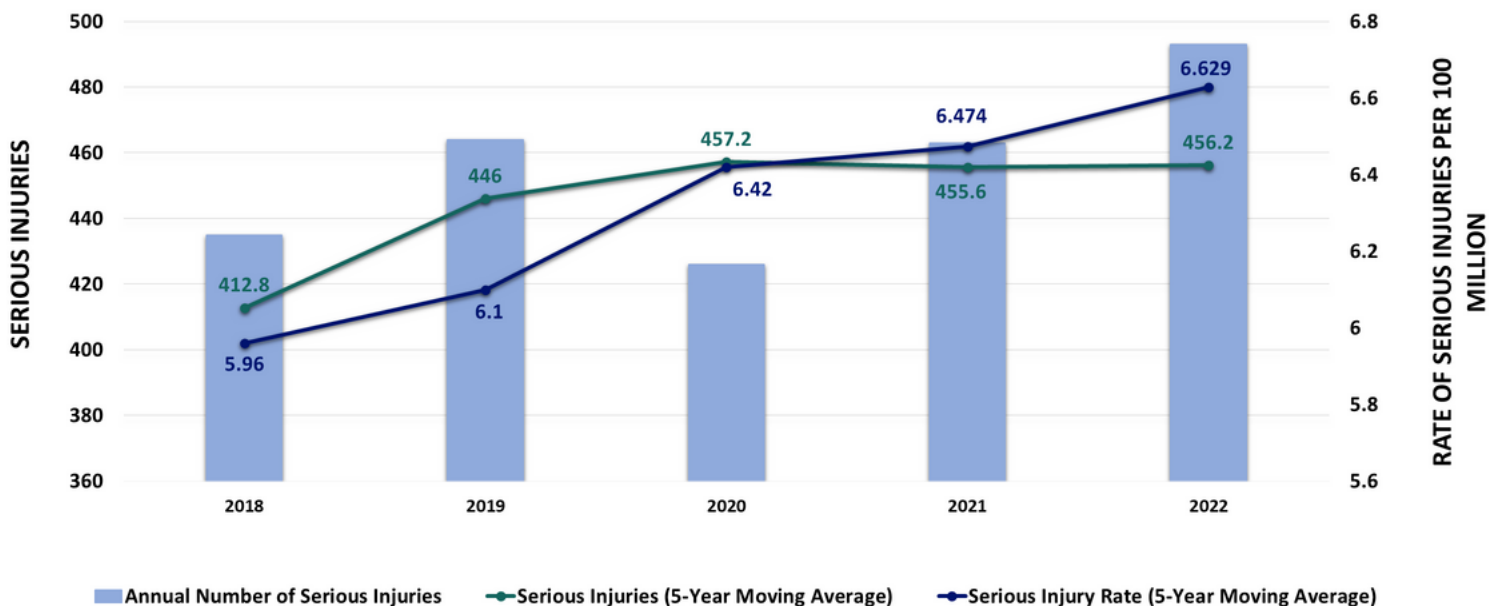
GVMC

GOAL: DECREASE
NUMBER OF FATALITIES



BASELINE
INCREASE FROM
PREVIOUS YEAR

SERIOUS INJURIES AND SERIOUS INJURY RATE TRENDS IN THE GVMC REGION





MEASURE: NUMBER OF NONMOTORIZED FATALITIES AND SERIOUS INJURIES

5-YEAR ROLLING AVERAGE

DESIRED
TREND



CURRENT TARGETS FOR CALENDAR YEAR 2024



STATE TARGET
SUPPORTED BY GVMC

710.8



REGIONAL
SAFETY GOAL

Decrease number of
nonmotorized fatalities and
serious injuries

2022 PERFORMANCE

STATE

TARGET: 791.6
BASELINE: 734



BASELINE
LOWER THAN
TARGET

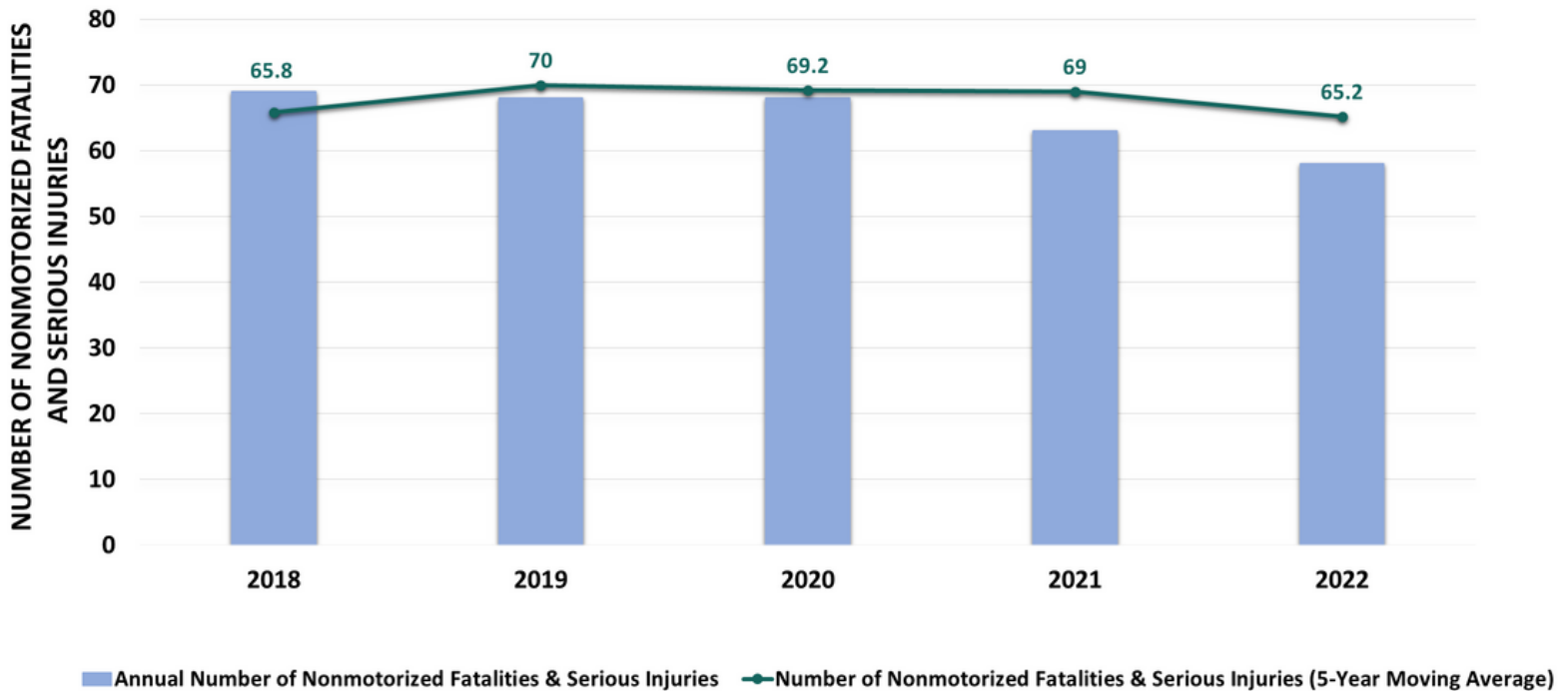
GVMC

GOAL: DECREASE
NUMBER OF FATALITIES
AND SERIOUS INJURIES



BASELINE
DECREASE FROM
PREVIOUS YEAR

NONMOTORIZED FATALITY AND SERIOUS INJURY TRENDS IN THE GVMC REGION



PAVEMENT AND BRIDGE CONDITION



SAFETY



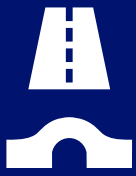
CONDITION



RELIABILITY



TRANSIT



Current Implementation Status: Supporting State Targets

Technical and Policy Committee approvals in May 2023

Pavement Performance Measures

GVMC must choose to either support the state's performance measure targets for pavement condition or to set their own every **two or four years**, depending on the target for the following performance measures:

- Percent of pavements on the Interstate system in "good" condition
- Percent of pavements on the Interstate system in "poor" condition
- Percent of pavements on the Non-Interstate NHS in "good" condition
- Percent of pavements on the Non-Interstate NHS in "poor" condition

Pavement Condition Rating

GVMC tracks pavement condition on all federal aid roads using the PASER system, International Roughness Index (IRI), and rutting. GVMC staff coordinates with MDOT and the local jurisdictions to collect this data annually and then publishes a yearly pavement condition report. These condition ratings serve as a primary basis for determining project eligibility.

In May 2023, GVMC's Technical and Policy Committees voted to support state pavement condition targets.

Bridge Performance Measures

GVMC must choose to either support the state's performance measure targets for bridge condition or to set their own every **four years** for the following performance measures:

- Percent of National Highway System bridge deck area in good condition
- Percent of NHS bridge deck area in poor condition

Bridge Condition Rating

The National Bridge Inspection Standards (NBIS), defines a bridge as a structure carrying traffic with a span greater than 20 feet and requires that all bridges be inspected every two years to monitor and report condition ratings. Bridge condition is classified as good, fair, or poor. Condition ratings are based on a 0-9 scale and assigned for each culvert, or the deck, superstructure and substructure of each bridge.


In May 2023, GVMC's Technical and Policy Committees voted to support state bridge condition targets.



MEASURE: PERCENT OF PAVEMENTS ON THE INTERSTATE SYSTEM IN GOOD CONDITION

DESIRED TREND



CURRENT TARGETS FOR PERFORMANCE PERIOD 2 (2022-2025)



STATE TARGET SUPPORTED BY GVMC

2-YEAR TARGET (2023): 59.2% 4-YEAR TARGET (2025): 56.7%

PERIOD 1 PERFORMANCE (2018-2021)


STATE	GVMC
2021 TARGET: 47.8% 2021 BASELINE: 70.4%	2018 BASELINE: 56.6% 2021 BASELINE: 57.6%
 BASELINE HIGHER THAN TARGET	 INCREASE FROM PREVIOUS BASELINE



MEASURE: PERCENT OF PAVEMENTS ON THE INTERSTATE SYSTEM IN POOR CONDITION

DESIRED TREND



CURRENT TARGETS FOR PERFORMANCE PERIOD 2 (2022-2025)



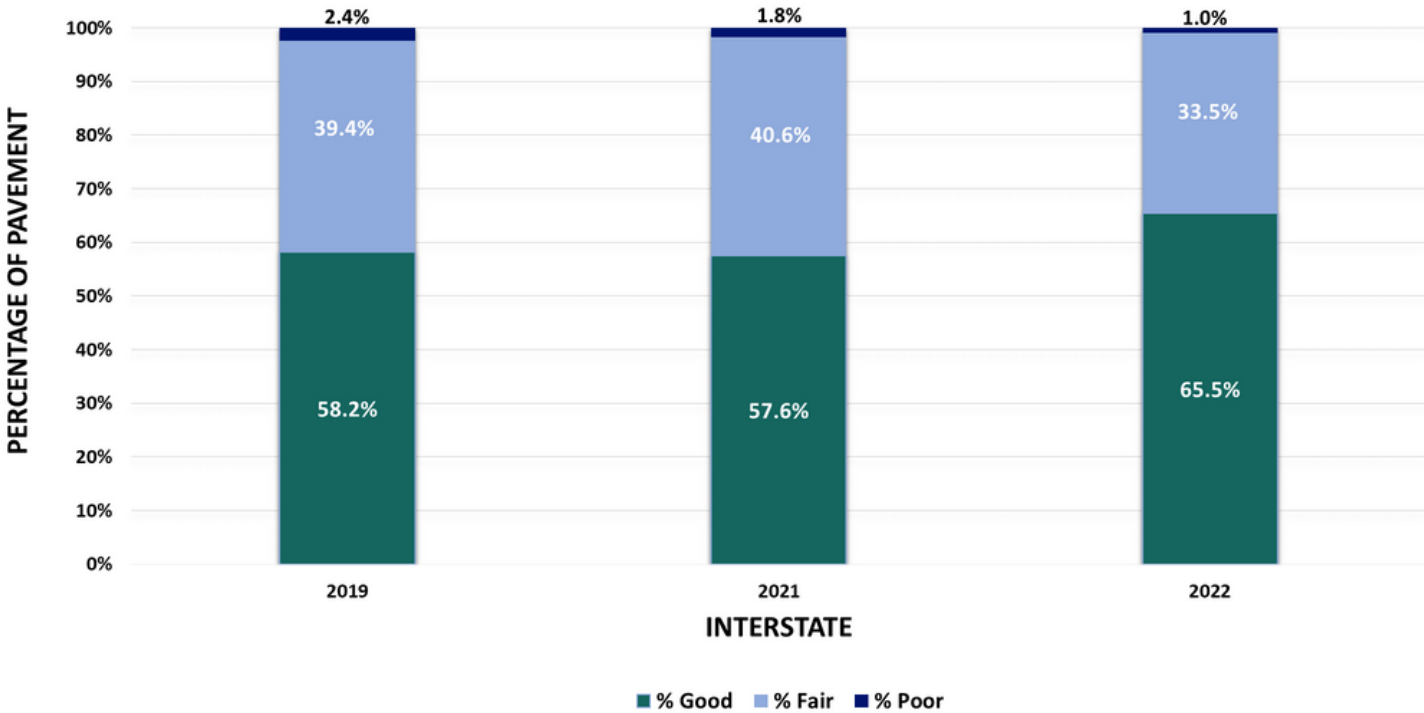
STATE TARGET SUPPORTED BY GVMC

2-YEAR TARGET (2023): 5.0% 4-YEAR TARGET (2025): 5.0%

PERIOD 1 PERFORMANCE (2018-2021)

STATE	GVMC
2021 TARGET: 10% 2021 BASELINE: 1.8%	2018 BASELINE: 0.9% 2021 BASELINE: 1.8%
 BASELINE LOWER THAN TARGET	 INCREASE FROM PREVIOUS BASELINE

INTERSTATE PAVEMENT CONDITION IN THE GVMC REGION





MEASURE: PERCENT OF PAVEMENTS ON THE NON-INTERSTATE SYSTEM IN GOOD CONDITION

DESIRED
TREND



CURRENT TARGETS FOR PERFORMANCE PERIOD 2 (2022-2025)



STATE TARGET
SUPPORTED BY GVMC

2-YEAR TARGET (2023): 33.1% 4-YEAR TARGET (2025): 33.1%

PERIOD 1 PERFORMANCE (2018-2021)

STATE

GVMC

2021 TARGET: 43.7%
2021 BASELINE: 41.6%

2018 BASELINE: 47.3%
2021 BASELINE: 43.9%



BASELINE
LOWER THAN
TARGET



DECREASE
FROM PREVIOUS
BASELINE



MEASURE: PERCENT OF PAVEMENTS ON THE NON-INTERSTATE SYSTEM IN POOR CONDITION

DESIRED
TREND



CURRENT TARGETS FOR PERFORMANCE PERIOD 2 (2022-2025)



STATE TARGET
SUPPORTED BY GVMC

2-YEAR TARGET (2023): 10% 4-YEAR TARGET (2025): 10%

PERIOD 1 PERFORMANCE (2018-2021)

STATE

GVMC

2021 TARGET: 24.6%
2021 BASELINE: 8.9%

2018 BASELINE: 14.8%
2021 BASELINE: 2%

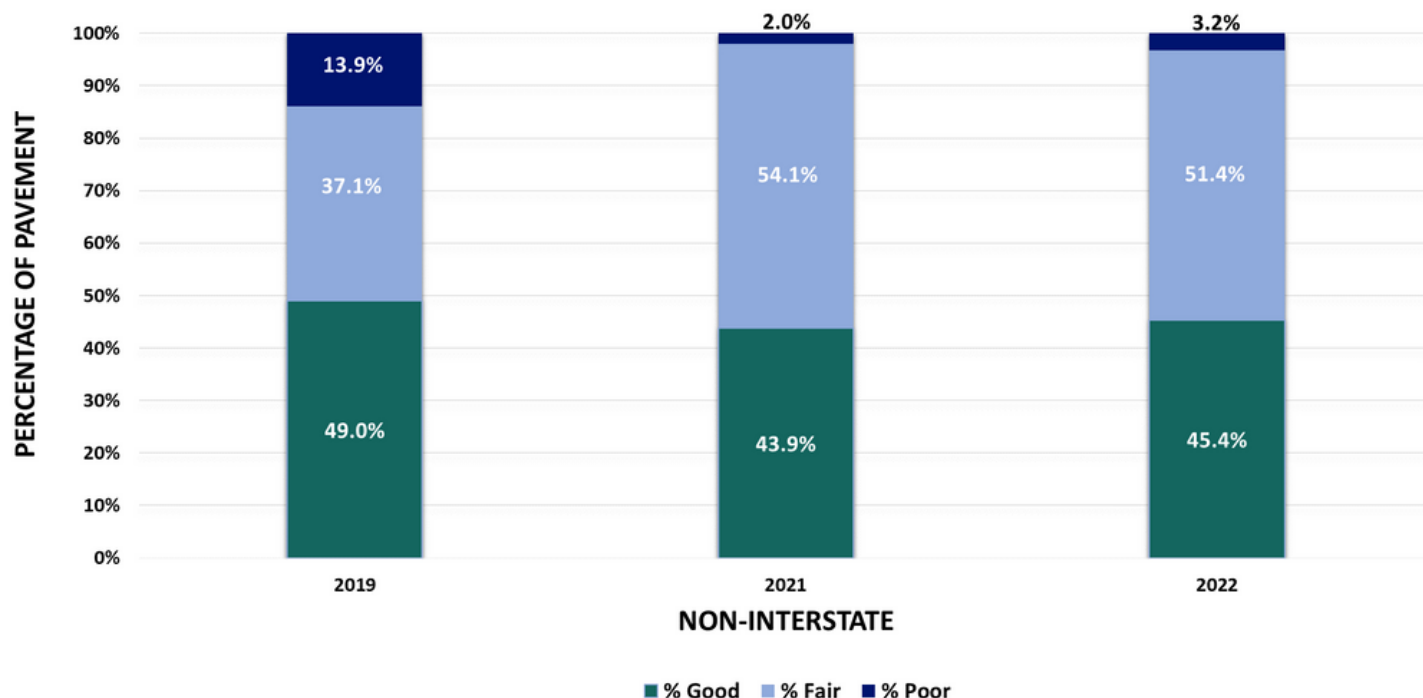


BASELINE
LOWER THAN
TARGET



DECREASE
FROM PREVIOUS
BASELINE

NON-INTERSTATE PAVEMENT CONDITION IN THE GVMC REGION



Please note: 2019 non-interstate conditions is based on IRI only, other condition data not available for 2019.



MEASURE: PERCENT OF NATIONAL HIGHWAY SYSTEM BRIDGE DECK AREA IN **GOOD** CONDITION

DESIRED
TREND



CURRENT TARGETS FOR PERFORMANCE PERIOD 2 (2022-2025)



STATE TARGET
SUPPORTED BY GVMC

2-YEAR TARGET (2023): 15.2% 4-YEAR TARGET (2025): 12.8%

PERIOD 1 PERFORMANCE (2018-2021)

STATE

GVMC

2021 TARGET: 26.2%
2021 BASELINE: 22%

2018 BASELINE: 42%
2021 BASELINE: 26%



BASELINE
LOWER THAN
TARGET



DECREASE FROM
PREVIOUS
BASELINE



MEASURE: PERCENT OF NATIONAL HIGHWAY SYSTEM BRIDGE DECK AREA IN **POOR** CONDITION

DESIRED
TREND



CURRENT TARGETS FOR PERFORMANCE PERIOD 2 (2022-2025)



STATE TARGET
SUPPORTED BY GVMC

2-YEAR TARGET (2023): 6.8% 4-YEAR TARGET (2025): 5.8%

PERIOD 1 PERFORMANCE (2018-2021)

STATE

GVMC

2021 TARGET: 7%
2021 BASELINE: 7%

2018 BASELINE: 7%
2021 BASELINE: 6%

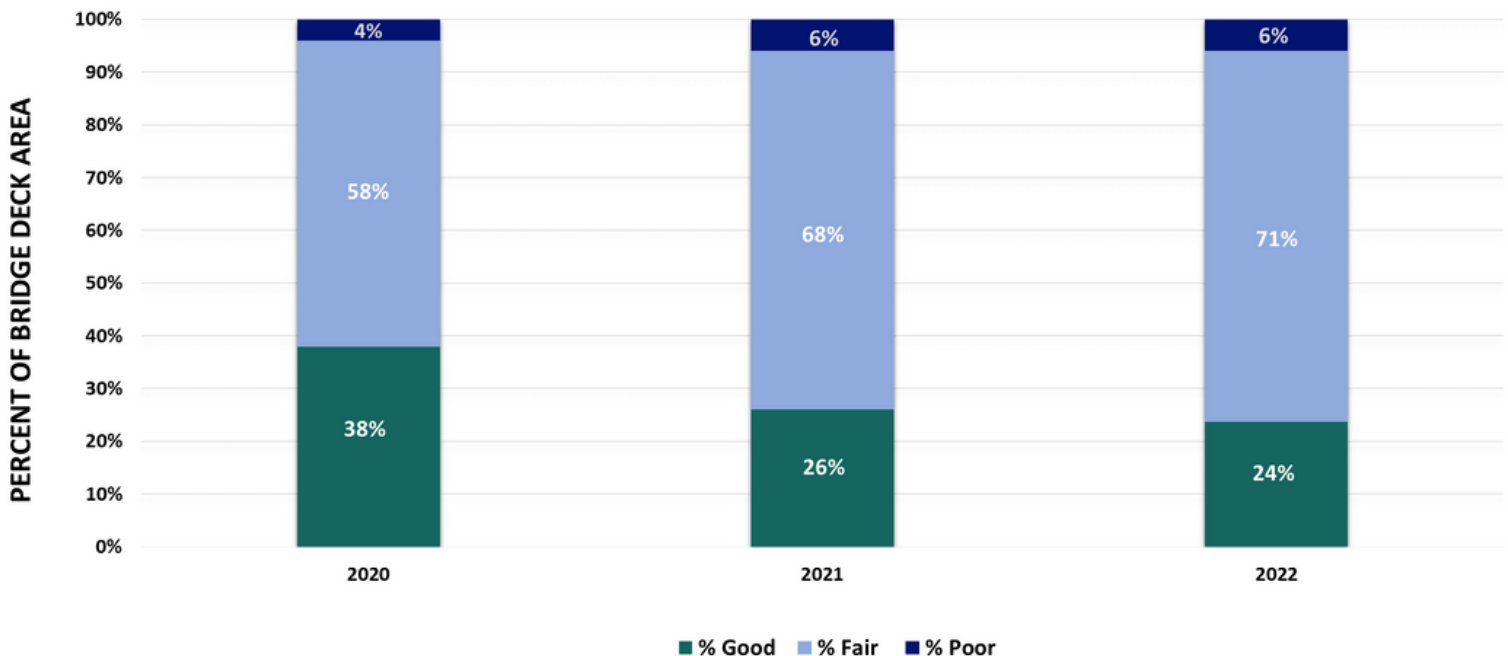


BASELINE
LOWER THAN
TARGET



DECREASE FROM
PREVIOUS
BASELINE

NHS BRIDGE CONDITION IN THE GVMC REGION





SYSTEM RELIABILITY



SAFETY



CONDITION



RELIABILITY



TRANSIT



Current Implementation Status: Supporting State Targets

Technical and Policy Committee approvals in May 2023

System Performance Measures

States and MPOs must establish **2- and 4-year targets for a 4-year period** for the following performance measures:

- Interstate Travel Time Reliability: Percent of the person-miles traveled on the Interstate that are reliable
- Non-Interstate NHS Travel Time Reliability: Percent of the person-miles traveled on the non-Interstate NHS that are reliable
- Truck Travel Time Reliability (TTTR) Index

Included in the National Highway System (NHS) are public roads defined by the NFC as Interstate, Other Freeways, and Other Principal Arterials (both state and local facilities). FHWA defines this system as important to the nation's economy, defense, and mobility. All NHS roads must comply with applicable Federal regulations, including: design standards, contract administration, State-FHWA oversight procedures, Highway Performance Monitoring System (HPMS) reporting, National Bridge Inventory reporting, national performance measure targets and data collection, and outdoor advertisement/junkyard control. Not all NFC roads are classed as part of NHS.

What is Reliability?

Travel time reliability measures how consistent travel between X and Y is from one day to the next. To determine reliability, data is analyzed to see how it varies over time. Travelers prefer a consistent travel time, which allows them to plan accordingly. If a route is unreliable, they have no consistent reference for how long it might take to get to their destination. It is important to note that travel time reliability is not the same as congestion, as segments can be reliably congested.

The level of travel time reliability for both the NHS interstate and non-interstate NHS measures the percentage of person-miles traveled considered to be reliable. The roads are considered reliable when the difference between normal travel time and congested travel time is below 50 percent. The freight reliability measure measures the same reliability; however, the longer travel time is calculated using the 95th percentile travel time.

Note from the MDOT 2022-2025 TPM Reliability Newsletter

"As a result of the global pandemic, Michigan (and the United States more broadly) experienced an unprecedented reduction in traffic volumes starting in early 2020. While traffic volumes have increased, through the end of 2022 reliability performance remains notably improved from pre-pandemic levels. That said, it is difficult to predict future performance with a higher-than-normal level of uncertainty. For this reason, MDOT is hesitant the 2022 baseline (2021 actual performance) will accurately reflect a sustainable expectation of future performance."



MEASURE: PERCENT OF THE PERSON-MILES TRAVELED ON THE INTERSTATE THAT ARE RELIABLE

DESIRED
TREND



CURRENT TARGETS FOR PERFORMANCE PERIOD 2 (2022-2025)



STATE TARGET
SUPPORTED BY GVMC

2-YEAR TARGET (2023): 80% 4-YEAR TARGET (2025): 80%

PERIOD 1 PERFORMANCE (2018-2021)

STATE

GVMC

2021 TARGET: 75%
2021 BASELINE: 97.1%

2018 BASELINE: 96.8%
2021 BASELINE: 97.8%



BASELINE
HIGHER THAN
TARGET



INCREASE FROM
PREVIOUS
BASELINE



MEASURE: PERCENT OF THE PERSON-MILES TRAVELED ON THE NON-INTERSTATE NHS THAT ARE RELIABLE

DESIRED
TREND



CURRENT TARGETS FOR PERFORMANCE PERIOD 2 (2022-2025)



STATE TARGET
SUPPORTED BY GVMC

2-YEAR TARGET (2023): 75% 4-YEAR TARGET (2025): 75%

PERIOD 1 PERFORMANCE (2018-2021)

STATE

GVMC

2021 TARGET: 70%
2021 BASELINE: 94.4%

2018 BASELINE: 84.6%
2021 BASELINE: 93.4%

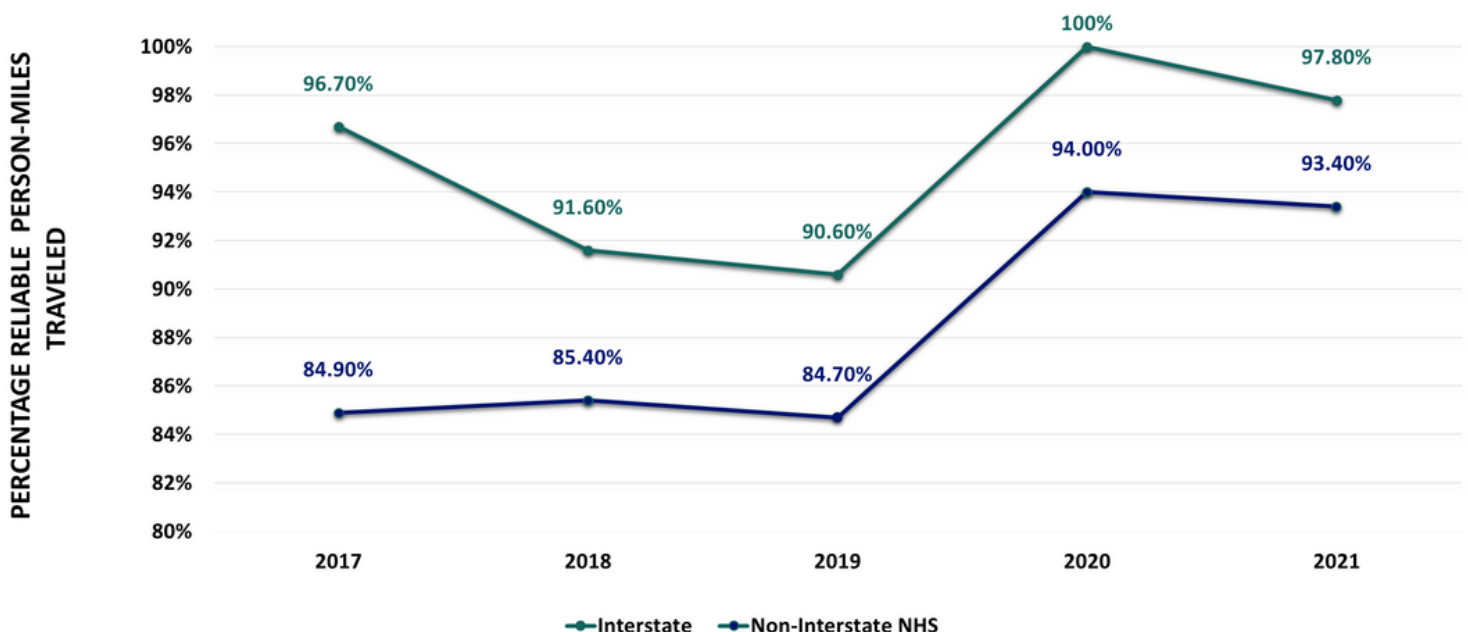


BASELINE
HIGHER THAN
TARGET



INCREASE FROM
PREVIOUS
BASELINE

INTERSTATE AND NON-INTERSTATE NHS RELIABILITY TRENDS IN THE GVMC REGION





MEASURE: TRUCK TRAVEL TIME RELIABILITY

DESIRED
TREND



CURRENT TARGETS FOR PERFORMANCE PERIOD 2 (2022-2025)



STATE TARGET
SUPPORTED BY GVMC

2-YEAR TARGET (2023): 1.6

4-YEAR TARGET (2025): 1.6

PERIOD 1 PERFORMANCE (2018-2021)

STATE

GVMC

2021 TARGET: 1.75
2021 BASELINE: 1.31

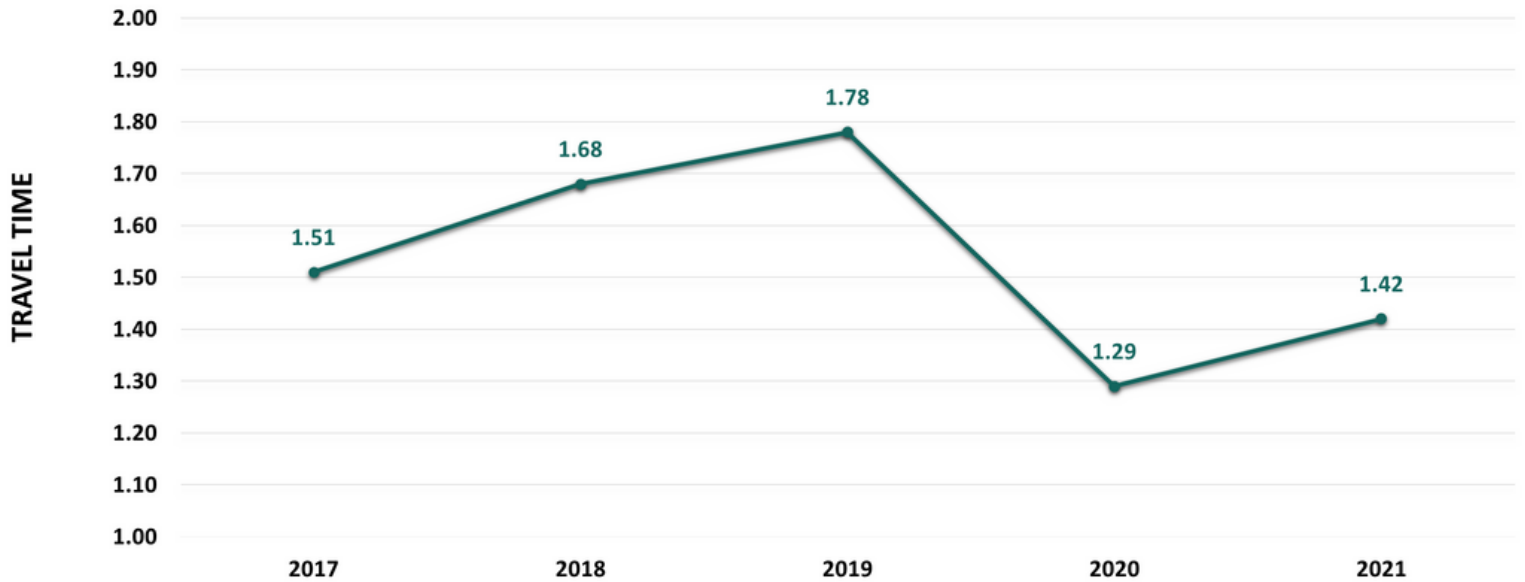
2018 BASELINE: 1.56
2021 BASELINE: 1.42



BASELINE
LOWER THAN
TARGET



DECREASE
FROM PREVIOUS
BASELINE



TRANSIT



SAFETY



CONDITION



RELIABILITY



TRANSIT



Transit Asset Management Performance Measures

Federal surface transportation legislation mandated that the Federal Transit Administration (FTA) develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle.

As stated in Chapter 1, federal legislation requires MPOs to set targets for performance measures, including State of Good Repair Targets (SGR) for transit asset management (TAM). Transit targets are goals associated with performance that are used to track the progress of capital assets toward achieving a state of good repair and connect a provider's strategic goals to the actions that the provider will take to reach them.

According to FTA, under the TAM final rule, FTA established four measures to approximate the State of Good Repair (SGR) for four categories of capital assets, including:

- Rolling Stock—% of revenue vehicles exceeding the Useful Life Benchmark (ULB)
- Equipment—% of non-revenue service vehicles exceeding the ULB
- Facilities—% of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale
- Infrastructure—% of track segments under performance restriction (*only applies to rail fixed guideway systems, not applicable in the GVMC region*)

State of Good Repair Targets

GVMC received 2022 agency-level State of Good Repair (SGR) targets from the three public transportation providers in the GVMC region: MDOT (applicable to MDOT Section 5311 and 5310 subrecipients), The Rapid, and Hope Network. These transit agencies are each required to have a Transit Asset Management (TAM) plan and update the plan every four years. Since transit providers vary widely with the type and scale of assets, transit providers individually create their own TAM plans.

Calculating performance measures helps transit agencies to quantify the condition of their assets, which facilitates setting targets that support local funding. Both states and MPOs must establish performance targets that address performance measures. MPOs must establish performance targets 180 days after the transit agencies establish their targets.

The tables on the following page show the 2022 TAM targets and previous performance for each of the three public transportation providers in the GVMC region. For updates on current performance measure targets, please visit: www.gvmc.org/performance-based-planningand-programming.

Transit Asset Management Performance Measures

Useful Life Benchmark

The Useful Life Benchmark (ULB) is the expected lifecycle of a capital asset for a particular transit provider's operating environment, or the acceptable period of use in service for a particular transit provider's operating environment.

Rolling Stock—% of revenue vehicles exceeding the Useful Life Benchmark (ULB)

Equipment—% of non-revenue service vehicles exceeding the ULB

Facilities—% of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale

MDOT		
Asset Category	2023 Condition	2024 Targets
Rolling Stock		
Revenue Vehicles		
Autos/SUV	15%	10%
Vans	16%	10%
Cutaways	7%	10%
Bus (Med-Duty)	16%	15%
Bus (Med-Heavy Duty & Large)	5%	15%
Ferry Boat	20%	40%
Non-Revenue Vehicles		
Service Vehicles	71%	50%
Admin Vehicles	72%	100%
Equipment		
Equipment Over \$50,000	47%	50%
Facilities		
Statewide Facility Assets	3%	5%

The Rapid		
Assest Category	2021 Condition	2022 Targets
Rolling Stock		
Buses	8.76%	5%
Cutaways	0%	17%
Minivans	0%	10%
Equipment		
Trucks and other Rubber Tire	43.24%	46%
Facility		
Administrative / Maintenance	16.67%	0%

Hope Network		
Assest Category	2018 Condition	2019 Targets
Rolling Stock		
Small Buses	0%	10%
Vans	29%	10%
Sedan/SUVs	0%	10%
Service Vehicles	0%	100%
Combined Fleet	12.35%	25%

2021 condition for small bus and service vehicle asset classes reflect the current fleet situation where some vehicles do remain in service for a short time past their stated useful life.

Transit Safety Performance Measures

As part of federal performance-based planning requirements, The Rapid was required to develop and submit a public transportation agency safety plan (PTASP) by the end of July 2021 and provide it also to the MPO for their acknowledgement. The Technical and Policy Committees expressed their support for the transit agency safety targets at their November 2021 meetings.

The following chart shows reported transit related fatalities, injuries, and safety events reported to the National Transit Database (NTD) and the transit safety targets based on performance measures for Fiscal Year 2019-2020.

TRANSIT SAFETY PERFORMANCE TARGETS

Annual Mileage	MB DO		RB DO		VP DO		DR PT
FY 2019/2020	4,625,964		324,728		N/A		1,603,081
Actual Reported FY 2019/2020 (Based on Performance Measures)							
Mode	Fatalities Reported to NTD		Injuries Reported to NTD		Safety Events Reported to NTD		Mean Distance Between Major Failures
	Total	Rate per 100,000 VRM	Total	Rate per 100,000 VRM	Total	Rate per 100,000 VRM	
MB DO	1	0.02	35	0.77	4	0.09	68,028.90
RB DO	1	0.3	6	1.85	2	0.043	81,182.00
VP DO	0	0	0	0	0	0	0
DR PT	0	0	1	0.022	0	0	320,616.20
Target FY 2020/2021 (Based on Performance Measures)							
Mode	Fatalities Reported to NTD		Injuries Reported to NTD		Safety Events Reported to NTD		Mean Distance Between Major Failures
	Total	Rate per 100,000 VRM	Total	Rate per 100,000 VRM	Total	Rate per 100,000 VRM	
MB DO	0	0	<30	<0.65	<4	<0.09	>69,000.0
RB DO	0	0	<5	<1.54	0	0	>82,000.0
VP DO	0	0	0	0	0	0	0
DR PT	0	0	0	0	0	0	>322,000.0

Mode Key:

MB DO: Fixed Route Service, directly operated

VP DO: Van Pool, directly operated

DR PT: Paratransit, currently operated by MV Transit

RB DO: Bus Rapid Transit, directly operated

The background of the slide features a perspective view of a road with a white dashed line, receding into the distance under a clear blue sky. The text is overlaid on this background.

**HOW DOES
GVMC SUPPORT
PERFORMANCE
TARGETS?**

Performance Targets and Influence on Project Selection

The GVMC Policies and Practices for Programming Projects document outlines what strategies GVMC has put into place to govern the selection of regional transportation projects and how federal and state dollars are spent through the implementation of the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Plan (TIP). All projects listed in the TIP and MTP fall under these policies/practices, regardless of funding source or category.

GVMC's project prioritization and selection process will support federal Transportation Performance Measures (TPMs) identified in the current transportation bill, other applicable federal laws, as well as corresponding statewide or regional measures, as defined by the MPO. The following is an overview of how GVMC's projects are programmed to help support TPMs by project type:

Safety Deficient Project Eligibility

Goal: Improve safety of the transportation system for motorized and nonmotorized users in support of federal performance measures by identifying and prioritizing projects that will reduce the likelihood or severity of crashes and incorporating safety improvements with all transportation projects where feasible and practical.

Safety improvements are reviewed with most projects and safety improvements are added with most preservation and operational improvement projects, where feasible.

If supporting state targets, a roadway segment will be considered safety deficient based on the fatality or serious injury rate being greater than the targets for those performance measures.

Condition Deficient Project Eligibility

Goal: Apply transportation asset management principles and techniques to identify, assess, and maintain existing transportation infrastructure in support of federal performance measures.

Projects that receive funding through the MPO process should be designed and constructed to ensure a long-lasting, improved condition. The MPO will maintain a Pavement Management System (PaMS) and include pavement condition data in the RIDMS. MPO staff will update the condition data on the network annually.

A roadway segment will be considered condition deficient based on its PASER rating. Additionally, federal TPM's will be utilized on the National Highway System (NHS).

Capacity Deficient Project Eligibility

Goal: Reduce system-wide congestion and unreliability.

All capacity and bridge improvement projects programmed in the TIP will be designed to reduce the existing/projected congestion and unreliability through the time period of the MTP. No improve/expand or bridge projects will be programmed that do not address current and future congestion through the life of the MTP.

A roadway segment will be considered capacity deficient if it is rated as Moderately or Severely congested.

A comprehensive Roadway Infrastructure Deficiency Management System (RIDMS) will be used as an inventory for all federal-aid roadways within the MPO boundary. The information contained in RIDMS will be developed by MPO staff, reviewed by each jurisdiction, and approved through the MPO process. RIDMS will be updated as information becomes available. All MTP/TIP projects (state and local) will come from the RIDMS.

Bridge Project Eligibility

Goal: Apply transportation asset management principles and techniques to identify, assess, and maintain existing transportation infrastructure (including bridges) in support of federal performance measures.

CMAQ Project Eligibility

Goal: Reduce emissions from transportation-related sources by funding projects that reduce reliance on single occupancy vehicles and/or support intelligent transportation systems, improved system signal operations, and intersection and mobility improvements.

Freight-Related Project Eligibility

Goal: Implement strategies to promote efficient and reliable system management and operation that result in the reliable and safe movement of people and freight and support federal freight performance measures.

Nonmotorized Project Eligibility

Goal: Promote a balanced transportation system and work toward creating a mode shift from single occupancy vehicles to more active forms of transportation.

Transit Project Eligibility

Goal: Identify strategies and recommend investments that preserve and enhance regional transit systems and support federal State of Good Repair and Transit Safety performance measures.

Additional information related to project eligibility, data sources, methodology, and other project categories can be found in GVMC's Policies and Practices for Programming Projects document.

Other Actions Supporting Performance Targets



Safety

Additional Strategies Outlined in GVMCs Policies and Practices

All major pavement rehabilitation and reconstruction projects will assess and incorporate feasible safety enhancements to address correctable crash patterns, consistent with the Regional Transportation Safety Plan and TPM Safety targets, to reduce the number and rate of vehicular and nonmotorized fatal and serious injury crashes, to the extent practicable.

Other GVMC Actions

- Implement the West Michigan Traffic Safety Plan and GVMC Traffic Safety Plan.
- Prioritize safety in GVMC's "Policies and Practices for Programming Projects" document and consider safety enhancements with all projects.
- Provide safety deficiency information to local jurisdictions to utilize during project selection processes.
- Support local applications for federal safety funds administered by MDOT.
- Support educational campaigns that promote safe driving, bicycling, and walking and safe interactions among modes.
- Encourage local jurisdictions to submit safety deficiency project proposals to MDOT for consideration and provide them with crash data for these projects.

These actions correspond with MDOT's actions to meet these targets:

- Address trunkline locations with correctable fatality and serious injury crashes by selecting cost effective safety improvements, as identified in Michigan's Strategic Highway Safety Plan (SHSP).
- Ensure all proposed safety improvements are supported by the MDOT Region's Toward Zero Death Implementation Plan.
- Direct federal safety funds administered to local roads to projects that are supported by a local road safety plan or are addressed by means of a low-cost safety project.



Pavement and Bridge Condition

Additional Strategies Outlined in GVMCs Policies and Practices

Every year, the MPO will assess pavement and bridge condition to determine if progress is being made toward established targets, based on the funding available. If the MPO system is not within the parameters set by targets, the MPO will adjust strategies to the extent feasible and practical. To the extent of the MPO's ability, decisions related to bridge project funding will be made in the context of federal bridge condition performance requirements and support regional bridge condition performance targets.

Other GVMC Actions

- Provide pavement deficiency information to local jurisdictions to utilize during project selection processes.
- Implement road projects that make the most cost-effective use of resources while focusing on maintenance to maximize the life of existing roads.
- Support the development of local asset management plans that are regularly monitored, updated, and coordinated with other infrastructure systems.
- Implement construction projects that make the most cost-effective use of resources with a focus on maintenance to maximize the life of existing bridges.
- Coordinate with MDOT to improve the condition of the regional bridge network by helping to identify good candidates for bridge maintenance and replacement. GVMC also supports efforts to improve the condition of area bridges and meet bridge condition targets by encouraging local agencies to apply for local bridge funds, which are administered by MDOT, and including selected projects (along with MDOT bridge projects) in the TIP.
- Participate on the target coordination committee that collaboratively develops the state targets for pavement performance.
- Include PASER ratings and additional TPM's for the NHS on the deficiencies list that is provided to our TPSG Subcommittee, Technical and Policy Committees, and MTP Steering Committee, to ensure pavement condition is considered during the project selection process.
- Implement the policy that projects which receive funding through the MPO process should be designed and constructed to ensure long-lasting, improved conditions.

These actions correspond with MDOT's actions to meet these targets:

- For highways and most bridges, develop investment strategies that use life cycle planning, performance gap analysis, risk analysis, and anticipated available funding.
- For the 48 bridges covered by the Big Bridge Program, considering that these bridges have outsized capital and preservation costs, develop a strategy that preserves these bridges in continuously good or fair condition.
- Compare results of analysis with goals and objectives set by the State Transportation Commission.
- Embed the selected investment strategy in the Highway Call for Projects through describing the mix of fixes, investment levels, and funding targets that corresponds to the investment strategy.
- Communicate the selected investment strategy to the public through the annual Five-Year Transportation Program.



System Reliability (Capacity)

Additional Strategies Outlined in GVMCs Policies and Practices

Congestion and TPM Travel Time Reliability and CMAQ targets will also be considered as part of other roadway and bridge improvement projects. However, this will need to consider the impact of revised federal Air Quality Conformity rules, which could impact major roadway and transit capacity improvement projects. The impact of these rules will need to be monitored and coordinated with TPM targets.

Other GVMC Actions

- Provide reliability deficiency information to local jurisdictions to utilize during project selection processes.
- Monitor congestion and reliability, prioritize congested locations, and implement treatments.
- Use data to inform projects for inclusion in the short- and long-term planning process.

- Conduct an annual analysis of congestion performance target setting and program adjustments.

Allow the use of federal funds, where eligible, to address identified freight constrained intersections, roadways, and corridors.

These actions correspond with MDOT's actions to meet these targets:

- Monitor performance measures and consider system performance as a factor in the decision-making process for transportation investments.
- Evaluate project types and funding templates that can impact travel reliability, such as capacity changes, operational changes, safety projects that have operational impacts, and pavement projects that change the condition from poor to good or fair.



Transit

Additional Strategies Outlined in GVMCs Policies and Practices

Decisions related to capital transit project funding will be made in the context of federal Transit Asset Management (TAM) requirements and support regional TAM targets and applicable Public Transportation Agency Safety Plans.

Other GVMC Actions

- Coordinate with transit providers to implement TAM plans
- Coordinate with transit providers to update TAM targets
- Incorporate capital expenditures leveraging federal funding into the Transportation Improvement Program
- Implement the policy that capital transit projects should be consistent with agency Transit Asset Management (TAM) requirements and contribute to meeting regional TAM targets, as well as the MTP's goal to preserve the system. This includes objectives to support the State of Good Repair federal performance measures and the priorities established in the ITP Transit Master Plan, as well as identify strategies and recommend investments that preserve and enhance regional transit systems.
- Coordinate with The Rapid during the needs analysis in order to ensure that targets and priorities remained aligned.