

Summary of MAP-21 Performance Measures & Target-Setting Activities – February 2020

FEDERAL GOALS & PROGRAMS	GENERAL MEASURES IN LAW	FINAL PERFORMANCE MEASURES	TARGET-SETTING FREQUENCY	TARGET-SETTING DUE DATES	TARGET-SETTING STATUS	BAY AREA BASELINE & TARGET(S)	STATE BASELINE & TARGET(S)
Safety HSIP TSOP	Number of Fatalities on Roads	1. Total number of road fatalities	Annual	State: every August MPO: every February	MTC supported the State's targets for roadway safety in the 1st round .	2012-16: 462.2 2016-20: 401.1 (-7% annual reduction)	2012-16: 3,279.8 2016-20: 3,518.0 (-3% annual reduction)
	Rate of Fatalities on Roads	2. Road fatalities per 100 Million VMT	Annual	State: every August MPO: every February	In advance of the 2nd round February 2019 deadline, MTC opted to set regional targets by replicating the more aspirational methodology used by the state in the 1 st round, instead of supporting the state's more conservative 2 nd round targets.	2012-16: 0.688 2016-20: 0.622 (-7% annual reduction in fatalities; +1.2% VMT)	2012-16: 0.979 2016-20: 1.023 (-3% annual reduction in fatalities; +1% VMT)
	Number of Serious Injuries on Roads	3. Total number of serious injuries on roads	Annual	State: every August MPO: every February	For the 3rd round , MTC set regional targets based on a linear decline to zero fatalities and serious injuries by 2030, in line with a full adoption of Vision Zero.	2012-16: 1,890.2 2016-20: 1,800.9 (-7% annual reduction)	2012-16: 11,544.6 2016-20: 13,740.4 (-1.5% annual reduction)
	Rate of Serious Injuries on Roads	4. Serious injuries on roads per 100 Million VMT	Annual	State: every August MPO: every February		2012-16: 3.050 2016-20: 2.793 (-7% annual reduction in injuries; +1.2% VMT)	2012-16: 3.440 2016-20: 3.994 (-1.5% annual reduction in injuries; +1% VMT)
	Non-Motorized Safety on Roads	5. Combined total number of non-motorized fatalities and serious injuries	Annual	State: every August MPO: every February	Operators: annually in July (starting 2020) MPO: annually in January (starting 2021)	2012-16: 753.2 2016-20: 702.0 (-7% annual reduction in fatalities and injuries)	2012-16: 3,753.6 2016-20: 4,147.4 (-3% annual reduction in fatalities; -1.5% annual reduction in injuries)
	Safety of Public Transit Systems	6. Total number of reportable transit fatalities	Annual	1 st round of targets will be set by operators by July 2020 and by MTC by January 2021.		<i>Not reported at this time</i>	<i>Not reported at this time</i>
		7. Reportable transit fatalities per RVM by mode	Annual				
		8. Total number of reportable transit injuries	Annual				
		9. Reportable transit injuries per RVM by mode	Annual				
		10. Total number of reportable transit safety events	Annual				
		11. Reportable transit safety events per RVM by mode	Annual				
	12. Mean distance between major mechanical failures by mode	Annual					

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Infrastructure Condition NHP NTAMS	Pavement Condition on the IHS	13. Percent of pavements on the IHS in good condition	Every 4 years	State: May 2022 MPO: November 2022	MTC set targets in November 2018. Targets for the 2 nd round are due in November 2022.	2016: 38.4% 2019: N/A 2021: Supported State target	2016: 44.9% 2019: 45.1% (+0.2%) 2021: 44.5% (-0.5%)	
		14. Percent of pavements on the IHS in poor condition	Every 4 years	State: May 2022 MPO: November 2022		2016: 4.1% 2019: N/A 2021: Supported State target	2016: 3.1% 2019: 3.5% (+0.4%) 2021: 3.8% (+0.7%)	
	Pavement Condition on the NHS	15. Percent of pavements on the non-IHS NHS in good condition	Every 4 years	State: May 2022 MPO: November 2022		2016: 25.5% 2019: N/A 2021: Supported State target	2016: 25.5% 2019: 28.2% (+2.7%) 2021: 29.9% (+4.4%)	
		16. Percent of pavements on the non-IHS NHS in poor condition	Every 4 years	State: May 2022 MPO: November 2022		2016: 4.2% 2019: N/A 2021: Supported State target	2016: 7.1% 2019: 7.3% (+0.2%) 2021: 7.2% (+0.1%)	
	Bridge Condition on the NHS	17. Percent of NHS bridges classified in good condition	Every 4 years	State: May 2022 MPO: November 2022		2017: 68.4% 2019: N/A 2021: Supported State target	2017: 66.6% 2019: 69.1% (+2.6%) 2021: 70.5% (+4.0%)	
		18. Percent of NHS bridges classified in poor condition	Every 4 years	State: May 2022 MPO: November 2022		2017: 4.8% 2019: N/A 2021: Supported State target	2017: 4.7% 2019: 4.6% (-0.2%) 2021: 4.4% (-0.4%)	
	State of Good Repair for Public Transit Assets	19. Percent of revenue vehicles that have met or exceeded their ULB by asset class	Annual	Operators: every January MPO: every July		2019: 26% 2020: 24% (-2%) * See below for revenue vehicle targets by asset type	MTC has set targets for 2019. 4 th round TAM targets for 2020 will be set by MTC in July 2020.	Only MPOs and operators set targets
		20. Percent of facilities with a condition rating below fair by asset class	Annual	Operators: every January MPO: every July		Passenger/Parking 2019: 7% 2020: 6% (-1%) Admin/Maintenance 2019: 5% 2020: 6% (+1%)		
		21. Percent of guideway directional route miles with performance restrictions	Annual	Operators: every January MPO: every July	2019: 1.0% 2020: 1.3% (+0.3%)			
		22. Percent of non-revenue vehicles that have met or exceeded their ULB	Annual	Operators: every January MPO: every July	2019: 56% 2020: 53% (-3%)			

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System Reliability NHPP	Performance of the Interstate System	23. Percent of PMT on the IHS that are reliable	Every 4 years	State: May 2022 MPO: November 2022	MTC set targets in November 2018. Targets for the 2nd round are due in November 2022.	2017: 63.3% 2019: N/A 2021: Supported State target	2017: 64.6% 2019: 65.1% (+0.5%) 2021: 65.6% (+1.0%)
	Performance of the NHS	24. Percent of PMT on the non-IHS NHS that are reliable	Every 4 years	State: May 2022 MPO: November 2022		2017: 64.7% 2019: N/A 2021: Supported State target	2017: 73.0% 2019: N/A 2021: 74.0% (+1.0%)
		25. Percent change in NHS tailpipe CO2 emissions	<i>(measure eliminated)</i>				
Freight Movement and Economic Vitality NHFP	Freight Movement on the Interstate System	26. IHS truck travel reliability index	Every 4 years	State: May 2022 MPO: November 2022	MTC set targets in November 2018. Targets for the 2nd round are due in November 2022.	2017: 2.3 2019: N/A 2021: Supported State target	2017: 1.69 2019: 1.68 (-0.6%) 2021: 1.67 (-1.2%)
Congestion Reduction CMAQ	Traffic Congestion	27. Annual hours of peak-hour excessive delay per capita by urbanized area a. San Francisco-Oakland UA b. San Jose UA c. Concord UA* d. Santa Rosa UA* e. Antioch UA* <i>*not required during 1st cycle</i>	Every 4 years	State: TBD 2022 MPO: TBD 2022	State and MTC set 1st round targets in May 2018 for peak delay and non-SOV travel. 2nd round targets are due in 2022 and will include additional urbanized areas.	San Francisco-Oakland UA 2017: 31.3 hours 2019: N/A 2021: 30.0 hours (-4.0%) San Jose UA 2017: 27.5 hours 2019: N/A 2021: 26.4 hours (-4.0%)	
		28. Percent of non-SOV travel by urbanized area a. San Francisco-Oakland UA b. San Jose UA c. Concord UA* d. Santa Rosa UA* e. Antioch UA* <i>*not required during 1st cycle</i>	Every 4 years	State: TBD 2022 MPO: TBD 2022		San Francisco-Oakland UA 2016: 44.3% 2019: 45.3% (+1.0%) 2021: 46.3% (+2.0%) San Jose UA 2016: 24.5% 2019: 25.5% (+1.0%) 2021: 26.5% (+2.0%)	

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Environmental Sustainability CMAQ	On-Road Mobile Source Emissions	29. Total emissions reductions from CMAQ-funded projects by pollutant a. PM _{2.5} b. PM ₁₀ c. CO d. VOC e. NO _x	Every 4 years	State: May 2022 MPO: November 2022	MTC set targets in November 2018. Targets for the 2nd round are due in November 2022.	PM_{2.5} 2014-17: 24.5 2018-21: 16.5 PM₁₀ 2014-17: 31.3 2018-21: 21.0 CO 2014-17: 31,046 2018-21: 14,963.6 VOC 2014-17: 2,248.9 2018-21: 897.7 NO_x 2014-17: 3,379 2018-21: 962.6

* Revenue Vehicle Targets by Asset Type

Asset Type	Baseline	Target
Articulated Bus	2019: 12%	2020: 1%
Automated Guideway Vehicle	2019: 0%	2020: 0%
Over-the-Road Bus	2019: 35%	2020: 35%
Bus	2019: 17%	2020: 17%
Cable Car	2019: 70%	2020: 70%
Ferryboat	2019: 21%	2020: 15%
Heavy Rail Passenger Car	2019: 78%	2020: 73%

Asset Type	Baseline	Target
Light Rail	2019: 0%	2020: 0%
Commuter Rail – Self-Propelled Passenger Car	2019: 0%	2020: 0%
Commuter Rail - Locomotive	2019: 56%	2020: 56%
Commuter Rail Passenger Car	2019: 41%	2020: 41%
Van	2019: 10%	2020: 10%
Trolleybus	2019: 21%	2020: 24%
Vintage Trolley	2019: 100%	2020: 100%