

Introduction

The federal transportation legislation known as the IIJA and FAST Act carried forward the performance-based planning and programming requirements established within MAP-21. MPOs and state Departments of Transportation (DOTs) must apply a performance-based planning approach in addressing their federally required transportation planning and programming activities. The requirements outline an objective-driven and systematic approach to transportation decision-making supporting national public transportation goals and federal-aid highway programs. Performance-based planning and programming—also known as performance management—is a strategic approach that leverages system-generated information to make policy decisions and investments to achieve goals set for the transportation system.

In May 2016, FHWA and the Federal Transit Administration (FTA) issued the Final Rule on Statewide and Non-metropolitan Transportation Planning and Metropolitan Transportation Planning—the *Planning Rule*. The Planning Rule requires states and MPOs to adhere to the planning and transportation performance management provisions of MAP-21 and the FAST Act. The passage of the IIJA in 2021 continues the commitment to performance-based planning.

JUMPO adopts the statewide measures and targets set by NCDOT on an annual basis. In accordance with the Planning Rule, the selection of performance measures and targets must be agreed upon between the MPO and NCDOT. As part of the transportation planning process, the MPO also must publish a System Performance Report. The System Performance Report presents the baseline condition and performance of the transportation system relative to the performance measures and targets as well as the future conditions.

System Performance Report

The System Performance Report is a crucial element of the Transportation Performance Management (TPM) approach set forward by FTA and FHWA. By maintaining a systematic approach, JUMPO can evaluate how well its transportation system addresses current needs and how well it prepares itself to meet future challenges. Since funding is limited for transportation projects, it is essential that JUMPO identifies and programs projects through their MTP and MTIP that directly contribute to meeting statewide performance targets. Through the development of the MTP, JUMPO aligned project prioritization criteria with elements of the performance measure requirements.

This System Performance Report establishes a baseline document, which JUMPO will update with each successive long-range transportation plan update. The report and subsequent updates will evaluate the performance of the transportation system for the following performance targets:

- Highway Safety
- Pavement and Bridges
- System Performance



In addition to the performance measures listed above, the report will also document performance targets for transit assets, safety, and reliability.

While FHWA will determine whether NCDOT has made significant progress toward meeting performance targets, it will not directly assess the progress made by JUMPO; however, FTA and FHWA will review JUMPO's performance as part of the ongoing transportation planning reviews, including the MPO

certification process and the Federal Planning Finding associated with the approval of the 10-year STIP. If an MPO does not achieve its established targets, the MPO is encouraged to develop a statement that describes how it will work with the state and other partners to meet targets during the next performance period.

The National Goals

PM 1 | Highway Safety

In April 2016, FHWA established five highway safety performance measures by the regulations outlined in MAP-21 and the FAST Act. The targets are established annually and based on five-year rolling averages. The performance measures include:

- Number of Fatalities
- Rate of Fatalities per 100 million vehicle miles traveled
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million vehicle miles traveled
- Number of Combined Non-motorized Fatalities and Non-motorized Serious Injuries

Safety Performance

MPOs can set performance targets or commit to implementing the state’s targets by planning for and programming safety projects. The Jacksonville Urban Area Metropolitan Planning Organization has chosen to support the NCDOT’s safety targets. The performance figures that the MPO has reported for the five safety measures reflect a five-year average for 2019-2023 and 2021-2025. JUMPO’s safety targets are shown in Table 33. The 2024 targets were adopted on December 12, 2024, and are in effect until December 31, 2025.

TABLE 33: HIGHWAY SAFETY PERFORMANCE TARGETS

Performance Measure	Goal	2019-2023 Average	2021-2025 Average
Number of Fatalities	Reduce the total fatalities by 30.40% by December 31, 2025.	1,585.2	1,103.3
Fatality Rate*	Reduce the fatality rate by 31.63% by December 31, 2025.	1.353	0.925
Number of Serious Injuries	Reduce the total serious injuries by 38.80% by December 31, 2025.	5,236.8	3,204.8
Serious Injury Rate*	Reduce the serious injury rate by 40.12% by December 31, 2025.	4.467	2.675
Number of Non-motorized and Serious Injuries	Reduce the total non-motorized fatalities and serious injuries by 39.01% by December 31, 2025.	712.6	434.6

**rate per 100 million vehicle miles traveled (VMT)*

PM2 | Pavement and Bridge Conditions

In May 2017, FHWA published a Final Rule establishing performance measures for state DOTs to use in managing pavement and bridge performance on the National Highway System (NHS). NCDOT’s targets are set based on asset management analysis and reflect investment strategies that work toward achieving a state of good repair. The Final Rule established the following Pavement Performance Measures:

- Percent of Interstate Pavement in Good Condition
- Percent of Interstate Pavement in Poor Condition
- Percent of Non-Interstate NHS Pavement in Good Condition
- Percent of Non-Interstate NHS Pavement in Poor Condition

The Final Rule also established the following Bridge Performance Measures:

- Percent of NHS Bridges by Deck Area Classified as Good Condition
- Percent of NHS Bridges by Deck Area Classified as Poor Condition



Performance of pavement and bridge condition is assessed and reported over a four-year period. PM2 requires states to establish two-year and four-year performance targets for each measure. The current two-year targets represent desired pavement and bridge conditions at the end of calendar year 2023. The current four-year targets represent desired pavement and bridge conditions at the end of the calendar year 2025.

Pavement and Bridge Performance

The MPO has chosen to support NCDOT’s pavement and bridge targets. While these targets only directly apply to the NHS network, JUMPO recognizes the importance of achieving these performance measures for all roadways within the MPO boundary. The PM2 targets were adopted on March 9, 2023. The Pavement and Bridge Condition Performance Targets are shown in Table 34.

TABLE 34: PAVEMENT AND BRIDGE PERFORMANCE TARGETS

Performance Measure	2023 Target	2025 Target
Interstate Pavement Condition (Good)	60.0%	62.0%
Interstate Pavement Condition (Poor)	1.8%	1.5%
Non-Interstate NHS Pavement Condition (Good)	30.0%	31.0%
Non-Interstate NHS Pavement Condition (Poor)	3.5%	3.0%
NHS Bridge Condition (Good)	38.0%	36.0%
NHS Bridge Condition (Poor)	5.0%	5.0%

PM3 | System Performance

In May 2017, FHWA published a Final Rule establishing performance measures for the Interstate and Non-Interstate NHS to carry out the National Highway Performance Program (NHPP) and freight movement on the Interstate system to carry out the National Highway Freight Program (NHFP). The Final Rule established the following performance measures:

- Percent of reliable person-miles traveled on the Interstate
- Percent of reliable person-miles traveled on the Non-Interstate NHS
- Percent of Interstate system mileage providing for reliable truck travel time – Truck Travel Time Reliability (TTTR) Index

The PM3 measures are reported over a four-year performance period. The rule requires states to establish two-year and four-year performance targets for each PM3 measure. The current two-year targets represent expected performance at the end of calendar year 2023. The current four-year targets represent expected performance at the end of calendar year 2025.

System Performance

The MPO has chosen to support NCDOT’s system performance targets. The PM3 targets were adopted on March 9, 2023. The System Performance Targets are shown in Table 35.

TABLE 35: SYSTEM PERFORMANCE TARGETS

Performance Measure	2023 Target	2025 Target
Interstate Level of Travel Time Reliability	75.0%	75.0%
Non-Interstate NHS Level of Travel Time Reliability	70.0%	70.0%
Interstate Truck Travel Time Reliability	1.70	1.70



Transit Asset Management

In October 2016, the Final Transit Asset Management (TAM) Rule became effective. The Final Rule defines TAM as “a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively through the life cycle of such assets.”¹¹

The federal regulation requires that MTPs include Transit Safety and Transit Asset Management performance management targets for urbanized areas. Table 36 presents the TAM targets and State of Good Repair (SGR) performance of capital assets.

In December 2018, NCDOT prepared a Group TAM plan on behalf of all eligible transit agencies in the state. The plan reflected the data submitted by participating transit agencies serving all counties in North Carolina.

TABLE 36: TRANSIT ASSET MANAGEMENT TARGETS

Asset Category – Performance Measure	Asset Class	2019 Target
	REVENUE VEHICLES	
	AB – Articulated Bus	N/A
	AO – Automobile	20%
	BR – Over-the-road Bus	N/A
	BU – Bus	20%
	CU – Cutaway Bus	20%
	DB – Double Decked Bus	N/A
	FB – Ferryboat	N/A
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	MB – Mini-bus	20%
	MV – Mini-van	20%
	RT – Rubber-tire Vintage Trolley	N/A
	SB – School Bus	N/A
	SV – Sport Utility Vehicle	N/A
	TB – Trolleybus	N/A
	VN – Van	20%
	Custom 1	N/A
	Custom 2	N/A
	Custom 3	N/A

¹¹ <http://www.govinfo.gov/content/pkg/FR-2016-07-26/pdf/2016-16883.pdf>

Asset Category – Performance Measure	Asset Class	2019 Target
EQUIPMENT		
Age - % of vehicles that have met or exceed their ULB	Non-Revenue/Service Automobile	20%
	Steel Wheel Vehicles	N/A
	Vehicle Technology	20%
	Maintenance Equipment	20%
	Computer Software	20%
	Office Equipment	20%
FACILITIES		
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	20%
	Maintenance	20%
	Parking Structures	20%
	Passenger Facilities	20%
	Shelter	20%
	Storage	20%
	Custom 3	N/A

