

National Performance Program Target Summary

Updated:
10/24/2018

Federal Highway Administration Highway Safety Improvement Program Measure (5-Year Rolling Average)	Baseline (2012-2016)	2018 Targets (2014-2018)	Baseline (2013-2017)	2019 Targets (2015-2019)
Number of Fatalities (K)	963.0	1,003.20	981.4	1,023.20
Rates of Fatalities per 100 million Vehicle Miles Traveled	1.00	1.02	1.00	1.02
Number of Serious Injuries (A)	5,273.4	5,136.4	5,355.0	5,406.8
Rate of Serious Injuries per 100 million Vehicle Miles Traveled	5.47	5.23	5.47	5.41
Number of Non-Motorized (Pedestrian and Bicycle) Fatalities and Serious Injuries	721.8	743.6	743.6	759.8

Federal Highway Administration Performance Measures	Baseline	2-Year Target	4-Year Target
National Highway Performance Program: NHS Pavement Condition (See Notes 1 and 2)			
Percentage of Pavements of the Interstate (NHS) in Good Condition (Composite metric of IRI, Cracking, and Rutting/Faulting)	-	-	47.8%
Percentage of Pavements of the Interstate (NHS) in Poor Condition (Composite metric of IRI, Cracking, and Rutting/Faulting)	-	-	10.0%
Percentage of Pavements of the Non-Interstate NHS in Good Condition (Composite metric of IRI, Cracking, and Rutting/Faulting)	49.2%	46.7%	43.7%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition (Composite metric of IRI, Cracking, and Rutting/Faulting)	18.9%	21.6%	24.6%
National Highway Performance Program: NHS Bridge Condition			
Percentage of NHS Bridges in Good Condition (Percent of NHS bridge deck square foot classified in Good condition to the total NHS bridge deck square footage)	32.7%	27.0%	26.0%
Percentage of NHS Bridges in Poor Condition (Percent of NHS bridge deck square foot classified in Poor condition to the total NHS bridge deck square footage)	9.8%	7.0%	7.0%
National Highway Performance Program: NHS System Reliability (See Note 3)			
Percent of the Reliable Person-Miles Traveled on the Interstate (NHS) based on 80th percentile over 4 time periods	85.2%	75.0%	75.0%
Percent of the Reliable Person-Miles Traveled on the Non-Interstate NHS based on 80th percentile over 4 time periods	-	-	70.0%
National Highway Freight Program: Interstate (NHS) Freight Reliability			
Truck Travel Time Reliability (TTTR) Index on the Interstate (NHS) based on 95th percentile over 5 time periods	1.38	1.75	1.75
Assessing System Performance for Congestion and Mitigation Air Quality Program			
Annual Hours of Peak Hour Excessive Delay Per Capita (Unified MDOT-SEMCOG target for the Detroit urbanized area)	NA	NA	22.0
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel (Unified MDOT-SEMCOG target for the Detroit urbanized area) based on the U.S. Census Bureau American Community Journey to Work survey method.	16.0%	14.4%	14.4%
Total Emissions Reduction for applicable criteria pollutant and precursor for all projects in the SEMCOG urbanized area funded with CMAQ program funds (Unified MDOT-SEMCOG targets for the SEMCOG urbanized area); cumulative 2-year and 4-year			
Total Emission Reductions: PM2.5	653.357	417.410	834.820
Total Emission Reductions: Nox (Not applicable to Michigan for the 2018-2021 performance period)	NA	NA	NA
Total Emission Reductions: VOC (Not applicable to Michigan for the 2018-2021 performance period)	NA	NA	NA
Total Emission Reductions: PM10 (Not applicable to Michigan for the 2018-2021 performance period)	NA	NA	NA
Total Emission Reductions: CO (Not applicable to Michigan for the 2018-2021 performance period)	87,665.109	32,968.780	65,937.560

Note 1 - Interstate (NHS) Pavement Condition Target Phase-in: The 2018-2021 performance period only requires 4-Year targets be established. The requirement of establishing a baseline and 2- and 4-Year targets will go into full effect with the 2022-2025 performance period.

Note 2 - Non-Interstate NHS Pavement Condition Target Phase-in: The 2018-2021 performance period baseline and 2- and 4-Year targets are based on IRI only. The full composite metric goes into effect with the 2022-2025 performance period.

Note 3 - Non-Interstate NHS Person-Miles Reliability Target Phase-In: The 2018-2021 performance period only requires 4-Year targets be established. The requirement of establishing a baseline and 2- and 4-Year targets will go into full effect with the 2022-2025 performance period.

Federal Transit Administration Performance Measures	Baseline	2019 Targets	Additional Targets
Passenger Transportation			
Percent of small bus and van revenue vehicles exceeding Useful Life Benchmark (ULB)	2%	<=5%	Not more than 25% of each agency's fleet will exceed ULB
Percent of large bus revenue vehicles exceeding Useful Life Benchmark	6%	<=10%	Not more than 25% of each agency's fleet will exceed ULB
Percent of non-revenue service vehicles exceeding Useful Life Benchmark	54%	Up to 100% may exceed ULB	N/A
Percent of Administrative and Maintenance Facilities with a condition rating below 3.0 on FTA TERM Scale (1.0 Poor to 5.0 Excellent)	5.0%	<=5%	N/A
Percent of Passenger Facilities with a condition rating below 3.0 on FTA TERM Scale (1.0 Poor to 5.0 Excellent)	0.0%	<=1%	N/A