

Performance Management Update



MPO/RPA Quarterly Meeting

December 5, 2017

PM II and PM III

PM II – Pavements and Bridges

PM III – System Performance, Freight, and
CMAQ

PM II and PM III performance measures

- Pavement and Bridge Measures
 - ▣ Percent of Interstate pavements in Good condition
 - ▣ Percent of Interstate pavements in Poor condition
 - ▣ Percent of non-Interstate NHS pavements in Good condition
 - ▣ Percent of non-Interstate NHS pavements in Poor condition
 - ▣ Percent of NHS bridges classified as in Good condition
 - ▣ Percent of NHS bridges classified as in Poor condition
- System Performance and Freight Measures
 - ▣ Percent of person-miles traveled on the Interstate that are reliable
 - ▣ Percent of person-miles traveled on the non-Interstate NHS that are reliable
 - ▣ Truck Travel Time Reliability Index
- Notes
 - ▣ Greenhouse gas measure is currently effective, and State targets would have to be set by September 28, 2018. However, a notice of proposed rulemaking has been published to repeal the measure, with a final rule anticipated in spring 2018.
 - ▣ CMAQ measures from PM III are not currently applicable in Iowa.

PM II and PM III timeline

- Internal discussions on target setting have begun.
- Anticipate discussing draft State targets with MPOs at March 2018 quarterly meeting, followed by comment period.
- State targets will be set by May 20, 2018; MPOs will be notified of targets.
- State targets will be reported to FHWA as part of Baseline Performance Period Report by October 1, 2018.

PM II and PM III timeline

- Following State target setting, MPOs will have 180 days to either:
 - Agree to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT target for that performance measure; or
 - Commit to a quantifiable target for that performance measure for their metropolitan planning area.
 - Multi-state MPOs can choose either option for the portion of their planning area in each State.
- Assuming State targets are set on May 20, MPO targets will be due November 16, 2018.
- Multistate MPOs: 180-day clock starts when last State DOT establishes targets.

MPO safety targets

MPO safety targets

- MPOs must establish 2014-2018 safety targets for five performance measures by February 27, 2018
- For each performance measure, the MPO will need to choose one of two options:
 - 1) Support the State's target by agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target for that performance measure
 - 2) Set a quantifiable target for that performance measure for the MPO

State safety targets

- Targets were based on trend analysis and a risk-based integrated moving average model
- Used 75% confidence level – based on analysis, at least 75% confident that five-year rolling average will be less than target.

Performance Measures	Five Year Rolling Averages	
	2012-2016 Baseline	2014-2018 Target
Number of Fatalities	345.4	367.9
Fatality Rate	1.063	1.080
Number of Serious Injuries	1529.0	1562.2
Serious Injury Rate	4.707	4.587
Non-Motorized Fatalities and Serious Injuries	144.2	150.7

Related planning requirements

- For TIPs and LRTPs amended or adopted after May 27, 2018
 - The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.
 - LRTP will need to include progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data”

Guidance for planning requirements

- More guidance anticipated from FHWA
 - FHWA has suggested that MPOs supporting the State’s targets would not need to report on them in the system performance report of the LRTP
- Iowa DOT will provide a template for the TIP discussion and ask MPOs to amend their FFY 2018-2021 TIPs to address requirement

Coordination requirement

per agreement in TPWP

- If an MPO chooses to adopt their own target for any measure, they will develop draft MPO performance targets in coordination with the Iowa DOT. Coordination methods will be at the discretion of the MPO, but the Iowa DOT shall be provided an opportunity to provide comments on draft MPO performance targets prior to final approval.

Reporting requirement

(per agreement in TPWP)

- MPO performance targets will be reported to the Iowa DOT.
- The following needs to be provided to Systems Planning:
 - A determination of whether the MPO is 1) agreeing to plan and program projects so that they contribute toward the accomplishment of the Iowa DOT or relevant provider of public transportation performance target, or 2) setting a quantifiable target for that performance measure for the MPO's planning area.
 - If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
 - Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution or meeting minutes.