

Summary of Federal Performance Measures



March 2026

There are several performance measures defined by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) that State Departments of Transportation (DOT), Metropolitan Planning Organizations (MPOs), and public transportation providers are required to set targets for. Brief descriptions of each set of targets and links to applicable federal code and resources are provided in the following sections.

FHWA Safety Performance Measures

State DOTs and MPOs must set targets for the following five safety performance measures:

- Number of fatalities.
- Rate of fatalities per hundred million vehicle miles traveled (HMVMT).
- Number of serious injuries.
- Rate of serious injuries per HMVMT.
- Number of non-motorized fatalities and non-motorized series injuries.

Targets are set annually as a 5-year rolling average for all public roads within a State or MPO. States submit targets in their Highway Safety Improvement Program (HSIP) annual report by each August 31. MPOs must decide to support the State's targets or set their own by February 27 of the year after the State sets targets.

Additional Resources

- [Code of Federal Regulations \(CFR\) for safety performance measures](#)
- [FHWA safety performance management resources](#)

FHWA Traffic Congestion and On-Road Mobile Source Emissions Performance Measures

There are two traffic congestion performance measures and one on-road mobile source emissions performance measure established by FHWA. These are only applicable in areas that are in nonattainment or maintenance for ozone, carbon monoxide, or particulate matter. **None of these measures are currently applicable to Iowa DOT or Iowa MPOs.**

Additional Resources

- [CFR for traffic congestion performance measures](#)
- [CFR for on-road mobile source emissions performance measures](#)
- [FHWA transportation performance management resources](#)

FHWA Pavement, Bridge, System Performance, and Freight Performance Measures

State DOTs and MPOs must set targets for the following four pavement performance measures.

- Percentage of pavements of the Interstate System in Good condition.
- Percentage of pavements of the Interstate System in in Poor condition.
- Percentage of pavements of the non-Interstate National Highway System (NHS) in Good condition.
- Percentage of pavements of the non-Interstate NHS in Poor condition.

State DOTs and MPOs must set targets for the following two bridge performance measures.

- Percentage of NHS bridges classified as in Good condition.
- Percentage of NHS bridges classified as in Poor condition.

State DOTs and MPOs must set targets for the following two system performance 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.

State DOTs and MPOs must set targets for the following freight performance measure.

- Truck Travel Time Reliability Index for the Interstate System.

For pavement, bridge, system performance, and freight performance measures, States submit 2-year and 4-year targets by October 1 every four years starting in 2018 (e.g., October 1, 2022; October 1, 2026). State 4-year targets can be adjusted two years after they are submitted (e.g., October 1, 2024; October 1, 2028). MPOs must decide to support the State's 4-year targets or set their own 4-year targets within 180 days of State setting or adjusting 4-year targets.

Additional Resources

- [CFR for pavement performance measures](#)
- [CFR for bridge performance measures](#)
- [CFR for system performance \(travel time reliability\) performance measures](#)
- [CFR for freight performance measures](#)
- [FHWA transportation performance management resources](#)

FTA Transit Asset Management Performance Measures

Public transportation providers must develop asset management plans, and providers and MPOs must set targets for the following four transit asset management performance measures. Note that the fourth measure is not currently applicable in Iowa as it pertains to public transportation via rail.

- Rolling Stock: The percentage of revenue vehicles by asset class (type of rolling stock) that have met or exceeded the useful life benchmark (ULB).
- Equipment: The percentage of non-revenue service vehicles by asset class (type of rolling stock) that have met or exceeded the ULB.
- Facilities: The percentage of facilities by group (administrative/maintenance or passenger/parking) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale. Condition assessments must be no more than four years old.
- Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.

Iowa DOT completes a group asset management plan for small urban and rural transit providers. Large urban (MPO) transit providers complete their own plans. The plans must be updated every four years, while targets are set annually. MPOs can update targets as appropriate or as outlined in any agreements between the MPO and transit provider. Examples include updating MPO targets following the transit provider's annual target update, or during Transportation Improvement Program (TIP) or Long-Range Transportation Plan (LRTP) development.

Additional Resources

- [CFR for transit asset management performance measures](#)
- [FTA transit asset management resources](#)

FTA Transit Safety Performance Measures

Public transportation providers that receive 5307 funding are subject to the Public Transportation Agency Safety Plan (PTASP) regulation. In Iowa, this includes large urban providers that serve MPOs. These transit providers must develop and annually update a PTASP that includes the safety performance measures outlined in the National Public Transportation Safety Plan (NPTSP). MPOs must also establish targets for their planning areas and can update targets as appropriate or as outlined in any agreements between the MPO and transit provider. Examples include updating MPO targets following the transit provider's annual PTASP update, or during TIP or LRTP development.

The current NPTSP established 14 performance measures for all agencies subject to the PTASP requirement.

- Major events
- Major event rate
- Collision rate
- Pedestrian collision rate
- Vehicular collision rate
- Fatalities
- Fatality rate
- Transit worker fatality rate
- Injuries
- Injury rate
- Transit worker injury rate
- Assaults on transit workers
- Rate of assaults on transit workers
- System reliability

Agencies subject to the PTASP requirement in urban areas over 200,000 in population are also required to have a safety risk reduction program, with the following eight targets set by the Safety Committee. Some of these measures overlap with the 14 measures required by all agencies.

- Major events
- Major event rate
- Collisions
- Collision rate
- Injuries
- Injury rate
- Assaults on transit workers
- Rate of assaults on transit workers

Additional Resources

- [CFR for transit safety](#)
- [FTA Public Transportation Agency Safety Plans resources](#)