

## Performance management updates

**MPO/RPA Quarterly**  
September 21, 2022



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### Topics

- Iowa DOT PM2/PM3 Draft Targets
- Notice of Proposed Rulemaking for Greenhouse Gas Performance Measure

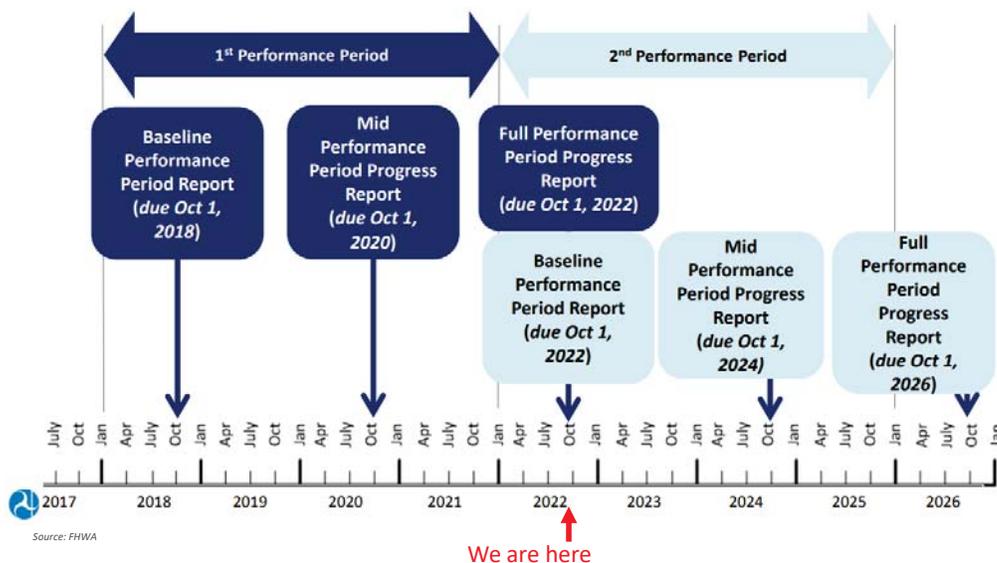


# FHWA Performance Measures

	Topic	Performance measure(s)
PM1	Safety	-Number of fatalities -Rate of fatalities -Number of serious injuries -Rate of serious injuries -Number of non-motorized fatalities and non-motorized serious injuries
PM2	Pavement	-Percentage of pavements of the Interstate System in Good condition -Percentage of pavements of the Interstate System in Poor condition -Percentage of pavements of the non-Interstate NHS in Good condition -Percentage of pavements of the non-Interstate NHS in Poor condition
	Bridge	-Percentage of NHS bridges classified as in Good condition -Percentage of NHS bridges classified as in Poor condition
PM3	System Performance	-Percent of person-miles traveled on the Interstate that are reliable -Percent of person-miles traveled on the non-Interstate NHS that are reliable
	Freight	-Truck Travel Time Reliability Index (Interstate only)



## PM2/PM3 Timeline





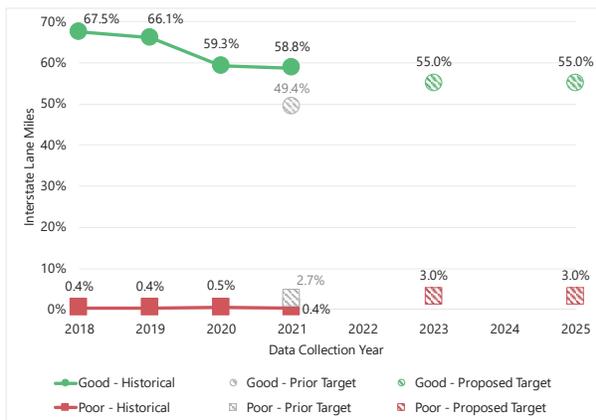
# Notes

- Discrepancy between data collection year and data reporting year
  - E.g., data collected in CY 2021 is submitted to the National Bridge Inventory (NBI) and Highway Performance Monitoring System (HPMS) in 2022
- Setting 2- and 4-year targets for data collection years 2023 and 2025
  - To ‘make significant progress’ must either meet target or improve upon baseline
    - If targets are missed, the penalty is additional reporting
    - Interstate pavements and NHS bridges are also subject to minimum condition levels (separate from targets)
  - There will be an opportunity to adjust 4-year targets during CY 2024 reporting
- After state targets are set, MPOs have 180 days to set their own targets or support the state’s
  - MPOs only set 4-year targets
  - No penalties for missing targets
  - MPOs report on targets/progress through their L RTPs

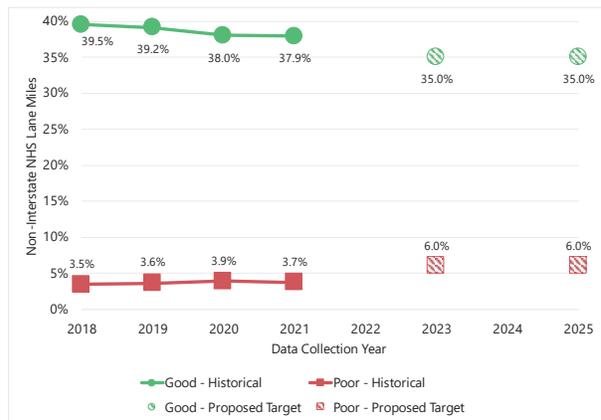


# Pavement Condition – History and Targets

**Interstate**



**Non-Interstate NHS**



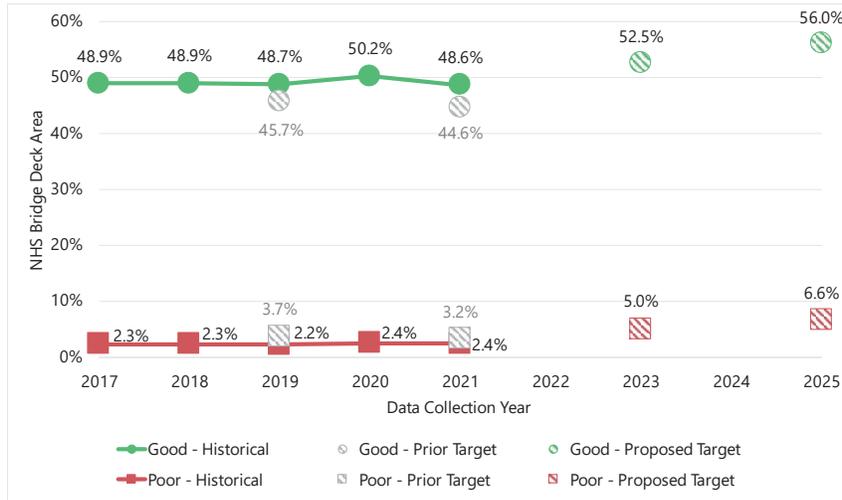
Prior targets not shown due to change in metric calculation

	Baseline (CY 2021)	Proposed 2-Year Target	Proposed 4-Year Target
Interstate – Good	58.8%	55.0%	55.0%
Interstate – Poor	0.4%	3.0%	3.0%

	Baseline (CY 2021)	Proposed 2-Year Target	Proposed 4-Year Target
Non-Interstate NHS – Good	37.9%	35.0%	35.0%
Non-Interstate NHS – Poor	3.7%	6.0%	6.0%



# Bridge Condition – History and Targets

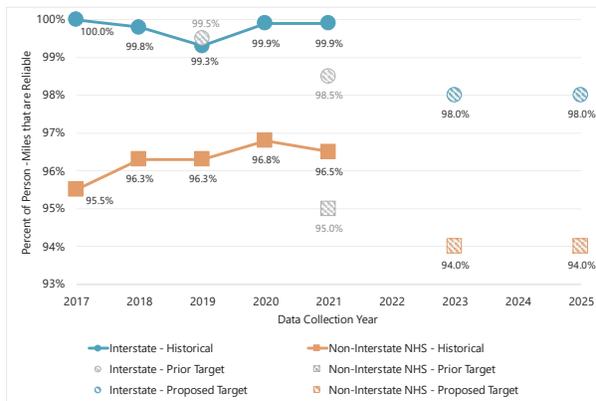


	Baseline (CY 2021)	Proposed 2-Year Target	Proposed 4-Year Target
NHS Bridges - Good	48.6%	52.5%	56.0%
NHS Bridges - Poor	2.4%	5.0%	6.6%



# Reliability and Freight – History and Targets

## Travel Time Reliability



	Baseline (CY 2021)	Proposed 2-Year Target	Proposed 4-Year Target
Interstate	99.9%	98.0%	98.0%
Non-Interstate NHS	96.5%	94.0%	94.0%

## Truck Travel Time Reliability Index



	Baseline (CY 2021)	Proposed 2-Year Target	Proposed 4-Year Target
Interstate	1.13	1.25	1.25



## PM2/PM3 Next Steps

- Provided draft targets and methodology to MPOs for review and comment; comments due by 9/26
- Reviewing draft reports internally
- Submit two reports by October 1\*
  - Full performance period report for CY 2018-2021
    - Discuss prior performance
  - Baseline performance report for CY 2022-2025
    - Discuss new targets
- MPOs will be notified when targets are established and their 180-day target setting period begins

\*Original deadline; will be extended due to FHWA issues with HPMS

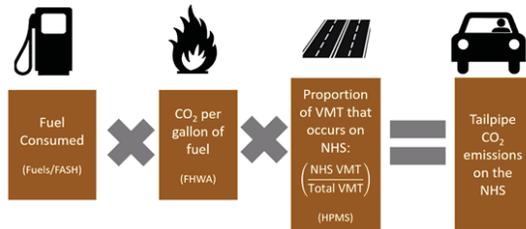


## Greenhouse Gas Notice of Proposed Rulemaking (NPRM)

## Greenhouse Gas NPRM

- NPRM published July 15; comment period open until October 13
- Proposes establishment of a performance measure for percent change in tailpipe CO<sub>2</sub> emissions on the NHS

### Proposed Calculation of Tailpipe CO<sub>2</sub> Emissions (GHG Metric)



### Calculating the Proposed GHG Measure

$$\% \text{ change in tailpipe CO}_2 \text{ emissions} = \left( \frac{(\text{Tailpipe CO}_2 \text{ Emissions on NHS}_{\text{calendar year}}) - (\text{Tailpipe CO}_2 \text{ Emissions on NHS}_{\text{reference year}})}{(\text{Tailpipe CO}_2 \text{ Emissions on NHS}_{\text{reference year}})} \right) \times 100$$

Calendar year = analysis year  
Reference year = 2021

Graphics source: FHWA webinar

## GHG NPRM

- Similarities to existing PM<sub>2</sub>/PM<sub>3</sub> measures
  - Timeline and reporting structure
  - Metric calculation methodology and data sources are specific and straightforward
  - Penalty for missing target is to document the actions that will be taken to achieve the target
- Differences/concerns compared to existing PM<sub>2</sub>/PM<sub>3</sub> measures
  - Not specifically required by law
  - The proposed rule would require declining/improving targets
  - The proposed rule alludes to the possibility of also requiring 8- and 20-year targets
  - The proposed rule would require the targets to align with an administration policy goal
  - Calendar year 2021 may not be the most appropriate reference year due to rebounding VMT



## GHG NPRM – Status

- Submitted initial Iowa DOT informal comments to AASHTO
- Review draft AASHTO comments and consider whether to submit formal comments from Iowa DOT to the docket
- MPOs are encouraged to comment on the NPRM if desired
  - <https://www.federalregister.gov/documents/2022/07/15/2022-14679/national-performance-management-measures-assessing-performance-of-the-national-highway-system>
- Would expect final rule to take months to be published
  - No action will be required by States or MPOs until a final rule is published



THANK YOU

