

Performance Management Update

State Safety Targets
 MPO Transit Asset Management – State of Good Repair Targets
 Pavements and Bridges Final Rule
 System Performance, Freight, CMAQ Final Rule

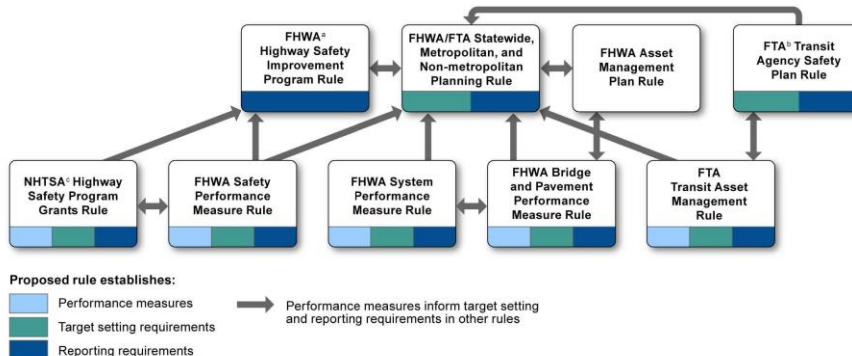


MPO/RPA Quarterly Meeting

June 20, 2017

MAP-21/FAST rulemakings

Figure 3: Relationships among DOT's Planned Rules Establishing a National Performance-Based Approach



Source: GAO. | GAO-15-217

*FHWA = Federal Highway Administration

*FTA = Federal Transit Administration

*NHTSA = National Highway Traffic Safety Administration

<http://www.gao.gov/assets/670/667939.pdf>



State safety targets

State safety targets – timeline

- February 7 – Iowa safety performance measure target setting workshop
- March 6 – email providing draft performance management framework for coordination among state, MPOs, and transit agencies, as well as draft agreement language for coordination between MPOs and the state
- March 29 – discussion of performance management framework and coordination between the state and MPOs; safety performance management overview; presentation and discussion of draft state safety targets
- March 30 – email to MPOs and RPAs soliciting further comments on draft state safety targets

State safety targets – timeline

- April/May – internal Iowa DOT and GTSB review
 - Transportation Asset Management group
 - Strategic Highway Safety Plan team
 - Management team
- Anticipate approval of targets as drafted

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

State safety targets – timeline

- Once targets are finalized/reported, they will be communicated with MPOs
- MPOs will have 180 days from State’s deadline to agree to support state targets or establish their own numerical targets – MPO deadline is February 27, 2018
- Awaiting more guidance on planning and programming implications of target setting

MPO Transit Asset Management – State of Good Repair Targets

Transit state of good repair targets

- First performance measures required by FTA were included in the Transit Asset Management final rule and require transit agencies to set state of good repair (SGR) targets, which had an initial due date of January 1, 2017
- Iowa set a statewide target for small urban and rural systems; large urban systems responsible for their own target setting
- Per the final planning rule, MPOs are required to set targets for these measures within 180 days of the applicable transit agency or agencies

Transit state of good repair targets

Analyzing Assets			
Category	Assessing Condition	Performance Targets	Measure
Equipment	• Age based	• Only non-revenue service vehicles	%
Rolling Stock	• Age based	• Only revenue vehicles by vehicle class/mode	%
Infrastructure	• Only infrastructure with direct capital responsibility	• Only fixed rail guideway, track, signals, and systems	%
Facilities	• Only facilities with direct capital responsibility (not bus shelters)	• Maintenance and Administrative and Passenger Stations and Parking Facilities	TERM

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Transit state of good repair targets

- DOT has encouraged transit agency and MPO coordination regarding target setting
- Will be asking for a status update from MPOs that have not submitted targets or communicated plans for targets
- Any questions/concerns?

Final Rules – PM II and PM III

Final rulemakings

- PM II – Pavements and Bridges
- PM III – System Performance, Freight, CMAQ

- Some slides and information taken from resources available at <https://www.fhwa.dot.gov/tpm/rule.cfm>



FHWA TPM Rulemaking: Status

TPM Related Rules	Final Rule Published	Rule Effective Date
Safety Performance Measures	March 15, 2016	April 14, 2016
Highway Safety Improvement Program	March 15, 2016	April 14, 2016
Statewide and Non-Metropolitan Planning; Metropolitan Planning	May 27, 2016	June 27, 2016
Highway Asset Management Plans for NHS	October 24, 2016	October 2, 2017
Pavement and Bridge Condition Measures	January 18, 2017	May 20, 2017
Performance of the NHS, Freight, and CMAQ Measures	January 18, 2017	May 20, 2017*

* Except for portions of the rule related to the percent change in CO2 emissions from 2017 (GHG measure). Those portions are delayed and FHWA will be publishing an NPRM in the Federal Register pertaining to this measure.



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Measures for pavements and bridges



Final Measures: Pavement and Bridge Condition

Measure Area	Performance Measures
National Performance Management Measures to Assess Pavement Condition (Subpart C)	<ul style="list-style-type: none"> 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
National Performance Management Measures to Assess Bridge Condition (Subpart D)	<ul style="list-style-type: none"> Percentage of NHS bridges classified as in Good condition Percentage of NHS bridges classified as in Poor condition

Note: These measures contribute to assessing the National Highway Performance Program (NHPP)



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Measures for system performance, freight



Final Measures: System Performance and Freight

Measure Area	Performance Measures
Performance of the National Highway System (Subpart E)	<ul style="list-style-type: none"> • Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the Interstate that are reliable • Non-Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the non-Interstate NHS that are reliable
Freight Movement on the Interstate System (Subpart F)	<ul style="list-style-type: none"> • Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index

Note: These measures contribute to assessing the National Highway Performance Program (NHPP) and National Highway Freight Program (NHFP)

Measures for CMAQ (not currently applicable in Iowa)



Final Measures: CMAQ Program

Measure Area	Performance Measures
Measures to Assess the CMAQ Program – Traffic Congestion (Subpart G)	<ul style="list-style-type: none"> • Peak Hour Excessive Delay (PHED) Measure: Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita • Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of Non-Single Occupancy Vehicle (SOV) Travel
Measure to Assess the CMAQ Program – On-Road Mobile Source Emissions (Subpart H)	<ul style="list-style-type: none"> • Emissions Measure: Total Emissions Reduction

Target setting

- State DOTs
 - Must establish statewide 2- and 4-year targets (4-year only for the Interstate pavement measure) by May 20, 2018, and report by October 1, 2018
 - May adjust targets at the midpoint of the 4-year period (October 1, 2020)
- MPOs
 - Support the relevant State DOT(s) 4-year target or establish their own by 180 days after the State DOT(s) target is established
 - Multistate MPOs may choose different target establishment options for the portion of the planning area within each State

Target reporting

- State DOTs submit three reports during 4-year performance periods
 - Baseline Performance Period Report
 - Mid Performance Period Report
 - Full Performance Period Report
- MPOs submit targets to State DOT per agreed upon method
- MPOs will report baseline levels and progress towards targets in their long-range plan

Target setting timeline

- **January 1, 2018:** 1st 4-year performance period begins.
- **May 20, 2018:** Initial 2-and 4-year targets established.
- **October 1, 2018:** Baseline Performance Period Report for the 1st Performance Period due. State DOTs report 2-year and 4-year targets; etc.
- **Within 180 days of relevant State DOT(s) target establishment:** MPOs must commit to support State target or establish separate quantifiable target.
- **October 1, 2020:** Mid Performance Period Progress Report for the 1st Performance Period due. State DOTs report 2-year condition/performance; progress toward achieving 2-year targets; etc.
- **December 31, 2021:** 1st 4-year performance period ends.
- **October 1, 2022:** Full Performance Period Progress Report for 1st performance period due. State DOTs report 4-year condition/performance; progress toward achieving 4-year targets; etc.
- **October 1, 2022:** Baseline report due for 2nd performance period due. State DOTs report 2-and 4-year targets; baseline condition, etc.

Significant progress determinations – pavements and bridges



§ 490.109 Significant Progress Determination

- Applies to all targets in this rule
 - Interstate and non-Interstate NHS pavement condition measures, and Bridge condition measures
- FHWA assessment of State DOT target achievement (every 2 years)
 - The actual condition/performance level is better than the baseline, or
 - The actual condition/performance level is equal to or better than the established target
- Consequences of not making significant progress
 - State DOT documents the actions it will take to achieve target
- Extenuating circumstances may be considered

Significant progress determinations – system performance and freight



§ 490.109 Significant Progress Determination

- Applies to statewide NHPP and NHFP targets only
 - Interstate and non-Interstate NHS Travel Time Reliability measures, and Freight Reliability measure
- FHWA assessment of State DOT target achievement (every 2 years)
 - The actual condition/performance level is better than the baseline, or
 - The actual condition/performance level is equal to or better than the established target
- Consequences of not making significant progress
 - NHPP – State DOT documents the actions it will take to achieve target
 - Freight Reliability measure – additional documentation requirement
- Extenuating circumstances may be considered



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Minimum condition requirements

- Interstate system pavements
 - No more than 5.0 percent in Poor condition
 - If this is exceeded, State DOT must obligate a portion of NHPP & transfer a portion of STBG to address condition
- NHS bridges
 - No more than 10.0% of total deck area of NHS bridges classified as Structurally Deficient
 - If for 3 consecutive years the minimum condition level is not met, State must obligate and set aside a portion of NHPP funds for eligible bridge projects on the NHS

Performance-based planning and programming process

Target setting and overall performance-based process – MPOs

- Already completed
 - Established initial performance management agreement between Iowa DOT and MPOs through TPWPs
 - Coordination on State target setting for safety measures
- Upcoming
 - Updated guidance for LRTPs and TIPs
 - Working on additional resources – summaries, comprehensive timeline
 - Anticipate similar coordination process with MPOs for new measures as what has been done for safety measures

Performance-based planning & programming

- States and MPOs will be required to reflect their performance targets and a system performance report in their long-range transportation plans (LRTP)
- Both MPOs and States will need to describe, to the maximum extent possible, the anticipated effect of investment priorities toward achieving the targets in their respective Transportation Improvement Programs (TIPs) and Statewide Transportation Improvement Programs (STIPs)

Phase-in Timeline

- Two years after the date of the final planning rule (May 27, 2018), TIPs, the STIP, and LRTPs must reflect the updated planning regulations to be adopted or amended
- Two years after the effective dates of the final performance management rules, TIPs, the STIP, and metropolitan LRTPs will need to include performance-based planning requirements to be adopted or amended

Resources

- FHWA Transportation Performance Management:
<https://www.fhwa.dot.gov/tpm/>
 - Links to final rules, fact sheets, webinars, resources
- FHWA Safety Performance Management:
<https://safety.fhwa.dot.gov/hsip/spm/>
- FTA Transit Asset Management:
<https://cms.fta.dot.gov/regulations-and-guidance/asset-management/tam-rulemaking>