

**Information to include in an MPO LRTP
in order to comply with the requirements of 23 CFR 450.324(f)(3-4).**

MPO long-range transportation plans (LRTPs) that are amended or adopted on or after specific performance measure phase-in dates are now required to be in compliance with the changes made to 23 CFR 450 following MAP-21 and the FAST Act. These changes are highlighted in the Iowa DOT's [LRTP guidelines](#).

The guidance below includes the information necessary for an MPO LRTP to be in compliance with the performance-based planning requirements and the updated planning rules. This information can be a starting point, but MPOs are encouraged to think beyond this outline and customize and/or expand upon it based on each MPO's planning process.

Describe the performance measures and targets

MPOs must include a description of the individual performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 CFR 450.306(d). The specific performance measures to include and phase-in dates are listed [here](#). Note that Transit Safety performance measures and target information are not required to be included in an MPO TIP or LRTP in order for it to be amended or adopted until July 20, 2021. However, if the area's urban transit provider(s) has established safety performance measures and targets by adopting their Public Transportation Agency Safety Plan, and the MPO has taken action on transit safety targets, the MPO should include them in its LRTP update. If an MPO does not include them in an LRTP update, please note that if the LRTP is amended after July 20, 2021, the MPO will then be required to include the Transit Safety performance measures and targets as part of the amendment.

Per [450.306\(d\)\(4\)](#), MPO LRTPs need to discuss applicable documents and planning processes, including:

- [State Transportation Asset Management Plan](#) (TAMP)
- Asset management plans from local transit agencies
- [Strategic Highway Safety Plan](#) (SHSP)
- [State Freight Plan](#)
- [State LRTP](#)
- Public Transportation Agency Safety Plans for urban transit providers (following July 20, 2021)

References to these documents and their goals/objectives/strategies need to be tied in to the LRTP. Statewide discussion of these topics is now included in the [STIP](#) – see the first several pages. MPOs are encouraged to incorporate area-specific information from these plans where applicable. For example, the Freight Plan includes a list of bottlenecks and the State LRTP includes a highway needs analysis; therefore, locations in the MPO region that are identified in these plans could be discussed.

System performance report

MPO LRTPs must include a system performance report at the time of adoption. That report must include an evaluation of the condition and system performance of the transportation system with respect to the

performance targets, including progress towards meeting targets in comparison to baseline or prior data. System performance report content should include:

- Background information/MPO requirements
- Baseline data and targets
 - These would be State targets for any targets where an MPO is supporting the State.
- The methodology for performance targets
 - For any targets where the MPO is supporting the State, the MPO can reference [where the State methodology can be found](#) rather than including the State's detailed methodology.
- How the measures (as general topics, if not specific measures) tie into the LRTP process
 - Essentially a broader discussion of the text related to performance management found in the TIP.
 - May include a discussion of programming responsibilities (and how some performance targets are for highway systems the MPO does not generally provide funding for).
 - May also tie this back to overall performance measures the MPO will be tracking and how the performance measures interact with programming decisions.
 - NOTE: A good example of this can be found from the [Memphis MPO performance pages](#), specifically the section that starts "*By agreeing to support the states' (Mississippi and Tennessee) HSIP targets, the Memphis MPO agrees to...*"
- Information will need to be added to subsequent LRTP system performance reports once performance has been measured and it is known whether performance targets have or have not been met.

For MPOs that voluntarily elect to develop multiple scenarios when developing the LRTP, the MPO must conduct an analysis as part of the system performance report addressing how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.

With any progress description, it should include the information that is available at the time of the plan adoption. Subsequent adoptions of MPO LRTPs must continue to include a system performance report. These reports must describe the progress of the MPOs in meeting the performance targets in comparison with system performance recorded in previous years.

In addition to the performance-based planning requirements, other changes in the updated planning rule need to be incorporated into new or amended LRTPs, as applicable.