



National Transportation Performance Management Requirements

- What are they?
 - Final Rule = Federal Regulation in 23 CFR
- What do MPOs need to know about TPM?

What Are They?

- HSIP and Safety Performance Management Measures Final Rules – PM 1
- Pavement and Bridge Condition Performance Measures Final Rules – PM 2
- System Performance/Freight/CMAAQ Performance Measures – Final Rules - PM 3
- Planning Final Rule
- Asset Management Plan Final Rule
- *FTA - Transit Asset Management (TAM) final rule*
- *FTA - Public Transportation Safety Program Final Rule*

Overview of the Safety PM Rule

- Establishes 5 safety performance measures
(# fatalities, fatality rate, # serious injuries, serious injury rate, # non-motorized fatalities and serious injuries)
- State and MPOs must establish a target for each safety performance measure based on 5 year rolling averages *(on all public roads)*
- CY 2018 State targets due in the 2017 HSIP Report
- Optional urbanized/non-urbanized targets for States

MPO Safety Targets Timeline

- MPOs establish targets 180 days after the State
 - By February 27 of the calendar year for which the targets apply
 - CY 2018 targets due by February 27, 2018
- MPOs shall coordinate with the State throughout target setting process





MPO Options for Safety Target Establishment

- Two options to establish targets
 - Agree to support the State DOT target; OR
 - Establish numerical target specific to the MPO planning area
- MPO Flexibility
 - Can support all of the State targets;
 - Establish their own targets for all the performance measures; **or**
 - A combination of both

Coordination Cycle for 2018 Safety Targets

Target Setting Coordination

- By Spring 2017, begin engaging DOT, SHSO, and MPO stakeholders
- Set targets for CY 2018

Target Approval

By June, secure CY 2018 target approval from DOT/SHSO leadership



December 2019

Data available to evaluate targets

March 2020

States notified whether they met or made significant progress toward CY 2018 targets

2017

2018

2019 - 2020

July 1

SHSO submits HSP to NHTSA including 3 identical safety targets

August 31

State DOT submits HSIP Annual Report to FHWA, including safety targets

By February 27

MPOs establish safety targets

What are the Transportation Performance Management (TPM) requirements for Pavements?

Pavement Condition Measures	
Interstate System	Non-Interstate NHS
Percentage of pavements of the Interstate System in Good condition	Percentage of pavements of the non-Interstate NHS in Good condition
Percentage of pavements of the Interstate System in Poor condition	Percentage of pavements of the non-Interstate NHS in Poor condition

- State/MPO must provide performance targets for Interstate and Non-Interstate National Highway System (NHS.)
- A minimum pavement condition for the Interstate System is no more than 5% in Poor condition; otherwise penalties are enforced.
- If the minimum condition threshold is not met, the penalty is that the State must obligate a specified percentage of its NHPP and Surface Transportation Program (STP) funds to address Interstate conditions.

What does the MPO need to know?

- **Pavement TPM Regulations:**
 - Establishes measures for State DOTs and MPOs to use to carry out the NHPP and to assess progress on achieving condition targets for NHS pavements
 - Establishes minimum condition requirements for Interstate pavements
 - Highway Performance Monitoring System (HPMS) data used by FHWA to calculate good/poor metrics and measures
 - Combines consideration of roughness, cracking and rutting/faulting
 - Measures aggregated by lane miles
- **MPOs can choose to set their own performance targets** (within 180 days of state target setting date) or support State established targets
- **MPOs – Locally Owned NHS Pavements** – how many miles do your LPAs have?
- **MPOs are expected to report baseline conditions and four-year targets** in their metropolitan transportation plans
- **Performance Period** Jan 2018-Dec 2021 (4 years)

TPM Pavement Dates

Key Dates	
May 20, 2017	Final rule effective date.
January 1, 2018	1st 4-year performance period begins.
May 20, 2018	State DOT targets must be established.
January 1, 2018	State DOTs collect data for Interstate pavements that conform to the final rule (IRI, Rutting, Cracking %, Faulting, and Inventory).
Within 180 days of relevant State DOT(s) target establishment	MPOs must commit to support state target or establish separate quantifiable target.
October 1, 2018	Baseline Performance Period Report for 1 st Performance Period due. State DOTs report 4-year targets for Interstate and 2-year and 4-year targets for non-Interstate NHS; etc.
April 15, 2019, and each April 15 thereafter	State DOTs submit first Interstate data that conform to the final rule.
January 1, 2020	State DOTs collect data for non-Interstate NHS pavements that conform to the final rules.
October 1, 2020	Mid Performance Period Progress Report for the 1 st Performance Period due. State DOTs report 2-year condition/performance; progress toward achieving 2-year targets; etc.
June 15, 2021, and each June 15 thereafter	State DOTs submit non-Interstate NHS data that conform to the final rule.
December 31, 2021	1st 4-year performance period ends.
October 1, 2022	Full Performance Period Progress Report for 1 st Performance Period due. State DOTs reports 4-year condition/performance; progress toward achieving 4-year targets, etc. Baseline Performance Period Report for 2 nd Performance Period due. State DOTs report 2-year and 4-year targets for Interstate and non-Interstate NHS; baseline condition; etc.



What are the Transportation Performance Management (TPM) requirements for Bridges?

- Three classification by **deck area** for assessing the **NHS bridge** condition
 - % in Good, % in Fair & % in Poor condition
- **Performance Measures by deck area** will be based on % in Good and % in Poor condition – Penalties apply if minimum not met
- Baseline level and target progress **reported in Metropolitan transportation Plan**
- The National Bridge Inventory (NBI) data will be used to report
- Penalty Threshold – >10% of deck area of NHS bridges classified as structurally deficient.

- For MPOs - Applies to bridges carrying the NHS, not owned by the DOTD, under jurisdiction and maintained by a public authority, and within the MPOs urban/urbanized geographic boundary.
- **How many are in your area and what is the baseline condition?**

BRIDGE

PERFORMANCE MEASURES

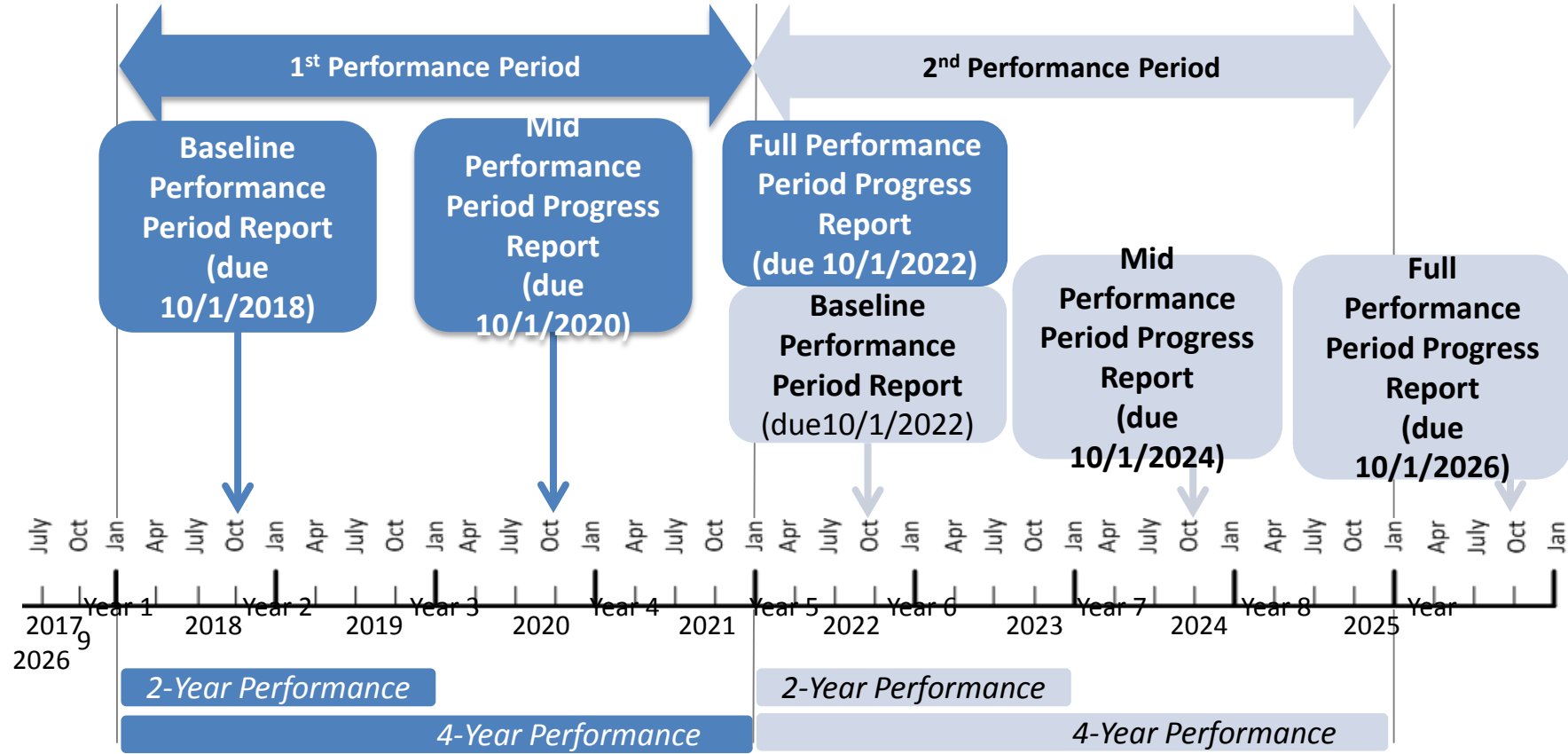


Key Dates	
May 20, 2017	Final rule effective date.
January 1, 2018	1st 4- year performance period begins.
May 20, 2018	Initial 2- and 4-year targets established.
October 1, 2018	Baseline Performance Period Report for the 1 st Performance Period due. State DOTs report 2-year and 4-year targets; etc.
Within 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 1 st 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.
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Performance Periods and Reporting for NHS Bridges

State

§ 490.105 & 490.107 Timeline for Performance Periods and State DOT Biennial Performance Reporting



System Performance Measures - Travel Time Reliability

- **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

System Performance Measures - Freight Reliability

- **Measurement of travel time reliability on the Interstate** – base on the % of Interstate system mileage providing for reliable truck travel time (Truck Travel Time Reliability (TTTR) Index

System Performance Measures

- CMAQ

- **On Road Mobile Source Emissions Measure**
 - A measure that will assess total emissions reductions by applicable pollutants under the Congestion Mitigation and Air Quality (CMAQ) program

System Performance Measures

- Excessive Delay & SOV

Measures that Do not apply to Louisiana until second performance period, beginning Jan. 1, 2022 (no areas over 1 Million in population)

- Peak Hour Excessive Delay Measure
- Non-Single Occupancy Vehicle (SOV) Travel Measure
- ****While the published rule includes a Green House Gas measure, the effective date of the portions of the Final Rule pertaining to that measure has been delayed.*

System Performance Measures – MPO Activities

- **November 15, 2018: MPO establishes targets**
 - May 20, 2018: DOTD establishes 2- and 4- year targets
- Targets should be mutually agreed upon by both DOTD and MPO
- Need to determine **who is going to do the work** on the Travel time measurements
- Report baseline level and progress toward target in Metropolitan Transportation Plan
 - DOTD will provide a Baseline Performance Plan by October 1, 2018
- States and MPOs will have the data they need for some of these measurements in FHWA's National Performance Management Research Data Set (NPMRDS)



Planning Regulation Changes

23 CFR 450.314 (h) Performance Based Planning and Programming (PBPP)

The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see §450.306(d)), and the collection of data for the State asset management plans for the NHS for each of the following circumstances: When one MPO serves an UZA, when more than one MPO serves an UZA, and when an MPA includes an UZA that has been designated as a TMA as well as a UZA that is not a TMA.

Performance Based Planning and Programming (PBPP) cont.....

.....These provisions shall be documented either as part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section, or documented it in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.

- How will LADOTD and MPO's document PBPP agreements and targets?
- Formal documentation = approved by the MPO Policy Board