



NW LOUISIANA COUNCIL OF GOVERNMENTS

TRANSPORTATION PERFORMANCE MANAGEMENT (TPM)

NLCOG's (MPO) FRAMEWORK FOR PERFORMANCE MEASURES AND TARGET SETTING

(DOCUMENT UPDATED: 07.11.2024)

TRANSPORTATION PERFORMANCE MANAGEMENT (TPM) BACKGROUND

With the 2012 passage of the Federal surface transportation legislation, "Moving Ahead for Progress in the 21st Century Act" (MAP-21), performance-based planning (PBP) has taken on even greater significance. With the passage of the FAST ACT in 2015, an emphasis of performance-based planning continues which mandates statewide and metropolitan planning processes to incorporate a more comprehensive performance-based approach to their decision-making.

The legislation requires the U.S. Department of Transportation, in consultation with states, MPOs and other stakeholders, to establish performance measures in these areas:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

To monitor the performance of the transportation system, and the effectiveness of programs and projects as they relate to the National Goals, a series of performance measures were established in the areas of safety (PM1), infrastructure condition (PM2), and system performance (PM3). These measures are outlined in 49 USC 625 and 23 CFR 490.

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Recipients of public transit funds are required to establish performance targets, develop transit asset management and safety plans, and report on their progress toward achieving targets. Public transportation operators are directed to share information with MPOs and states so that all plans and performance reports are coordinated.

Table 1: Summary of Federal Highway Performance Measures: See 23 CFR 490

Rule	National Goal	Performance Area	Performance Measures
PM1	Safety	Injuries & Fatalities	<ul style="list-style-type: none"> Number of fatalities Fatality rate (per 100 million vehicle-miles traveled) Number of serious injuries Serious injury rate (per 100 million vehicle-miles traveled) Number of non-motorized fatalities and non-motorized serious injuries
PM2	Infrastructure Condition	Pavement Condition	<ul style="list-style-type: none"> Percentage of pavements on the Interstate System in good condition Percentage of pavements on the Interstate System in poor condition Percentage of pavements on the non-Interstate NHS in good condition Percentage of pavements on the non-Interstate NHS in poor condition
PM2	Infrastructure Condition	Bridge Condition	<ul style="list-style-type: none"> Percentage of NHS bridges classified as in good condition Percentage of NHS bridges classified as in poor condition
PM3	System Reliability	Performance of the National Highway System	<ul style="list-style-type: none"> Percentage of person-miles traveled on the Interstate System that are reliable Percent of person-miles traveled on the non-Interstate NHS that are reliable
PM3	Freight Movement and Economic Vitality	Freight Movement of the Interstate System	Truck Travel Time Reliability Index
	Congestion Reduction	Traffic Congestion	<ul style="list-style-type: none"> Annual hours of peak hour excessive delay per capita Percent of non-single-occupant vehicle travel
	Environmental Sustainability	Congestion Mitigation and Air Quality Program	Total emissions reductions

MPO TARGET SETTING RESPONSIBILITIES

For each roadway performance measure, the MPO is required to establish a regional performance target (i.e. established Metropolitan Planning Area (MPA)) or adopt LADOTD's targets and therefore agree to plan and program projects that contribute toward meeting the targets. PM1 targets are updated annually. PM2 and PM3 are based on a 4-year "Performance Period", the first of which is from 2022 to 2021. Separate 2-year and 4-year targets are established for various measures under PM2 and PM3, as applicable under 23 CFR part 490. Transit performance measures require the MPO to establish performance targets not less than 180 days from the establishment of the transit provider TAM targets or standards established under 23 CFR part 490, and 49 U.S.C. 5326(c).

MPOs will have one year from the establishment of the transit agency safety targets to establish performance targets that address the performance measures or standards established under 23 CFR part 490, and 49 U.S.C. 5329(d). 23 CFR 490.101 defines a target as "a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Highway Administration." The dates by which the State and MPOs are to establish targets for PM1 through PM3 are identified in Table 2.

Table 2: Summary of State/MPO Target Setting Dates FFY 2025

FINAL RULES FHWA: 23 CFR 490 / FTA: 49 CFR 625 & 630	LOUISIANA MPOs Sets Targets	MPO (NLCOG) STATUS
Safety Performance Measures (PM1) (5 Measures)	180 Days After State Annual Target (State Required by Aug. 31 st)	COMPLETED 2024 NLCOG (MPO) Annual Safety Targets Adopted by MPO Policy Committee 02.21.2025
Pavement / Bridge Condition Measures (PM2) (6 Measures)	180 Days After State Target (State Required by Nov. 15 th)	COMPLETED 4 Year MPO Targets Adopted by the MPO Policy Committee: 05.12.2023
Transit Asset Mngt. Rule (From 5307's TAMP: SGR – Targets)	SGR targets to MPO and State DOT (prior to June 30 th , 2023) MPO Consideration when received	COMPLETED 2/4 Year MPO Targets Adopted by the MPO Policy Committee: 05.12.2023
System Performance (PM3) (3 Measures)	180 Days After State Target (State Required by Nov. 15 th)	COMPLETED 4 Year MPO Targets Adopted by the MPO Policy Committee: 05.12.2023

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MPO GUIDELINES FOR TARGET SETTING:

UTILIZATION OF ADOPTED STATEWIDE TARGETS VERSUS MPO DEVELOPED TARGETS

MPOs may establish targets by either:

(1) “Agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT target”

OR

(2) “committing to a quantifiable target for that performance measure for their metropolitan planning area” (23 CFR 490.105(f)(3)).

By supporting any of the LADOTD (i.e. Statewide) targets, MPOs agree to plan and program projects to contribute toward achieving the State target. If MPOs set their own targets, MPOs are not required to plan and program projects to contribute toward achieving the State target; however, MPOs must still plan and program projects to contribute toward achievement of their own targets.

MPO reporting responsibilities must be integrated into the Metropolitan Transportation Plan (MTP), commonly referred to as the MPO’s Long Range Plan and the TIP. The MTP must describe the performance measures and targets used to assess system performance, evaluate the performance of the transportation system with respect to the performance targets, and report on progress made. The TIP must link investment priorities to the targets in the MTP and describe, to the maximum extent practicable, the anticipated effect of the program toward achieving established targets.

MPO INDIVIDUAL PERFORMANCE MEASURES / TARGETS

SAFETY PERFORMANCE MANAGEMENT (PM1)

(Safety Performance Targets are Updated Annually)

Safety was the first national performance goal area for which states and MPOs were required to set performance. The Safety Performance Measures Final Rule supports the Highway Safety Improvement Program (HSIP) as it establishes safety performance management requirements for the purpose of carrying out the HSIP and assesses fatalities and serious injuries on all public roads. The Safety Performance Management Final Rule establishes five performance measures:

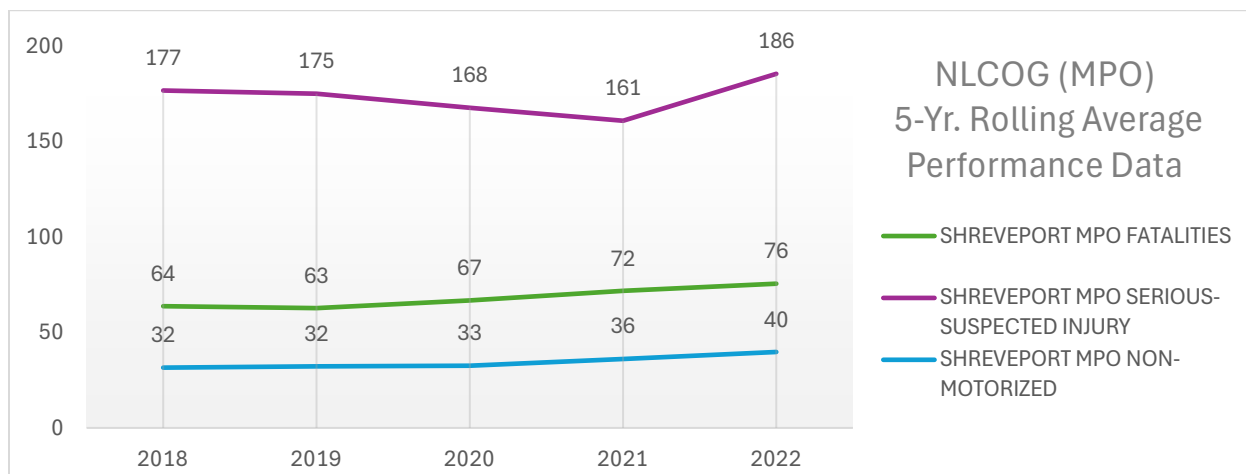
1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The PM1 Final Rule also establishes the process for State Departments of Transportation and Metropolitan Planning Organizations to establish and report their safety targets, and the process that FHWA will use to assess whether State DOTs have met or made significant progress toward meeting those targets. The Safety PM Final Rule also establishes a common national definition for serious injuries.

The State is required to establish safety targets for each of the five measures identified above and is required to report updated targets to the Federal Highway Administration (FHWA) by August 31 of each year. MPOs must establish their own targets or elect to support the State's targets within 180 days (February 27th) after the State targets have been reported to FHWA.

Louisiana Annual Safety Performance Targets and MPO Safety Targets Calculations / Methodology

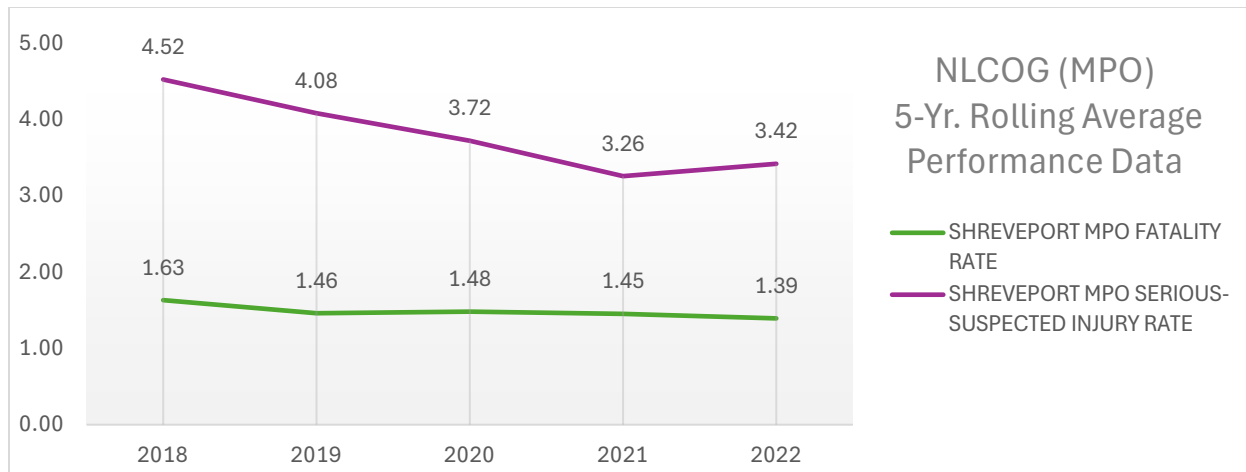
Each year, CARTS/LADOTD reevaluates the Safety Targets and revises them as new safety data/statistics become available. Annual targets will be expressed as five-year rolling averages and are compared to the previous *five-year rolling average “baseline” period*. For example, the five safety performance targets for 2024 are based upon the available five-year dataset, years 2018 through 2022, for each respective safety performance measure.



In calculating the 5-year average for Fatality Rates and Serious-Suspected Injury Rates (SSI Rates), is undertaken through NLCOG's (MPO) Fatality and SSI rates and per VMT by first calculating the number of fatalities and SSIs per 100 million VMT for each of the most recent 5 consecutive years ending in the year for which the targets are established, adding the results, dividing by 5, and rounding to the thousandth decimal place. The Metropolitan Planning Organizations (MPO) VMT is estimated by the MPO. The online tools developed through CARTS calculate the VMT estimates per respective MPO (*Link provided below*)

*Source of MPO Target Calculations: CARTS (Center for Analytics Research in Transportation Safety)/LSU/LADOTD developed online Safety Target calculation tool –

Link: <https://cartsdashboardserver.lsu.edu/t/CARTS/views/2024HSIPTargetPlanningToolforMPOs/>



MPO (Caddo-Bossier-Desoto-Webster Parishes) Safety Performance Measures and Targets*

2024 MPO Adopted Safety Targets

- 1% reduction in fatalities from a 2022 baseline of 76 with a Target of 74 in 2024.
- 1 % reduction in serious injuries from a 2022 baseline of 186 with a Target of 182 in 2024.
- 1 % reduction in fatality rate from a 2022 baseline of 1.393 with a Target of 1.365 in 2024.
- 1% reduction in serious injury rate from a 2022 baseline of 3.420 with a Target of 3.352 in 2024.
- 1 % reduction in non-motorized fatalities and serious injuries from a 2022 baseline of 40 with a Target of 39 in 2024.

Record of Adoption - MPO Safety Targets

Table 4: MPO Safety Target Setting Dates

ITEM	Date(s)
MPO Technical Coordinating Committee (TCC) vetted/recommended to MPO (TPC)	10.15.2023 - 11.04.2023
Introduction to The MPO Transportation Policy Committee (TPC)	01.16.2024
Public Comment Period	01.17.2024 - 02.20.2024
Adopted by Resolution: MPO Transportation Policy Committee	03.01.2024

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INFRASTRUCTURE CONDITION – BRIDGE AND PAVEMENT CONDITION (PM2)

(PM2 Performance Targets are Updated once every 4 Years)

Regulatory Background: PM2 Performance Measures and Target Setting Guidelines

The State Department of Transportation must establish targets, regardless of ownership, for the full extent of the Interstate and non-Interstate NHS. Statewide 4-year targets for the Interstate classified and non-Interstate NHS roadways were established May 20th, 2022, and a report was completed by LADOTD October 1, 2022. Targets may be adjusted at the Mid Performance Period Progress Report (October 1, 2024). State DOT (LADOTD) targets should be determined from asset management analyses and procedures and reflect investment strategies that work toward achieving a state of good repair over the life cycle of assets at minimum practicable cost.

LADOTD may establish additional measures and targets that reflect asset management objectives. The rule applies to bridges carrying the NHS, including on- and off-ramps connected to the NHS. If for 3 consecutive years more than 10.0% of a State DOT's NHS bridges' total deck area is classified as Structurally Deficient, the State DOT must obligate and set aside National Highway Performance Program (NHPP) funds for eligible projects on bridges on the NHS. Deck area of all border bridges counts toward both State DOTs' totals.

The Final Rule establishes the Pavement Performance Measures as follows.

1. % of Interstate pavements in Good condition
2. % of Interstate pavements in Poor condition
3. % of non-Interstate NHS pavements in Good condition
4. % of non-Interstate NHS pavements in Poor condition

The pavement condition criteria for rating a pavement as good, fair or poor, based on four metrics: International Roughness Index (IRI), Cracking, Rutting and Faulting. If all metrics receive a rating of good then the pavement condition is considered to be good. If two or more of the condition ratings are determined to be poor, then the pavement is considered to be in poor condition.

The Final Rule also establishes the Bridge Performance Measures as:

1. % of NHS bridges by deck area classified as in Good condition
2. % of NHS bridges by deck area classified as in Poor condition

LADOTD set 2-year and 4-year PM2 targets by May 20th, 2022. Further, LADOTD developed a Baseline Performance Period Report to FHWA by June 30, 2022. By November 15th, 2022, Louisiana MPOs are to document with LADOTD whether they:

1) agree to plan and program projects so that they contribute toward the accomplishment of LADOTD PM2 target for that performance measure, OR

2) Commit to quantifiable PM2 targets for their metropolitan planning area.

MPO Technical Coordinating Committee (TCC) Analysis of Pavement Condition Ratings and TCC Key Decision Topic: Adopt Statewide Targets or Calculate/Adopt MPO Specific Targets

NLCOG's TCC met (11.14.2022 meeting at NLCOG) to discuss the currently available pavement condition data collected by LADOTD. The intent of the TCC meeting was to determine whether it's in the MPO's best interest to adopt the statewide targets or go out on its own and formulate/adopt MPO specific 2yr./4yr. percent pavement condition targets. In order to make this determination, NLCOG staff provided the TCC members with data identifying the NHS road mileage that is under the State's (LADOTD) ownership/maintenance responsibility as opposed to the NHS mileage that is under "Local" ownership.

Table 5: MPO NHS Roadway Mileage Summary By Entity Ownership

NHS Roadway Category	Ownership/ Responsible Entity	MPO Mileage (lane mi.)	Required Adherence to State Targets	Can Adhere to MPO/Local Targets
Interstate	LADOTD	168.9	●	●
Non-Interstate	LADOTD	350.4	●	●
Non-Interstate (Local)	City of Shreveport	0.4		●

● - NHS Category is "Required" to adhere to established Statewide Targets

● - NHS Category is "Allowed" to adhere to MPO specific (Local) developed pavement Targets

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From Table 5, it is apparent that the MPO is better served by following and supporting Statewide established pavement targets as opposed to creating MPO specific pavement performance targets. Expending MPO resources to rationally calculate pavement performance targets that will only affect 0.4 lane miles, out of the total MPO NHS lane mileage of 519.7 miles (0.08%), is not in the best interest of the MPO.

During the MPO Policy Committee meeting, held 11.30.2022, the MPO adopted the Statewide established 2 and 4-year Pavement Condition Targets based upon the MPO's TCC recommendation. Table 6, summarizes the Adopted 2 and 4-year Targets regarding Pavement Condition along our MPO's Interstate and Non-Interstate National Highway System (NHS) road network.

Table 6: Summary of Pavement Conditions Performance Measures (PM2) and MPO Target Setting (MPO Adopts Statewide Targets)

Performance Measures	State Baseline	MPO Baseline	State 2-Yr. Target	MPO 2-Yr. Target	State 4-Yr. Target	MPO 4-Yr. Target
% of pavement on <u>Interstate</u> in Good Condition	13.2 (3207.5 mi.)	29.4 (168.9 mi.)	12.0	12.0	10.0	10.0
% of pavement on <u>Interstate</u> in Poor Condition	1.9 (3207.5 mi.)	5.6 (168.9 mi.)	3.0	3.0	4.0	4.0
% of pavement on <u>Non-Interstate</u> NHS in Good Condition	17.8 (2989.8 mi.)	9.1 (350.8 mi.)	16.0	16.0	14.0	14.0
% of pavement on <u>Non-Interstate</u> NHS in Poor Condition	9.9 (2989.8 mi.)	11.6 (350.8 mi.)	10.0	10.0	12.0	12.0

Table 8: MPO NHS Bridge Summary By Entity Ownership

NHS Bridges	Ownership/ Responsible Entity	Number of Bridges	Required Adherence to State Targets	Can Adhere to MPO/Local Targets
Interstate	LADOTD		●	●
Non-Interstate	LADOTD		●	●
Non-Interstate (Local)	None	0		●

● - NHS Bridges are “Required” to adhere to established Statewide Targets

● - NHS Bridges are “Allowed” to adhere to MPO specific (Local) developed bridge condition Targets

From Table 8, the number of bridge structures found along NHS facilities under the responsibility of “Local” government entities are zero. Therefore, all the bridges within the MPO along NHS facilities will adhere to the State established Percentage Bridge Decking Condition Targets. In this case, it is obvious that the MPO is better served by following and supporting Statewide established targets as opposed to creating MPO specific bridge performance targets.

The MPO Policy Committee, meeting held 11.30.2022, also considered the MPO adopted the Statewide established 2 and 4-year Percentage Bridge Decking Condition Targets based upon the MPO’s TCC recommendation. Table 9, summarizes the Adopted 2 and 4-year Targets regarding Bridge Decking Condition along our MPO’s Interstate and Non-Interstate National Highway System (NHS) road network.

Table 9: Summary of Bridge Condition Performance Measures (PM2) and MPO Target Setting (MPO Adopts Statewide Targets)

Performance Measures	State Baseline	MPO Baseline	State 2-Yr. Target	MPO 2-Yr. Target	State 4-Yr. Target	MPO 4-Yr. Target
% of NHS Bridges in Good Condition	44.8	49.7	35.0	35.0	30.0	30.0
% of NHS Bridges in Poor Condition	6.7	9.6	9.9	9.9	9.9	9.9

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SYSTEM RELIABILITY AND FREIGHT MOVEMENT MEASURES (PM3)

(PM3 Performance Targets are Updated once every 2 Years)

Regulatory Background: PM3 Performance Measures and Target Setting Guidelines

A final rule, published in the Federal Register (82 FR 5970) on January 18, 2017, establishes performance measures that State Departments of Transportation (DOTs) and metropolitan planning organizations (MPOs) will use to report on the performance of the Interstate and non-Interstate National Highway System (NHS) to carry out the National Highway Performance Program (NHPP); freight movement on the Interstate system to carry out the National Highway Freight Program (NHFP); and traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

The final rule, effective as of May 20, 2017, establishes six performance measures:

1. Percent of reliable person-miles traveled on the Interstate
2. Percent of reliable person-miles traveled on the non-Interstate NHS
3. Percentage of Interstate system mileage providing for reliable truck travel time - Truck Travel Time Reliability Index
4. Total emissions reductions by applicable pollutants under the CMAQ program
5. Annual hours of peak hour excessive delay per capita
6. Percent of non-single occupancy vehicle travel which includes travel avoided by telecommuting.

How is NHS Travel Time Reliability defined?

Level of Travel Time Reliability (LOTTR) is defined as the ratio of the 80th percentile travel time of a reporting segment to a "normal" travel time (50th percentile), using data from FHWA's free National Performance Management Research Data Set (NPMRDS) or equivalent. (0.1 mi. segments along **ALL NHS** Classified facilities).

- Data source for the NPMRDS are cell-phone location pings along (to calc. speed) along the NHS centerlines (3rd party data provider is HERE data formally NAVTEQ)

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- Data are collected in 15-minute intervals during all time periods other than 8 p.m.-6 a.m. local time.
- The measures are the percent of person-miles traveled on the relevant NHS areas that are reliable. **Person-miles traveled is more sensitive (i.e. vehicle occupancy is considered) to congestion than system miles and is better suited to make reliable investments decisions.**

How is Freight Movement along the Interstates assessed?

Freight movement will be assessed by a Truck Travel Time Reliability (TTTR) Index. The TTTR ratio will be generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment (0.1 mi. segments along Interstate Classified facilities).

Then, the TTTR Index will be generated by multiplying each segment's largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.

Reporting is divided into five periods: morning peak (6-10 a.m.), midday (10 a.m.-4 p.m.) and afternoon peak (4-8 p.m.) Mondays through Fridays; weekends (6 a.m.-8 p.m.); and overnights for all days (8 p.m.-6 a.m.).

How is Freight Movement along the Interstates assessed?

Metropolitan Planning Organizations have an option to either support the relevant State DOT targets or establish their own targets within 180 days of the State establishing their targets. NLCOG (MPO) has participated in numerous workshops and technical advisory group meetings hosted by LADOTD/Louisiana Planning Council (LPC) since late 2017.

LADOTD set 2-year and 4-year PM3 targets by May 20, 2022. Further, LADOTD developed a Baseline Performance Period Report to FHWA by June 30, 2022. To reiterate the MPO Target setting decision point, by November 15th, 2022, Louisiana MPOs are to document with LADOTD whether they:

- 1) agree to plan and program projects so that they contribute toward the accomplishment of LADOTD PM3 target for that performance measure; Or
- 2) Commit to a quantifiable PM3 targets for their metropolitan planning area.

Performance Targets must be included in updates to Long-Range Statewide Transportation Plans (LRSTPs), Metropolitan Transportation Plans (MTPs), State Transportation Improvement Programs (STIPs) and Transportation Improvement Programs (TIPs) after May 20th, 2019.

MPO Technical Coordinating Committee (TCC) Analysis of System Reliability (PM3) Measures
TCC Key Decision Topic: Adopt Statewide Targets or Calculate/Adopt MPO Specific Targets

The MPO's TCC met (11.14.2022 meeting at NLCOG) to discuss the System Reliability (PM3) Targets proposed by LADOTD. The intent of the TCC meeting was to determine whether it's in the MPO's best interest to adopt the statewide targets or go out on its own and formulate/adopt MPO specific 2yr./4yr. PM3 Targets. In order to make this determination, NLCOG briefed the TCC members concerning the locally derived Travel Time Reliability/Freight Movement data. The TCC concluded that the local data found along the NHS system is insufficient to develop realistic, MPO derived, System Reliability Targets. Ultimately, the TCC recommended to the NLCOG Policy Committee that the MPO should recognize the State (LADOTD) derived Targets as the adopted MPO Targets for System Reliability (PM3).

Table 10: Summary of Performance Measures (PM3) and MPO Target Setting (MPO Adopts Statewide Targets)

Performance Measures	State Baseline	MPO Baseline	State 2-Yr. Target	MPO 2-Yr. Target	State 4-Yr. Target	MPO 4-Yr. Target
% of the person-miles traveled on the Interstate that are reliable	89.8	Insufficient Data	88.9	88.9	88.4	88.4
% of the person-miles traveled on the Non-Interstate NHS that are reliable					86.6	86.6
Truck Travel Time Reliability (TTTR) Index	1.32	Insufficient Data	1.37	1.37	1.40	1.40

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TRANSIT: STATE OF GOOD REPAIR (SGR) PERFORMANCE MEASURES AND TARGET SETTING REQUIREMENTS

The Federal Transit Administration (FTA) published the final rule on Transit Asset Management (TAM) on July 26, 2016. The rules establish new requirements for metropolitan planning organizations (MPOs) to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents by certain dates. FTA grant recipients are required to transition to performance-driven, outcome-based programs. As part of this performance-based approach, recipients of transit funds are required to link investment priorities from their Statewide Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP) to achieve performance targets as well as develop Transit Asset Management plans.

In order to meet the FAST-Act mandates, FTA grant recipients must develop and/or adopt the performance-based plans and targets under the scheduled deadlines provided below.

- Develop Transit Asset Management (TAM) plan (due Oct 1, 2022)
- Set targets for State of Good Repair (SGR) (January 1, 2017)
- Provide SGR targets to MPO and State DOT (prior to June 30, 2017)
- Provide TAM Plan to MPO (by Oct 1, 2022)
- Report Performance Targets to the National Transit Database (NTD) (optional 2017, required 2022)

Within the MPO, SPORTRAN (FTA Sect. 5307 large urban transit provider) is the only transit entity that adheres to the requirements set out through the FAST-Act. As defined through FTA, SPORTRAN is considered a Tier II (less than 101 revenue vehicle) transit provider.

Tier I versus Tier II Transit Service Provider Requirements (Source: FTA)

1. Inventory of Capital Assets	All Providers (Tier I & II)
2. Condition Assessment	
3. Decision Support Tools	
4. Investment Prioritization	
5. TAM and SGR Policy	Tier I only
6. Implementation Strategy	
7. List of Key Annual Activities	
8. Identification of Resources	
9. Evaluation Plan	

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What are the Roles and Responsibilities for Metropolitan Planning Organizations?

The MPO's role in adopting Transit (SGR) Performance Targets is straightforward considering that there is one large urban transit provider within the MPO (i.e. SPORTRAN). The primary responsibilities of the MPO is listed below.

- In coordination with the transit providers (and State DOT, where it is the transit provider) set performance targets for the metropolitan planning area
- Prioritize investments based on performance targets
- Update TIP and MTP to reflect a performance-based planning process.

MPO Technical Coordinating Committee (TCC) Analysis of Transit (SGR) Measures

TCC Key Decision Topic: Adopt Targets or Calculate/Adopt MPO Specific Targets

The MPO's TCC met (11.14.2022 meeting at NLCOG) to discuss SPORTRAN's State of Good Repair (SGR) Targets that were developed through their current Transit Asset Management Plan (TAMP). The purpose of the TCC meeting was to review these targets and allow a SPORTRAN representative to discuss their rationale behind their established SGR Targets. Since SPORTRAN is the only 5307 transit provider in the MPO, the TCC felt it would be in the best interest of the MPO to adopt these Targets verbatim.

Table 11: Summary of Transit (SPORTRAN) SGR Performance Measures and MPO Target Setting (MPO Adopts SPORTRAN's Targets)

Asset Category Performance Measure	Asset Class	2019 Target	2024 Target
Revenue Vehicles			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	BU - Bus	15%	15%
	CU - Cutaway Bus	15%	15%
	VN - Van	15%	15%

Table 12: Summary of Federal Highway Performance Measures: See 23 CFR 490 and Adopted MPO 2 Year and 4 Year Targets

National Goal (Rulemaking)	Performance Measures	MPO Adopted Statewide And Transit Provider Targets: YES/NO (Date Adopt.**)	MPO 2-Year Targets	MPO 4-Year Targets
Safety (PM1)	<ul style="list-style-type: none"> Number of fatalities Fatality rate (per 100 million vehicle-miles traveled) Number of serious injuries Serious injury rate (per 100 million vehicle-miles traveled) Number of non-motorized fatalities and non-motorized serious injuries 	YES (11.30.2022)	<ul style="list-style-type: none"> 46 1.209 169 4.410 27 	Revaluate 2-Year Targets in 2021
Infrastructure Condition (PM2)	<ul style="list-style-type: none"> Percentage of pavements on the Interstate System in good condition Percentage of pavements on the Interstate System in poor condition Percentage of pavements on the non-Interstate NHS in good condition Percentage of pavements on the non-Interstate NHS in poor condition 	YES (11.30.2022)	<ul style="list-style-type: none"> 12.0% 3.0% 16.0% 10.0% 	<ul style="list-style-type: none"> 10.0% 4.0% 14.0% 12.0%
Infrastructure Condition (PM2)	<ul style="list-style-type: none"> Percentage of NHS bridges classified as in good condition Percentage of NHS bridges classified as in poor condition 	YES (11.30.2022)	<ul style="list-style-type: none"> 35.0% 9.9% 	<ul style="list-style-type: none"> 30.0% 9.9%
System Reliability (PM3)	<ul style="list-style-type: none"> Percentage of person-miles traveled on the Interstate System that are reliable Percent of person-miles traveled on the non-Interstate NHS that are 	YES (11.30.2022)	<ul style="list-style-type: none"> 88.9% N/A 	<ul style="list-style-type: none"> 88.4% 86.6%

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	reliable			
Freight Movement Economic Vitality (PM3)	Truck Travel Time Reliability Index	YES (11.30.2022)	1.37	1.40
National Goal (Rulemaking)	Performance Measures	MPO Adopted Statewide And Transit Provider Targets: YES/NO (Date Adopt.**)	MPO 2-Year Targets	MPO 4-Year Targets
Transit State Of Good Repair (SGR) Targets	Large Urban Transit Provider (FTA Sect. 5307) SGR Targets: Rolling Stock Life Cycle % (ULB*) <ul style="list-style-type: none"> ■ % Bus Class. met or exceed ULB ■ % Cutaway Bus Class. met or exceed ULB ■ % Van Class. met or exceed ULB 	YES (11.30.2022)	<u>YR. 2019</u> <ul style="list-style-type: none"> ■ 15% ■ 15% ■ 15% 	<u>YR. 2024</u> <ul style="list-style-type: none"> ■ 15% ■ 15% ■ 15%
Congestion Reduction (PM3)	<ul style="list-style-type: none"> ■ Annual hours of peak hour excessive delay per capita ■ Percent of non-single-occupant veh. travel 	N/A State has yet to estab. Targets	N/A	N/A
Environmental Sustainability (PM3)	Total emissions reductions	N/A MPO is in Attainment for Air Quality (AQ)	N/A	N/A

* ULB: Useful Life Benchmark as defined by the Federal Transit Administration (FTA)

** Date Adopted: Refers to the MPO Transportation Policy Committee meeting when Targets were adopted by Resolution