

Performance Management Update and MAP-21/FAST Act Phase-in



MPO/RPA Quarterly Meeting

December 19, 2018

FHWA targets to-date

- Target setting complete for 2018-2021 performance period for:
 - Pavements and bridges (PM2)
 - System and freight reliability (PM3)
- Safety (PM1) target setting underway for 2015-2019 targets
 - State targets were set on 8/31/2018
 - MPO targets are due 2/27/2019
 - If considering MPO-specific targets, provide Systems Planning opportunity to review your draft methodology and targets
 - Once targets are adopted, provide documentation to Systems Planning through resolution or meeting minutes

Baseline period performance report

- States are required to submit baseline, mid, and full performance period reports for the 4-year reporting period for PM2 and PM3
 - Baseline period performance report submitted and accepted by FHWA
 - Includes 2- and 4-year targets and explanations of methodology; largely taken from memos that were developed during target setting and provided to MPOs
 - https://iowadot.gov/systems_planning/fpmam/2018-Baseline-Performance-Period-Report.pdf

Related planning requirements

- For non-performance management changes to the planning rule, **phase-in ended May 27, 2018**. At this point, TIPs, the STIP, and LRTPs that are amended or adopted need to be in compliance with the planning rule.
- For performance management changes, the phase-in period ends two years after the effective date of the relevant rulemaking. Following that date, TIPs and LRTPs need to include required information related to that performance area to be amended or adopted.
 - Safety and transit asset management phase-in periods have already ended.
 - PM2 and PM3 phase-in period ends May 20, 2019.

Guidance for planning requirements

- Baseline expectations for LRTP system performance reports have been discussed by Iowa DOT and FHWA; will be incorporated into LRTP guidelines
- Iowa DOT is providing text for the TIP PM2 and PM3 discussion and asking MPOs to amend it into their current TIPs prior to May 20, 2019

Transit safety

- Public Transportation Agency Safety Plan final rule published July 19, 2018
- Requires States and certain operators of public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53 to develop Public Transportation Agency Safety Plans based on the Safety Management System approach; operators of public transportation systems will be required to implement the safety plans.
- Applies to 5307 recipients; not required for 5310/5311 recipients

Transit safety

- Effective date of rule delayed to July 19, 2019
- Safety plans need to be in place within one year of effective date, by July 19, 2020
- States are required to draft plans on behalf of providers that have less than 100 vehicles in peak-hour revenue service, unless agencies opt to draft their own plan

Transit safety

- Plans will include targets for performance measures established under the National Public Transportation Safety Plan
 - Total number of reportable fatalities and rate per total vehicle revenue miles by mode
 - Total number of reportable injuries and rate per total vehicle revenue miles by mode
 - Total number of reportable events and rate per total vehicle revenue miles by mode
 - Mean distance between major mechanical failures by mode
- These targets will need to be shared with MPOs for their target setting
- Additional guidance to come

Questions?