

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



MPO/RPA Quarterly Meeting

March 27, 2019

FHWA targets to-date

- Target setting complete for 2018-2021 performance period for:
 - Pavements and bridges (PM2)
 - System and freight reliability (PM3)
 - State targets were set on 5/20/2018; MPO targets were due by 11/16/2018
- Safety (PM1) target setting complete for 2015-2019 targets
 - State targets were set on 8/31/2018; MPO targets were due 2/27/2019

FHWA targets upcoming dates

- Safety (PM1) target setting for 2016-2020 targets
 - State targets will be drafted in coming months and MPOs will be provided an opportunity to comment; State targets due 8/31/2019; MPO targets due 2/27/2020
- Pavements and bridges (PM2) and system and freight reliability (PM3)
 - State mid-performance period report will be due 10/1/2020
 - State has the option to adjust 4-year targets as part of its report; if 4-year targets are adjusted, any MPOs that supported State targets will have to reaffirm support or adopt their own targets
 - Will be reviewing progress on targets in spring 2020 and will coordinate with MPOs if target adjustments are being considered

Transit Asset Management

- CY 2019 group targets for small urban and rural providers are available on the [Iowa DOT performance/asset management website](#)
- Recent [clarification from FTA](#) on MPO target setting:
 - **Do MPOs have to update their TAM targets annually? Even if they update their TIP or MTP more frequently than Planning regulations require?**
 - No, MPOs do not have to update their TAM targets annually. However, in consultation with the State DOTs and transit providers, they may choose to revise or maintain their performance targets when they update their TIPs or MTPs regardless of the frequency of those updates. Please note that FTA Planning regulations do not require MPOs to update their TIPs or MTPs annually.
 - MPOs are also not required to update or revisit their TAM targets every time a State DOT or transit provider updates its TAM targets. However, best practices would encourage consultation and communication with State DOTs and transit providers to ensure alignment of targets.

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
 - Iowa DOT is surveying 5307 recipients to determine whether they want to draft their own safety plan or be part of a State-drafted plan
 - Will likely discuss the plan at this summer's IPTA meeting

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; assuming typical 6-month window to set targets, MPO targets would likely be due in January 2021
- Additional guidance to come

Reminder: 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.
 - ▣ Transit safety phase-in period ends July 19, 2021.

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
 - ▣ Will go ahead and send current version of this information to MPOs ahead of full guidelines update
- Iowa DOT provided text for the TIP PM2 and PM3 discussion and asked MPOs to amend it and any additional discussion of how their TIP makes progress towards achieving targets into their current TIPs prior to May 20, 2019

Questions?