

Setting and Documenting Performance Targets

*Safety, Bridge, Pavement, and System
Performance Measures*

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U.S. Department of Transportation
Federal Highway Administration

Establishment and Reporting of Targets

- Following Slides Apply to:
 - Safety Measures (PM1)
 - Bridge Measures (PM2)
 - Pavement Measures (PM2)
 - System Performance Measures (PM3)
- Uniqueness of Each Measure Highlighted



Supporting State Target vs Adopting MPO Target

- MPO Supporting State Target
 - Agree to support the target number that FDOT establishes for a measure based on knowledge of MPO area baseline data
 - State target number = MPO target number
 - Plan and program projects that contribute to this number



Supporting State Target vs Adopting MPO Target

- Adopting MPO Target
 - MPO evaluates the data and sets a number for their planning area
 - State target number \neq MPO target number
 - Plan and program projects that contribute to the MPO number



Supporting vs Adopting - Safety

- FDOT Targets for 2018:
 - # Fatalities: 0
 - Rate of Fatalities per 100M VMT: 0
 - # Serious Injuries: 0
 - Rate of Serious Injuries per 100M VMT: 0
 - # of Non-motorized Fatalities and Non-motorized Serious Injuries: 0
- Support: MPO number = 0 for each of the above measures
- Adopt: MPO number = Defined by Data for each measure
- There are NO Interim Targets
- Targets are for all public roads
- If a rate target is developed, must report VMT estimate and methodology

*MPO 2018 Target
Due: Feb 27, 2018*



Supporting vs Adopting – Bridge, Pavement and System Performance

- Supporting Relevant FDOT Targets:
 - FDOT Statewide targets; or
 - Additional Urbanized area targets FDOT may establish
 - FDOT allowed to adjust 4-year targets (after 2 years)
 - » MPOs can continue to support or choose to adopt their own target

*MPO Target Due Based on
FDOT's Set Date:
May 20, 2018 → Nov 16, 2018*



Supporting vs Adopting – Bridge, Pavement and System Performance

- Adopting MPO Target:
 - Target is for planning area regardless of roadway ownership
 - MPO Target can be set even if FDOT does not set Urbanized target
 - MPO allowed to adjust 4-year targets (as needed per manner agreed upon with FDOT)
 - » MPOs can continue with their own target and adjust target in the manner agreed upon with FDOT; or
 - » MPOs can choose to support State target



Time Period of Target - Safety

- Annual target
- Targets established every year
 - FDOT sets target every Aug 31
 - MPO sets target every Feb 27
- Target period is for a 5-year period based on a rolling average
- For 2018 target: based on CY 2014-2018 data (17/18 are projections)
- FHWA discourages aspirational numbers or “0” for annual target since that represents a long term vision



Time Period of Target – Bridge, Pavement, and System Performance

- Performance period is 4 years
- 1st performance period is Jan 2018 - Dec 2021
- FDOT sets 2-year and 4-year targets
- MPO only sets 4-year targets
- Condition in Dec 2021 becomes baseline for 2nd performance period



Agreement Between FDOT, MPO, and Public Transportation Providers (23 CFR 450.314(h))

- To ensure consistency and understanding of methodologies:
 - When FDOT sets targets, FDOT is required to coordinate with MPOs
 - When MPO sets targets, the MPO is required to coordinate with FDOT
- Coordination with Public Transportation Providers is also necessary



Agreement Between FDOT, MPO, and Public Transportation Providers (23 CFR 450.314(h))

- Documentation among the 3 entities must:
 - Be jointly agreed upon and jointly developed
 - Specifically cover:
 - » Cooperatively developing and sharing information on performance data
 - » Selection of targets
 - » Reporting of targets
 - » Reporting of performance to be used in tracking progress toward attainment of critical MPO outcomes
 - » Collection of data for the state asset management plan for the NHS



Agreement Between FDOT, MPO, and Public Transportation Providers (23 CFR 450.314(h))

- Is one of the underlying planning requirements
- Must be in place by May 27, 2018 or by the first LRTP or S/TIP amendment after that date
- Could be a phased agreement
 - Initial Agreement (in place by May 27, 2018) can just cover Safety measures
 - Updated agreement in place for remaining measures would be needed by May 20, 2019 or by first amendment after that date



Agreement – Bridge, Pavement and System Performance Measures

{23 CFR 107(c)(1), 23 CFR 105(f)(8);
PM3 - 23 CFR 490.103(f)(4)}

- Between FDOT and MPO
- Document in a mutually agreed upon manner
- Specifically cover:
 - How MPO reports their established targets
 - How MPO reports adjusted targets
 - Coordination and agreement (PM3 only):
 - » Travel Time dataset
 - » Defined reporting segments



Documenting and Reporting Targets

- MPO decides the process used to determine whether they adopt or support the State target
- MPO decides how to document the target decision (i.e. resolution)
- MPO shares target decision
 - With FDOT as per the agreement
 - With the public by process MPO decides

When target is set (ie Feb 27 for safety), amending LRTP not required as the method of documentation



FHWA Review of MPO Performance Information

- MPO is not required to share targets directly with FHWA at the time they are set (FHWA can request from FDOT at any time)
- FHWA will review the LRTP and TIP to determine compliance with performance measure requirements
 - Through Stewardship and Approval responsibilities
 - During TMA Certification reviews



FHWA Review of MPO Performance Information

- LRTP: Description of measures and targets used to assess performance
- System Performance Report (and updates):
 - Evaluation of the condition and performance of the system with respect to the targets
 - Progress achieved vs baseline/previous reports
 - If scenarios developed, an analysis of preferred scenario (several elements required)
- TIP:
 - Designed to make progress toward achieving targets
 - Description of anticipated effect of TIP toward achieving targets in the LRTP, linking investment priorities to targets



Baseline Data and Condition

- Safety
 - Rolling average for years 2012-2016
- Bridge, Pavement and System Performance
 - Based on Latest Condition Data Available
 - » Bridge: 2016 or 2017 depending on inspection cycle
 - » Pavement: 2017
 - » System Performance:
 - » Interstates: 2017
 - » Non-Interstate NHS (Phased In): 2018 and 2019
- LRTP Modeling Baseline data Is Independent



First Baseline Performance Report Due Dates

- Safety: No report required; data included in Aug 2017 HSIP submittal
- Bridge: October 1, 2018
- Pavement: October 1, 2018
- System Performance
 - Interstates: October 1, 2018
 - Non-Interstate NHS (Phased In): October 1, 2020



Next Steps



- MPO Sets Safety 2018 Target: Feb 27
- FDOT Initial Asset Management Plan: Apr 20
- FDOT Sets Bridge, Pavement and System Performance Targets: May 20
- Planning Rule Effective: May 27
- FDOT HPMS Submittal for new PM3 travel time data: Jun 15
- FDOT Sets Safety 2019 Target: Aug 31



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