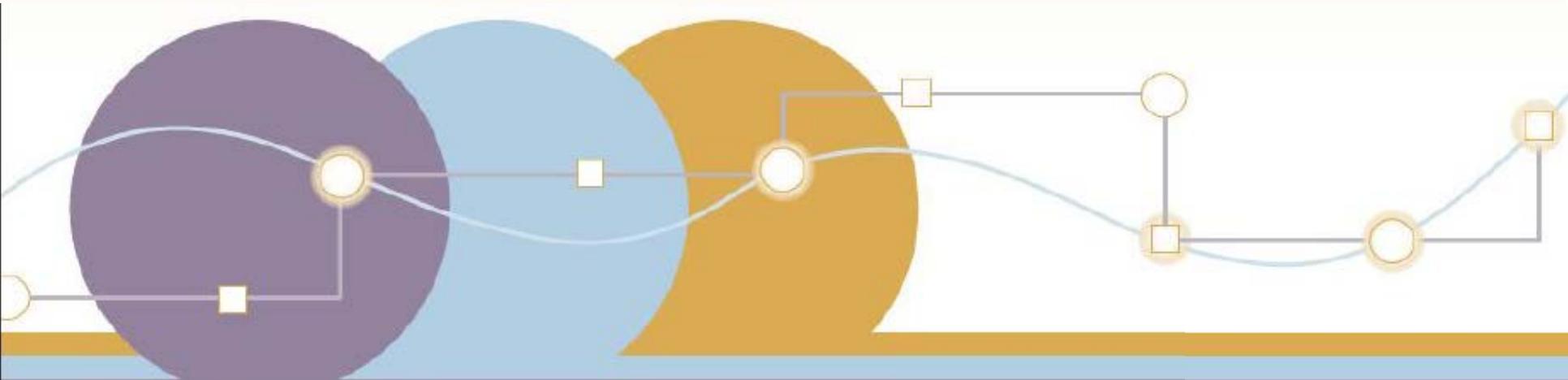


# MAP-21

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## National Transportation Performance Management

September 24, 2015  
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Federal Highway Administration





# Transportation Performance Management

Performance Areas	NPRM	Comments Due	Anticipated Final Rule
Safety Performance Measures	March 11, 2014	<u>Closed</u> June 30, 2014	December 2015
Highway Safety Improvement Program	March 28, 2014	<u>Closed</u> June 30, 2014	December 2015
Statewide and Metro Planning; Non-Metro Planning	June 2, 2014	<u>Closed</u> October 2, 2014	March 2016
Pavement and Bridge Performance Measures	January 5, 2015	<u>Closed</u> May 8, 2015	Early 2016
Highway Asset Management Plan	February 20, 2015	<u>Closed</u> May 29, 2015	Early 2016
System Performance Measures	<i>Projected</i> November 2015	120 days	TBD



## *Performance Measures and Targets*

- ❑ Purpose of performance measures (and associated targets)
  - Clarify the definition of goals
  - Monitor and report toward implementation of plan goals and objectives
  - Identify performance needs or deficiencies
  - Evaluate potential impacts of scenarios, programs, and projects
  - Required by MAP-21





## ***Proposed Performance Management Measures***

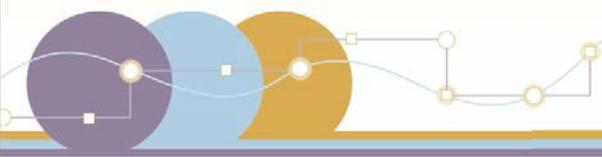
### Safety Performance (4)

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries

### Pavement/Bridge Performance (6)

- Pavement Condition - Percentage of pavements on the:
  - Interstate System in Good condition
  - Interstate System in Poor condition
  - Non-Interstate NHS in Good condition
  - Non-Interstate NHS in Poor condition.
- Bridge Condition— Percentage of NHS Bridges:
  - Classified as in Good condition
  - Classified as in Poor condition.





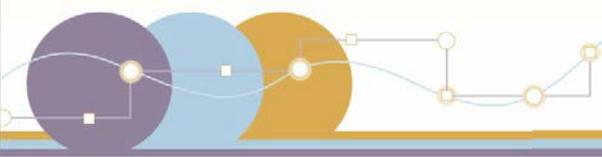
## *Proposed System Performance Measures*

- Third NPRM will cover measures to assess:
  - Performance of the Interstate System.
  - Performance of the non-Interstate National Highway System (NHS).
  - National freight movement on the Interstate System.
  - Traffic congestion.
  - On-road mobile source emissions.

## ***Proposed Safety Target Setting***

- State DOTs shall establish targets annually for each performance measure identified
- Be identical to the targets established by the SHSO for common performance measures.
- Represent performance outcomes anticipated for the calendar year following the HSIP annual report date.
- Represent the anticipated performance outcome for all public roadways within the State regardless of ownership or functional class.
- Reported in the HSIP annual report that is due after one year from the effective date of this rule and in each subsequent HSIP annual report thereafter
- Include in the HSIP Report 10 years of serious injury data.
- Unless approved by FHWA, State DOTs shall not change their target once it is submitted in the HSIP annual report.





## *Proposed Pavement/Bridge Performance Target Setting*

- All State DOTs and MPOs shall establish targets for each performance measure, aligned with biennial reports
- Targets shall be established for the entire NHS network, regardless of ownership
- State DOTs may adjust four year targets at the performance period midpoint
- State targets are statewide
- State DOTs have the option to set additional urbanized/non-urbanized targets
- MPOs establish four year targets by either committing to support the State target or setting a quantifiable target when applicable
- If State adjusts target, any MPO adjustments must occur within 180 days
- If MPO changes a quantifiable target, must be done in a manner agreed upon and documented in Metropolitan Planning Agreement

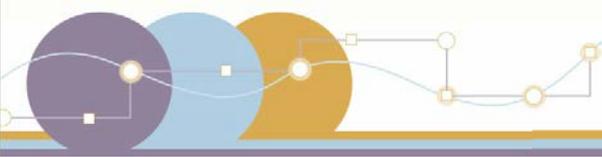


## *Proposed Data Requirements*

### Safety

- Data taken from the Fatality Analysis Reporting System (FARS)
- Data taken from the State motor vehicle crash database
- Exposure data for the serious injury and fatality rate measures are calculated per 100 million VMT as reported in the HPMS.
- Serious injuries shall be coded (A) in the KABCO injury classification scale through the use of the NHTSA serious injuries conversion tables.
- Within 18 months of the effective date of the final rule, serious injuries must be determined using the latest edition of MMUCC





## *Proposed Data Requirements Cont.*

### ☐ Pavement/Bridge Performance

- Pavement data provided to the Highway Performance Monitoring System (HPMS), 0.1 mile uniform pavement sections
- Bridge data provided to the National Bridge Inventory (NBI)
- Pavement metrics are IRI, cracking, rutting and faulting with thresholds corresponding to “Good/Fair/Poor”
- Bridge metrics are condition of deck, superstructure and substructure (or culvert) with “Good/Fair/Poor” thresholds
- Measures are % lane miles “Good/Poor”, and % deck area “Good/Poor”





## *Proposed Safety Reporting Requirements*

- State DOTs would establish and report their safety targets and progress toward their safety targets in the annual HSIP report
- MPO would be required to report to their State DOTs on an annual basis and report on progress toward the achievement of their targets in their System Performance Report as part of their transportation plan



## ***Proposed Pavement/Bridge Performance Reporting Requirements***

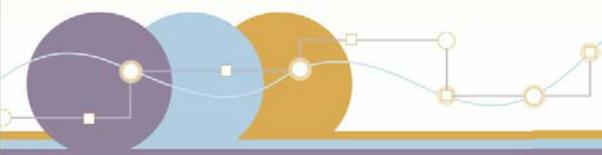
- Baseline Performance Period Report – two & four year targets, baseline conditions, relationship with other performance expectations
- Mid Performance Period Progress Report – two year condition/performance, investment strategy effectiveness, progress discussion, target adjustment\*, extenuating circumstances\*, target achievement discussion if fail to demonstrate significant progress (\* = optional)
- Full Performance Period Report – Same content as Mid Period report but reporting on four year targets
- MPOs report targets and progress to State DOTs per the Metropolitan Planning Agreement





## ***USDOT Reporting Requirements (23 USC 134(l) & 135(h)(2))***

- ❑ Reports on Performance-based Planning Process
  - Submit to Congress within 5 years after date of enactment of MAP-21
  - FHWA to evaluate several items, including:
    - Effectiveness of the performance-based planning process in each State and MPO
    - Overall effectiveness of performance-based planning as a tool to guide transportation investments



## *Related Rulemaking Efforts*

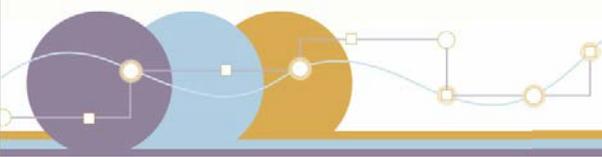
### Proposed Planning Rule

- Performance driven, outcome-based approach for the federal highway and transit programs
- Implementation of performance management within the planning process

### Proposed Asset Management Plan Rule

- Process to develop a risk-based asset management plan
- Minimum requirements for the development of a TAMP
- Minimum standards to develop and operate highway bridge and pavement management systems
- Statewide evaluations to determine if reasonable alternatives exist to roads, highways, or bridges that repeatedly require repair and reconstruction activities from emergency events





*You can view the NPRMs : [www.regulations.gov](http://www.regulations.gov)*

MAP-21 Website: [www.fhwa.dot.gov/map21](http://www.fhwa.dot.gov/map21)

Transportation Performance Management Web Site

[www.fhwa.dot.gov/tpm](http://www.fhwa.dot.gov/tpm)





*Thank you. Questions?*

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