

have issued Final Rules that include National Performance Management Measures at the system level that the State DOTs and MPOs are required to incorporate into their planning process. The National Performance Management Measures were developed to address the National Goals established under MAP-21 and the MPO is required to incorporate the National Performance Management Measures and the National Goals [23 CFR 134 (I)] in their Long Range Transportation Plans (LRTP). The Federal Rules that establish the National Performance Management Measures applicable to MPOs are:

Safety (PM-1). Highway Safety Improvement Program/Safety Performance Management Measures [23 CFR '924, 23 CFR ' 490]

Infrastructure (PM-2). Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program [23 CFR ' 490]

System Performance (PM-3). Assessing Performance of the National Highway system, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program [23 CFR ' 490]

MPOs are to report baseline condition/performance and progress toward the achievement of their targets in the system performance report in their LRTP [23 CFR ' 490]. The National Performance Management Measures applicable to MPOs are listed below.

Safety [23 CFR '924, 23 CFR ' 490]

The Highway Safety Improvement Program/ Safety Performance Management Measures (PM-1) require State DOTs to set targets by August 31, 2017 as part of the State=s annual submission of its Highway Safety Improvement Program (HSIP). MPOs are required to set targets by February 27, 2018 and incorporate them into their Long Range Transportation Plans (LRTP). In the LRTP, performance measures are to be used to aid in making informed decisions about strategic

investments and to evaluate projects included in their Needs Plan for Cost Feasible analysis.

Working in partnership with local agencies, the NDOT safety investments are to be identified and programmed to construct effective countermeasures that will reduce traffic fatalities and serious injuries. The Lincoln MPO has agreed to support the Nebraska Department of Transportation targets for Safety Performance Measures as identified for HSIP investment which will be based on crash history, roadway characteristics, and the existence of infrastructure countermeasures that can address the types of crashes present.

Infrastructure [23 CFR ' 490]

Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance

Program (PM-2) was identified in the FHWA Final Rule of 2016 entitled ANational Performance Management Measures.@ Assessing Pavement Condition and Bridge Condition for the National Highway Performance Program requires measures to evaluate the pavement and bridge conditions on the National Highway System (NHS).

State DOTs and MPOs are required to establish 2-year and 4-year targets, and MPOs must establish targets by either supporting the statewide target, or defining a target unique to the MPO. MPOs are not required to provide a separate report to FHWA, however, State DOTs and MPOs will need to coordinate and mutually agree to an established reporting process. Coordination will be required between State DOTs and MPOs if a State DOT adjusts its 4-year target at the midpoint of the performance period.

