



Lincoln MPO Officials Committee Agenda Summary

AGENDA ITEM NO.	6
MEETING DATE	February 16, 2024
REQUEST	VOTE: Federal Performance Measures and Targets
ASSOCIATED MEETINGS	The MPO Technical Committee voted to recommend approval at their meeting on January 4, 2024
STAFF CONTACT	Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603

RECOMMENDATION: APPROVE TO SUPPORT THE NDOT PERFORMANCE TARGETS FOR SAFETY AS THE MPO TARGETS

BACKGROUND

The current and previous federal transportation bills, the Bipartisan Infrastructure Law and the FAST Act, respectively, included a series of requirements for Transportation Performance Management (TPM). Since the passage of federal transportation bill MAP-21, USDOT has worked through the federal rulemaking process to establish a series of performance measures and corresponding target setting requirements. The Federal Highway Administration (FHWA) established performance measures for safety (PM1), infrastructure condition (PM2) and system performance (PM3). Federal Transit Administration (FTA) established performance measures for Transit Asset Management (TAM) and transit safety.

As part of TPM, each state DOT or public transportation agency and metropolitan planning organization (MPO) must adopt targets for the FHWA/FTA performance measures to strive for within the planning and programming process. The process for setting targets has been taking place since 2017. The state DOT or public transportation agency sets its targets first and the MPOs have 180 days from that time to adopt their targets. For each performance measure, an MPO is required to either 1) establish a regional target or 2) adopt the state DOT or public transportation agency target and therefore agree to plan and program projects that contribute toward meeting the target.

As new targets are adopted by NDOT and StarTran, the MPO adopts to support those targets as the MPO's targets. Updates to the federal performance measures are monitored by MPO staff and changes or updates to the MPO targets will be reported to the Lincoln-Lancaster Planning Director and the MPO Technical Committee Tri-Chairs.

SUMMARY OF REQUEST

Updated targets were adopted by NDOT for safety performance measures (PM1) in August 2023 for calendar year 2024. The MPO is proposing to adopt NDOT's targets.

The targets for PM1 are revised and adopted annually. In December 2021, the Lincoln MPO adopted to support the NDOT safety performance targets for CY 2022. The 2022 calendar year is the most recently adopted annual MPO safety performance targets.

It is important to note that the PM1 targets are Statewide and are based on 5-year rolling averages. The 2024 targets are based on rolling averages of past data for 2020 through 2024. The Safety Performance Measures (PM1) are as follows:

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and serious injuries

Enclosed is a memo to the Tri-Chairs dated December 21, 2023. The memo includes the changes and updates to performance targets set by NDOT for PM1.

POLICY CONSIDERATIONS

With supporting the NDOT targets, the Lincoln MPO is agreeing to plan and program projects in a manner that contributes towards the accomplishment of these performance targets. MPOs are required to include a narrative description of these performance measures in their LRTPs and TIPs. Both documents need to include narratives on the performance measures, either by the next major update or when the current LRTP or TIP is amended.

BUDGET CONSIDERATIONS

The MPO is not at risk of losing funding if these performance measures targets are not met.

MEMORANDUM

TO: Lincoln MPO Technical Committee Tri-Chairs

FROM: Rachel Christopher, Transportation Planner

SUBJECT: Update on Lincoln MPO Federal Performance Measures and Targets

DATE: December 21, 2023

The purpose of this memo is to update the Tri-Chairs of the Lincoln MPO Technical Committee regarding proposed support of targets for federal performance measures.

Background Information

Since the passage of federal transportation bill MAP-21 in 2012, USDOT has worked through the federal rulemaking process to establish a series of performance measures and corresponding target setting requirements. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have established national performance measures in areas such as safety, infrastructure condition, congestion, system reliability, emissions, and freight movement. The current and previous federal transportation bills, the Bipartisan Infrastructure Law and the FAST Act, respectively, continued the series of requirements for Transportation Performance Management (TPM). TPM uses system information to make investment and policy decisions.

FHWA established the below performance measures with relating to safety, infrastructure condition, and system performance:

Safety Performance Measures (PM1)

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and serious injuries

Infrastructure Performance Measures (PM2)

- Percentage of pavements on the Interstate System in good condition
- Percentage of pavements on the Interstate System in poor condition
- Percentage of pavements on the non-Interstate National Highway System (NHS) in good condition
- Percentage of pavements on the non-Interstate (NHS) in poor condition
- Percentage of NHS bridges classified as in good condition
- Percentage of NHS bridges classified as in poor condition

System Performance Measures (PM3)

- Percent of person-miles traveled on the Interstate System that are reliable
- Percent of person-miles traveled on the non-Interstate NHS that are reliable
- Truck Travel Time Reliability (TTTR) Index

- Annual hours of peak hour excessive delay per capita*
- Percent of non-single occupancy vehicle (non-SOV) travel*
- Total emissions reduction*

*not applicable to Nebraska

FTA established the below performance measures with relating to transit asset management (TAM) and safety:

TAM Performance Measures

- Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB)
- Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB
- Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale
- Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile*

Safety Performance Measures

- Fatalities: Total number of reportable fatalities and rate per 100,000 VRM
- Injuries: Total number of reportable injuries and rate per 100,000 VRM
- Safety Events: Total number of reportable events and rate per 100,000 VRM
- System Reliability: Mean (or average) revenue miles of service between major mechanical failures

*not applicable to Lincoln MPO

As part of TPM, each state DOT or public transportation agency and metropolitan planning organization (MPO) must adopt targets for the FHWA/FTA performance measures to strive for within the planning and programming process. The process for setting targets has been taking place since 2017. The State DOT or public transportation agency sets its targets first and the MPOs have 180 days from that time to adopt their targets. For each performance measure, an MPO is required to either 1) establish a regional target or 2) support the state DOT or public transportation agency target and therefore agree to plan and program projects that contribute toward meeting the target.

Lincoln MPO Actions

State DOTs and MPOs annually establish targets for the FHWA safety performance measures (PM1). In February 2023, the Lincoln MPO adopted to support the NDOT safety performance targets for CY 2023. New annual targets are proposed for CY 2024.

For the FHWA performance measures for infrastructure condition and system performance (PM2 and PM3), state DOTs and MPOs are required to establish 4-year targets. Additional coordination is required between state DOTs and MPOs if a State adjusts its 4-year target at the midpoint of the performance period. In February 2023, the Lincoln MPO adopted to support the NDOT infrastructure condition targets and system performance targets for CY 2022-2025. These new 4-year targets continue to be in effect and may be adjusted next year.

The Lincoln MPO will reflect adopted FHWA performance measure targets in the TIP on its annual cycle and the LRTP on its five-year cycle.

Public transportation agencies and MPOs annually establish targets for the FTA TAM performance measures and safety performance measures. In November 2018, the Lincoln MPO adopted to support the StarTran TAM performance targets for Federal Fiscal Year (FFY) 2019 as established on January 1, 2017 and published in the StarTran Transit Asset Management Plan of September 27, 2018. The Lincoln MPO adopted to support the StarTran safety performance measures targets in November 2020, which are shown in its Public Transportation Agency Safety Plan of July 2020. The target for each performance measure was established as a trend rather than a specific numeric value. Across each measure, the target is to demonstrate an incremental improvement over an established baseline calculated from a recent five-year experience in each category. Current baselines were set as the averages of the performance measures from 2015 to 2019. StarTran will seek annual improvements over this baseline from 2020 through 2024. The current performance measures, baselines and targets are established in the 2022 StarTran Transit Asset Management Plan and 2022 StarTran Public Transportation Agency Safety Plan.

If StarTran updates its TAM and safety performance measures targets, the Lincoln MPO will adopt to support the StarTran targets at the next opportunity.

NDOT Performance Measure Targets

This section provides a report on the NDOT established performance measure targets to date.

Table 1 shows the NDOT annual targets for safety (PM1) from calendar years 2020 through 2024. NDOT submitted their proposed safety target for 2020-2024 to FHWA in August 2023, which are based on 5-year rolling averages. NDOT met all safety targets for 2020 except the serious injury rate; however, the serious injury rate was better than the 5-year rolling average baseline. NDOT met the targets for 2021 for number and rate of fatalities. Other data for 2021 and for 2022 is not yet available as of the publication of this memo, indicated by cells in gray.

Table 1: NDOT Statewide Targets for Safety (PM1)					
Performance Measures	CY 2020 Target (2016-2020)	CY 2021 Target (2017-2021)	CY 2022 Target (2018-2022)	CY 2023 Target (2019-2023)	CY 2024 Target (2020-2024)
Number of fatalities	239.0	241.0	249.0	254.0	234.0
Rate of fatalities	1.140	1.130	1.270	1.300	1.120
Number of serious injuries	1,442.0	1,408.0	1,358.0	1,319.0	1,168.0
Rate of serious injuries	6.803	6.507	6.323	6.044	5.539
Number of non-motorized fatalities and serious injuries	133.0	126.6	121.4	117.8	96.8

Table 2 shows the NDOT 4-year targets for infrastructure condition (PM2) for a performance period of 2022 to 2025. The actual statewide values in 2022 have met the targets as shown in Table 2.

Table 2: NDOT Statewide Targets for Infrastructure Condition (PM2)			
Performance Measures	4-Year Target (2022-2025)	Statewide - Actual	Lincoln MPO - Analysis
		2022	2022
% of pavements on the Interstate System in good condition	≥65%	72.40%	49.2%
% of pavements on the Interstate System in poor condition	≤5%	0.10%	25.4%
% of pavements on the non-Interstate NHS in good condition	≥40%	54.60%	25.8%
% of pavements on the non-Interstate (NHS) in poor condition	≤10%	1.50%	3.9%
% of NHS bridges classified as in good condition	≥55%	58.5%	<i>Data Not Yet Available</i>
% of NHS bridges classified as in poor condition	≤10%	4.3%	<i>Data Not Yet Available</i>

Table 3 shows the NDOT targets for system performance (PM3) for a performance period of 2022 to 2025 along with the analysis values for statewide and the Lincoln MPO from 2020 through 2022.

Table 3: NDOT Statewide Targets for System Performance (PM3)			
Performance Measures	4-Year Target (2022-2025)	Statewide - Actual	Lincoln MPO - Analysis
		2022	2022
% of person-miles traveled on the Interstate System that are reliable	≥98.5%	99.9%	100.0%
% of person-miles traveled on the non-Interstate NHS that are reliable	≥92.0%	96.0%	96.5%
Truck Travel Time Reliability Index	≤1.20	1.14	1.14

StarTran Performance Measure Targets

This section provides a report on the StarTran established performance measure targets to date.

Table 4 shows the StarTran annual targets for TAM for fiscal years 2021 through 2023. For FY 2021, the actual values for the rolling stock: paratransit category and the equipment: non-revenue service vehicle category (automobile) exceeded the target values. For FY 2022, the actual value for the equipment: non-revenue service vehicle category (other support vehicle) exceeded the target value.

Table 4 - StarTran Targets for TAM								
Asset Category	Asset Class	ULB*	Measure	FY 2021 Targets	FY 2021 Actual	FY 2022 Targets	FY 2022 Actual	FY 2023 Targets
Rolling Stock: FR Bus	Bus	15 years	% of fleet exceeds ULB	25%	7%	25%	4.5%	4.5%
Rolling Stock: SR Paratransit	Paratransit Van	6 years	% of fleet exceeds ULB	25%	29%	25%	25%	25%
Equipment: Non-Revenue Service Vehicle	Automobile	10 years	% of fleet exceeds ULB	10%	33%	10%	0%	0%
Equipment: Non-Revenue Service Vehicle	Other Support Vehicle	15-20 years	% of fleet exceeds ULB	0%	0%	0%	50%	50%
Facility: StarTran Administration, Bus Storage, and Maintenance	Admin & Maint	40 years	% of StarTran owned facilities rated less than 3.0 on FTA TERM scale	0%	0%	0%	0%	0%
Facility: Parking Facilities	Admin & Maint	40 years	% of StarTran owned facilities rated less than 3.0 on FTA TERM scale	0%	0%	0%	0%	0%

* ULB – Useful Life Benchmark

Tables 5 and 6 show the StarTran safety performance baseline and targets for fixed route and paratransit (handi-van). StarTran will seek annual improvements over a 2015-2019 baseline from 2020 through 2024. For 2021, the majority of values for both fixed route and paratransit met the targets.

Table 5: StarTran Targets for Fixed Route - 2020-2024				
Performance Category		2015-2019 Baseline	Target	2021 Value
Fatalities	Total	0	0	0
	Rate per 100,000 VRM	0	0	0
Injuries (Minor/Major)	Total	2.6	Reduction from baseline	1
	Rate per 100,000 VRM	0.16	Reduction from baseline	.065
Safety Events (Minor/Major)	Total	1.4	Reduction from baseline	1
	Rate per 100,000 VRM	0.09	Reduction from baseline	.065
System Reliability (Minor/Major)	VRM Between Failures (Total)	4,000	Increase from baseline	3,717

Table 6: StarTran Targets for Paratransit (Handi-Van) - 2020-2024				
Performance Category		2015-2019 Baseline	Target	2021 Value
Fatalities	Total	0	0	0
	Rate per 100,000 VRM	0	0	0
Injuries (Minor/Major)	Total	0	0	0
	Rate per 100,000 VRM	0	0	0
Safety Events (Minor/Major)	Total	0	0	0
	Rate per 100,000 VRM	0	0	0
System Reliability (Minor/Major)	VRM Between Failures (Total)	14,200	Increase from baseline	16,710

MPO Staff Recommendation

Lincoln MPO staff recommends support of the below updated MPO targets for the federal performance measures:

- FHWA Safety Performance Measures (PM1) – Support the annual NDOT targets

With supporting the NDOT and StarTran performance measure targets, the Lincoln MPO is agreeing to plan and program projects in a manner that contributes towards the accomplishment of these targets. The MPO Technical Committee is scheduled to meet on January 4, 2023 and the meeting agenda includes the review and action on MPO targets for FHWA safety performance measures.