



Performance Measures

With the passing of the Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill, and continuing in the Fixing America’s Surface Transportation Act (FAST Act), states and MPOs are required to use performance based transportation planning practices. MPO Transportation Improvement Programs (TIP) will be required to document compliance with each of the performance based planning categories. Categories currently implemented include Safety (PM 1), Infrastructure (PM 2), System Performance (PM 3), and Transit Asset Management (TAM).

MPOs establish performance targets for each of these measures by either:

1. Supporting the State DOT Performance Targets; or
2. Establishing its own Regional Performance Targets.

The Lincoln MPO gathered input from its committees in order to determine whether to support state DOT targets, or to develop its own regional targets.

Safety

The Federal Highway Administration (FHWA) published the Highway Safety Improvement Program and Safety Performance Management Measures (PM-1) Final Rules in the Federal Register on March 15, 2016. The Safety Performance Management Measures rule supports the Highway Safety Improvement Program (HSIP), as it establishes five safety performance measures to carry out the HSIP and to assess serious injuries and fatalities on all public roads. State DOTs are required to establish safety (HSIP) targets for all five performance measures by August 31 of each year.

The Lincoln MPO has agreed to support the state’s annual (CY 2020) safety performance targets set in August 2019. The targets are:

Performance Measure	5-Year Rolling Average	
	Baseline (2014-2018)	Target (2016-2020)
Number of Fatalities	229.4	239.0
Rate of Fatalities per 100 million vehicle miles traveled (VMT)	1.119	1.140
Number of Serious Injuries	1,520.0	1,422.0
Rate of Serious Injuries per 100 million VMT	7.423	6.803
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	135.8	133.0

The Lincoln MPO supports these targets by reviewing and programming HSIP projects within the Metropolitan Planning Area into the Transportation Improvement Program (TIP). Working in partnership with local agencies, NDOT safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. NDOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasures that can address the types of crashes present.

Infrastructure

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 Ruling published in the Federal Register on January 18, 2017 (82 FR 5886). This rule establishes six performance measures to assess the condition of pavement and bridges on the National Highway System (NHS) to carry out the National Highway Performance Program. State DOTs are required to establish pavement and bridge condition targets by May 20 every four years.

The Lincoln MPO has agreed to support the state’s 4-year performance period (CY 2018-2021) pavement and bridge performance targets set in May 2018. The targets are:

Performance Measure	Target
% of Interstate pavements in Good condition	At least 50%
% of Interstate pavements in Poor condition	No more than 5%
% of non-Interstate NHS pavements in Good condition	At least 40%
% of non-Interstate NHS pavements in Poor Condition	No more than 10%
% of NHS bridges by deck area classified as in Good condition	At least 55%
% of NHS bridges by deck area classified as in Poor condition	No more than 10%

The Lincoln MPO will review and program pavement and bridge projects within the Metropolitan Planning Area into the TIP, which contributes toward the accomplishment of these targets.

System Performance

Assessing Performance of the National Highway System (NHS), Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (PM-3) was identified in the FHWA Final Ruling, published in the Federal Register on January 18, 2017 (82 FR 5970). This rule establishes performance measures to assess the performance of the Interstate and non-Interstate NHS to carry out the National Highway Performance Program, freight movement on the Interstate system to carry out the National Highway Freight Program, and traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. There are two performance measures to assess system performance of the NHS, one performance measure to assess freight

movement on the Interstate system, two performance measures to assess traffic congestion under the CMAQ program, and one performance measure to assess total emissions reductions by applicable pollutants under the CMAQ program. State DOTs are required to establish system performance, freight, and CMAQ targets by May 20 every four years.

The Lincoln MPO has agreed to support the state’s 4-year performance period (CY 2018-2021) system performance and freight performance targets set in May 2018 (Nebraska exempt from CMAQ measures this performance period). The targets are:

Performance Measure	Target
% of Person-Miles Traveled on the Interstate that are Reliable	98.9%
% of Person-Miles Traveled on the non-Interstate NHS that are Reliable	92.6%
Freight Reliability	1.10

The Lincoln MPO will review and program system performance and freight projects within the Metropolitan Planning Area into the TIP, which contributes toward the accomplishment of these targets.

Transit Asset Management

The Federal Transit Administration issued a Final Rule on transit asset management (TAM) plans to evaluate the state of good repair of transit provider capital assets for safety and operations. Recipients of public transit funds—which include states, local authorities, and public transportation operators—are required to establish targets for state of good repair performance measures; to develop transit asset management and transit safety plans; and to report on their progress toward achieving targets. Public transportation operators are directed to share information with MPOs and states so that all plans and performance reports are coordinated.

The Rule, “Transit Asset Management; National Transit Database,” went into effect on July 26, 2016 with the TAM plan due for transit by October 1, 2018. Transit target setting repeats annually and plans are updated every four years. The StarTran Transit Management Plan was completed by September 27, 2018, and StarTran established the TAM targets by the January 1, 2017 deadline. The Lincoln MPO has agreed to support the StarTran performance targets. The targets are:

Category	Class	ULB*	Performance Target
Rolling Stock: FR Bus	Bus	15 years	9% of fleet exceeds ULB
Rolling Stock: SR Paratransit	Paratransit Van	6 years	8% of fleet exceeds ULB
Equipment: Non-Revenue Service Vehicle	Automobile	10 years	0% of fleet exceeds ULB
Equipment: Non-Revenue Service Vehicle	Other Support Vehicle	15-20 years	0% of fleet exceeds ULB
Facility: StarTran Administration, Bus Storage, and Maintenance	Admin & Maint	40 years	No more than 0% of StarTran owned facilities rated less than 3.0 on FTA TERM scale
Facility: Parking Facilities	Admin & Maint	40 years	No more than 0% of StarTran owned facilities rated less than 3.0 on FTA TERM scale

* ULB – Useful Life Benchmark

The Lincoln MPO supports these targets by reviewing and programing transit projects relating to capital assets within the urbanized area into the TIP, which contributes toward the accomplishment of these targets.

