

K. Performance Measures



FY 2025-2028

Performance Based Planning Measures

Lincoln Metropolitan Planning Organization

With the passing of the Fixing America’s Surface Transportation Act (FAST Act) transportation bill and continuing in the Infrastructure Investment and Jobs Act (IIJA) (also known as the “Bipartisan Infrastructure Law”), states and MPOs are required to use performance based transportation planning practices. MPO Transportation Improvement Programs (TIPs) 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), Transit Asset Management (TAM), and Transit Safety.

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 2023) safety performance targets set in August 2023. The targets are:

| Performance Measure | 5-Year Rolling Average | |
|---|------------------------|--------------------|
| | Baseline (2018-2022) | Target (2020-2024) |
| Number of Fatalities | 235.2 | 234.0 |
| Rate of Fatalities per 100 million vehicle miles traveled (VMT) | 1.130 | 1.120 |
| Number of Serious Injuries | 1,286.4 | 1,168.0 |
| Rate of Serious Injuries per 100 million VMT | 6.172 | 5.539 |
| Number of Non-motorized Fatalities and Non-motorized Serious Injuries | 108.4 | 96.8 |

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, the Nebraska Department of Transportation (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 October 1 every four years.

The Lincoln MPO has agreed to support the state’s 4-year performance period (CY 2022-2025) pavement and bridge performance targets set in December 2022. The targets are:

| Performance Measure | 4-Year Target 2022-2025 |
|---|----------------------------|
| Percentage of Pavements of the Interstate System in Good Condition | ≥65% |
| Percentage of Pavements of the Interstate System in Poor Condition | ≤5% |
| Percentage of Pavements of the Non-Interstate NHS in Good Condition | ≥40% |
| Percentage of Pavements of the Non-Interstate NHS in Poor Condition | ≤10% |
| Percentage of NHS Bridges Classified as in Good Condition | ≥55% |
| Percentage of NHS Bridges Classified as in Poor Condition | ≤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 October 1 every four years.

The Lincoln MPO has agreed to support the state’s 4-year performance period (CY 2022-2025) system performance and freight performance targets set in December 2022 (Nebraska exempt from CMAQ measures this performance period). The targets are:

| Performance Measure | 4-Year Target 2022-2025 |
|--|----------------------------|
| Percent of the Person-Miles Traveled on the Interstate that are Reliable | 98.5% |
| Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable | 92.0% |
| Truck Travel Time Reliability Index | 1.20 |

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 (FTA) 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 Lincoln Transportation and Utilities - StarTran Transit Asset Management Plan was completed by September 27, 2018, and StarTran established the TAM targets by the January 1, 2017 deadline. The StarTran TAM Plan was updated in December 2022 and updated targets have been established. 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 | 4.5% of fleet exceeds ULB |
| Rolling Stock: SR Paratransit | Overall (Van, Cutaway, Minivan) | 6 years | 25% 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 | 50% 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 |

* 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.

Transit Safety

On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). The Agency Safety Plan must include performance targets based on the safety performance measures established in the National Public Transportation Safety Plan. Transit providers were required to have their certified Agency Safety Plans in place by December 31, 2020 and share the safety performance targets with their MPO and State.

The StarTran Agency Safety Plan was completed in July 2020, and it was updated in December 2023. The Lincoln MPO has agreed to support the safety performance targets in this plan. The targets are:

| Fixed Route Safety Performance Baseline and Targets | | | |
|--|------------------------------|---------------------------|-------------------------|
| Performance Category | | 2020-2023 Baseline | Target |
| Fatalities | Total | 0.25 | 0 |
| | Rate per 100,000 VRM | 0.00 | 0 |
| Injuries (Minor/Major) | Total | 0.25 | Reduction from baseline |
| | Rate per 100,000 VRM | 0.00 | Reduction from baseline |
| Safety Events (Minor/Major) | Total | 0.25 | Reduction from baseline |
| | Rate per 100,000 VRM | 0.00 | Reduction from baseline |
| System Reliability (Minor/Major) | VRM Between Failures (Total) | 8,021 | Increase from baseline |

| Paratransit Safety Performance Baseline and Targets | | | |
|--|------------------------------|---------------------------|-------------------------|
| Performance Category | | 2020-2023 Baseline | Target |
| Fatalities | Total | 0 | 0 |
| | Rate per 100,000 VRM | 0 | 0 |
| Injuries (Minor/Major) | Total | 0 | Reduction from baseline |
| | Rate per 100,000 VRM | 0 | Reduction from baseline |
| Safety Events (Minor/Major) | Total | 0 | 0 |
| | Rate per 100,000 VRM | 0 | 0 |
| System Reliability (Minor/Major) | VRM Between Failures (Total) | 41,146 | Increase from baseline |