



## Lincoln MPO Technical Committee Agenda Summary

AGENDA ITEM NO.	4
MEETING DATE	April 10, 2024
REQUEST	VOTE: Federal Performance Measures and Targets
ASSOCIATED MEETINGS	None
STAFF CONTACT	Rachel Christopher, <a href="mailto:rchristopher@lincoln.ne.gov">rchristopher@lincoln.ne.gov</a> , 402-441-7603

**RECOMMENDATION: APPROVE TO SUPPORT THE STARTRAN 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). The Federal Transit Administration (FTA) established performance measures for Transit Asset Management (TAM) and safety.

As part of TPM, each state DOT or public transportation agency and metropolitan planning organization (MPO) must adopt targets for the FHWA and FTA performance measures to strive for within the planning and programming process. The state DOT or public transportation agency sets its targets first and MPOs have 180 days from that time to adopt their targets. For each performance measure, an MPO is required to 1) establish a regional target or 2) adopt the state DOT or public transportation agency target.

### SUMMARY OF REQUEST

Updated safety targets have been set by StarTran in their Public Transportation Agency Safety Plan (PTASP) which was updated in December 2023. The MPO proposes to adopt to support the updated FTA safety targets contained in the PTASP. The FTA safety performance measures are as follows:

- Rolling Stock: Percentage of revenue vehicles (by type) that exceed the useful life benchmark
- Equipment: Percentage of non-revenue service vehicles (by type) that exceed the useful life benchmark
- Facilities: The percentage of facilities that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale

Enclosed is a revised memo to the Technical Committee Tri-Chairs dated April, 2024. The memo incorporates the updated targets set by StarTran. NOTE: The memo originally sent to the Tri-Chairs on March 27 included targets for a new proposed FHWA federal performance measure on greenhouse gas (GHG) emissions that NDOT and the MPO were originally to adopt; however, in the interim, the MPO was informed that the US District Court for the Northern District of Texas vacated the Final Rule associated with the GHG measure. State DOTs and MPOs are now not required to submit GHG baselines and targets. The associated item was therefore removed from the memo and meeting agenda.

**POLICY CONSIDERATIONS**

With supporting the NDOT statewide targets, the Lincoln MPO is agreeing to plan and program projects in a manner that contributes towards the accomplishment of these performance targets. A related item on this agenda is a proposed amendment to the Long Range Transportation Plan to add the GHG performance measure and target in Chapter 2, Vision Goals, and Performance Measures under the Environmental Sustainability goal.

**BUDGET CONSIDERATIONS**

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

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# MEMORANDUM

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**TO:** Lincoln MPO Technical Committee Tri-Chairs  
**FROM:** Rachel Christopher, Transportation Planner  
**SUBJECT:** Update on Lincoln MPO Federal Performance Measures and Targets  
**DATE:** April 1, 2024

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 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\*

\*not applicable to Lincoln MPO

#### 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

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 2024, the Lincoln MPO adopted to support the NDOT safety performance targets 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 this 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 previously 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. StarTran seeks annual improvements over a baseline which is set as the averages of the performance measures over a five-year period. The current performance measures, baselines and targets are established in the 202 StarTran Transit Asset Management Plan and 2023 StarTran Public Transportation Agency Safety Plan.

When StarTran updates its TAM and safety performance measures targets and notifies the MPO of the updated targets, the 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.

<b>Table 2: NDOT Statewide Targets for Infrastructure Condition (PM2)</b>			
<b>Performance Measures</b>	<b>4-Year Target (2022-2025)</b>	<b>Statewide - Actual</b>	<b>Lincoln MPO - Analysis</b>
		<b>2022</b>	<b>2022</b>
% 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 2022.

<b>Table 3: NDOT Statewide Targets for System Performance (PM3)</b>			
<b>Performance Measures</b>	<b>4-Year Target (2022-2025)</b>	<b>Statewide - Actual</b>	<b>Lincoln MPO - Analysis</b>
		<b>2022</b>	<b>2022</b>
% 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.

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 2020-2023 baseline from 2023 through 2026. For 2023, the majority of values for both fixed route and paratransit met the targets.

Performance Category		2020-2023 Baseline	Target	2023 Value
Fatalities	Total	0.25	0	0
	Rate per 100,000 VRM	0.00	0	0
Injuries (Minor/Major)	Total	0.25	Reduction from baseline	1
	Rate per 100,000 VRM	0.00	Reduction from baseline	.065
Safety Events (Minor/Major)	Total	0.25	Reduction from baseline	1
	Rate per 100,000 VRM	0.00	Reduction from baseline	.07
System Reliability (Minor/Major)	VRM Between Failures (Total)	8,021	Increase from baseline	8,481

<b>Table 6: StarTran Targets for Paratransit (Handi-Van) - 2020-2023</b>				
<b>Performance Category</b>		<b>2020-2023 Baseline</b>	<b>Target</b>	<b>2023 Value</b>
Fatalities	Total	0	0	0
	Rate per 100,000 VRM	0	0	0
Injuries (Minor/Major)	Total	0	Reduction from baseline	1.00
	Rate per 100,000 VRM	0	Reduction from baseline	0.16
Safety Events (Minor/Major)	Total	0	0	0
	Rate per 100,000 VRM	0	0	0
System Reliability (Minor/Major)	VRM Between Failures (Total)	41,146	Increase from baseline	29,563

### **MPO Staff Recommendation**

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

- FTA Safety Performance Measures – Support the StarTran targets

With supporting the 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 April 10, 2024 and the meeting agenda includes the review and action on MPO targets for FTA safety performance measures.