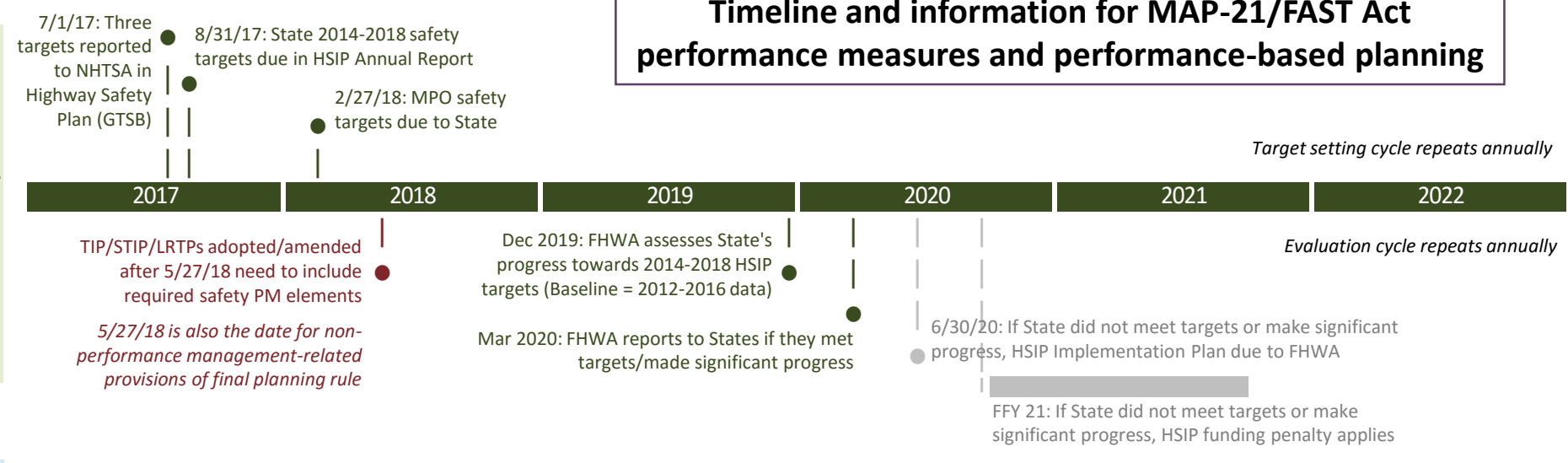
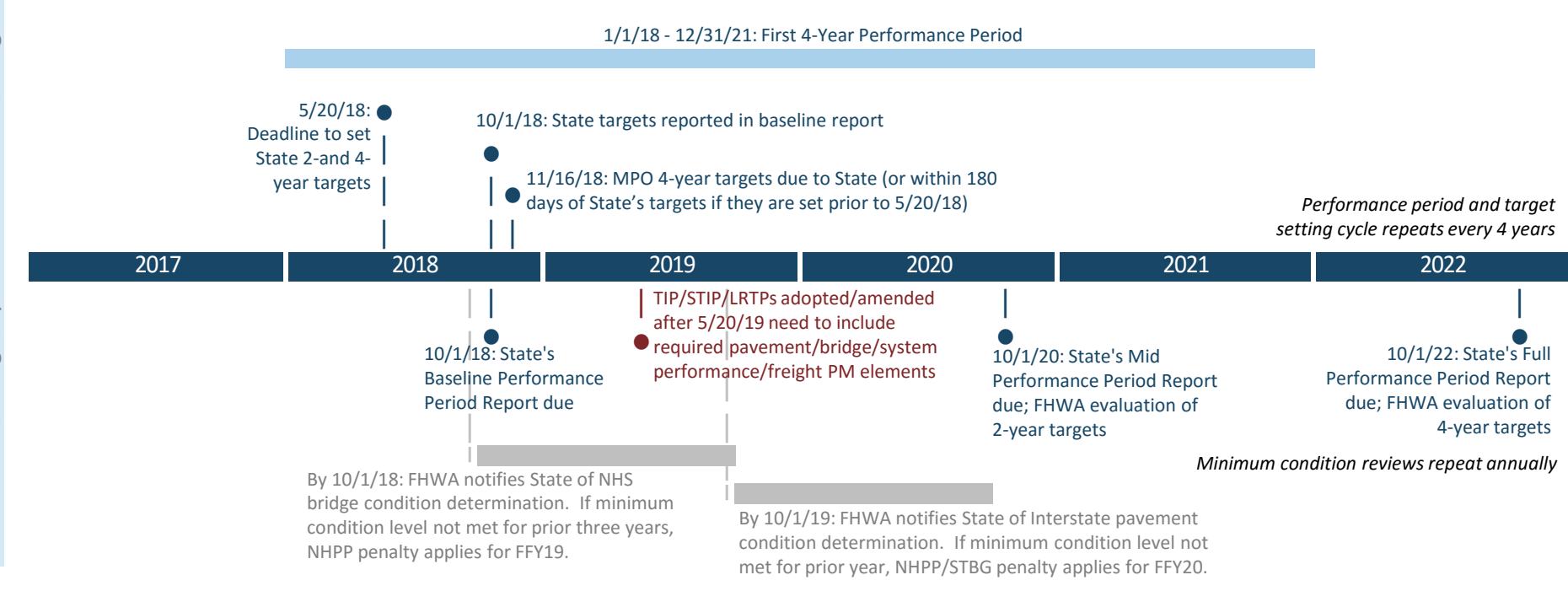


Timeline and information for MAP-21/FAST Act performance measures and performance-based planning

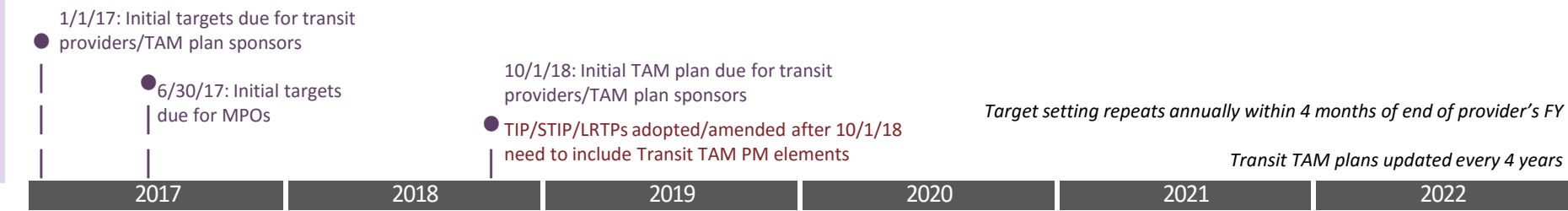
Safety



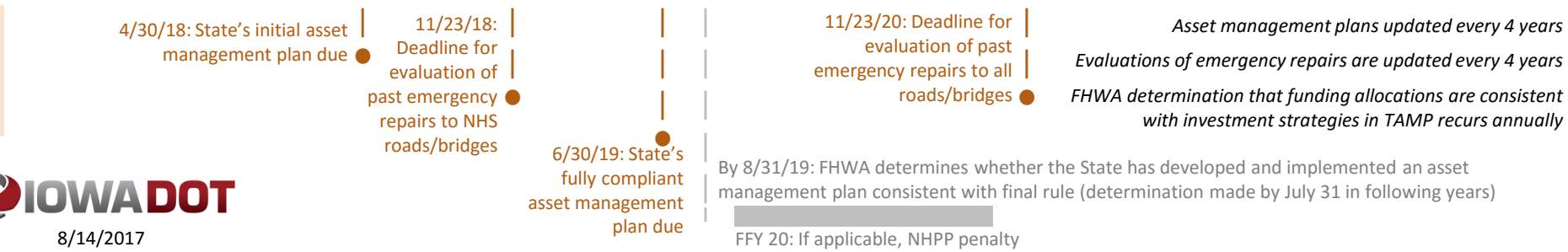
Pavement, Bridge, System Performance, Freight



Transit TAM



TAM



Safety

- Safety Measures
1. Number of Fatalities
 2. Rate of Fatalities per 100 million VMT
 3. Number of Serious Injuries
 4. Rate of Serious Injuries per 100 million VMT
 5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries
- Annual review of State's progress towards targets
- 4 out of 5 targets must be met, or have better performance than the baseline, which is the average for the 5 years prior to the CY of target establishment.
 - State penalty for not meeting targets or making significant progress
 - Submit HSIP Implementation Plan
 - Use obligation authority equal to the HSIP apportionment for the prior year only for highway safety improvement projects

Pavement, Bridge, System Performance, Freight

- Pavement and Bridge Measures
1. Percent of Interstate pavements in Good condition*
 2. Percent of Interstate pavements in Poor condition *
 3. Percent of non-Interstate NHS pavements in Good condition
 4. Percent of non-Interstate NHS pavements in Poor condition
 5. Percent of NHS bridges classified as in Good condition
 6. Percent of NHS bridges classified as in Poor condition
- System Performance and Freight Measures
1. Percent of person-miles traveled on the Interstate that are reliable
 2. Percent of person-miles traveled on the non-Interstate NHS that are reliable*
 3. Truck Travel Time Reliability Index
- *2-year target not required for State's 2018 baseline report
- Biennial review of State's progress towards 2- or 4- year targets
- Targets must be met, or have better performance than the performance period baseline.
 - State penalty for not meeting target(s) or making significant progress (targets assessed individually)
 - Document actions that will be taken to meet target(s). Freight reliability measure includes additional documentation requirement.
- Annual review of minimum condition thresholds
- Bridge – no more than 10.0% of NHS bridge deck area can be classified as structurally deficient for the prior three years; penalty involves allocating an amount of NHPP equal to 50% of the 2009 BR apportionment to NHS bridges.
 - Pavement – no more than 5.0% of Interstate lane-miles can be in poor condition for the prior year; penalty involves allocating an amount of NHPP equal to the 2009 IM apportionment (+2% each year the penalty continues) to Interstates and transferring an amount of STBG equal to 10% of the 2009 IM apportionment to NHPP.
- Note: Three air quality measures are not shown, as they are not currently applicable for Iowa or its MPOs*

Transit Asset Management

- Transit Asset Management Measures
1. Equipment: Percentage of non-revenue vehicles met or exceeded Useful Life Benchmark
 2. Rolling Stock: Percentage of revenue vehicles met or exceeded Useful Life Benchmark
 3. Facilities: Percentage of assets with condition rating below 3.0 on FTA TERM scale
- Notes: One track infrastructure measure is not shown, as it is not currently applicable in Iowa. Transit safety measures are not shown as the associated rulemaking has not been finalized.*

Transportation Asset Management Plan

- Must update plan every four years
- Must complete evaluations of reasonable alternatives to roads and bridges that have required repair and reconstruction two or more times due to emergency events since 1/1/1997
- Penalty for not developing and implementing a compliant plan is that the maximum federal share on NHPP projects for that fiscal year shall be reduced to 65%

Establishment of FHWA performance targets

- State DOTs and MPOs shall establish safety targets for all public roads within their boundaries. Set as 5-year rolling averages.
- State DOTs and MPOs that include Interstates or non-Interstate NHS within their boundaries shall establish performance targets for the pavement, bridge, system performance, and freight performance measures.

Non-safety targets must be established for the entire applicable network within the boundary, regardless of ownership. Bridges crossing state borders are included in their entirety (deck area).

- State DOTs need to declare and describe the urbanized area boundaries within the State in their Baseline Performance Period Report. Changes in such boundaries are not accounted for until the next performance period.

• State target establishment

- State DOT establishes HSIP targets by 8/31/17; all other targets by 5/20/2018.
- State DOT coordinates with MPOs on selection of targets.
- State must establish statewide targets. State may also establish specific urbanized area targets and/or a non-urbanized area target. State must evaluate and report progress for each additional target.
- Annual target setting for safety targets.
- 4-year performance periods for all targets other than safety.
 - Performance period for initial targets is 1/1/18 – 12/31/21.
 - Midpoint of performance period occurs 1/1/20.
 - Establish both 2-year and 4-year targets.
 - For interstate pavement measures and non-Interstate NHS travel time reliability measure – State will not report 2-year targets or baseline condition/performance information in its initial Baseline Report.
 - For these measures, at the Mid Performance Period Report, State shall update the baseline condition/performance in its Baseline Report with the actual 2-year condition/performance in its Mid Report.
 - The 4-year targets may be adjusted at the midpoint.

• MPO target establishment and reporting

- MPOs shall establish targets within 180 days of State DOT target establishment.
 - For each performance measure, MPOs either:
 - Agree to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT target for that performance measure; or
 - Commit to a quantifiable target for that performance measure for their metropolitan planning area.
 - Multistate MPOs can choose either option for each portion of the metropolitan area within each State.
- For all targets other than safety, MPOs only establish 4-year targets.
- MPOs coordinate with State DOT(s) on target setting.
- If State DOT adjusts 4-year target(s) at midpoint, MPOs that supported the State's target(s) have 180 days to determine whether to support adjusted target or commit to a new quantifiable target for the MPO area.
- If the MPO establishes its target(s) by committing to a quantifiable target, then the MPO may adjust its target(s) in a manner that is mutually agreed upon by State DOT and MPO.
- MPOs report their targets to the State DOT(s) per documented agreement process. (*Documented in TPWPs*)
- MPOs report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.
 - There are no penalties for MPOs not meeting targets.

Reporting on State's performance targets (all FHWA targets other than safety)

- State DOTs will report through an electronic template provided by FHWA.
- Biennial performance reports are required at start, middle, and end of 4-year performance periods.

Baseline Performance Period Report

(10/1/2018)

- 2-year and 4-year targets and a discussion of the basis of each target.
- Baseline condition/performance for each target.
- Discussion on how the targets support expectations documented in longer range plans, such as the TAMP and State LRTP.
- Boundary extent for all applicable urbanized areas and the latest Decennial Census population data.
- Locations of truck freight bottlenecks within the State, including those identified in the National Freight Strategic Plan. If State has prepared State Freight Plan within last 2 years, it may serve as basis for identifying truck freight bottlenecks.

Mid Performance Period Progress Report

(10/1/2020)

- 2-year condition/performance for each target.
- Discussion of progress toward achieving each 2-year target; comparison of performance vs. target, and discussion of reasons for differences (including any extenuating circumstances beyond State's control that prevented progress).
- Discussion on the effectiveness of the investment strategies developed and documented in TAMP.
- Discussion on progress of the State DOT's efforts in addressing congestion at truck freight bottlenecks within the State. If State Freight Plan not updated within the previous 2 years, an updated analysis of congestion at truck freight bottlenecks must be completed.
- Adjusted 4-year target(s), if desired. If targets are adjusted, discuss basis for change and how target(s) support expectations documented in longer range plans.
- A discussion of progress toward the achievement of 2-year targets, including a summary of prior accomplishments and planned activities to make progress toward the achievement of 4-year targets.

Full Performance Period Progress Report

(10/1/2022)

- 4-year condition/performance for each target.
- Discussion of progress toward achieving each 4-year target; comparison of performance vs. target, and discussion of reasons for differences (including any extenuating circumstances beyond State's control that prevented progress).
- A discussion on the effectiveness of the investment strategies developed and documented in the TAMP.
- Discussion on progress of the State DOT's efforts in addressing congestion at truck freight bottlenecks within the State.
- A discussion of progress toward the achievement of 4-year targets, including a summary of accomplishments achieved during the performance period.

Assessing State's significant progress (all FHWA targets other than safety)

- Each target assessed individually after Mid Report and Full Report are submitted.
- A State will have made significant progress towards its 2-year or 4-year target if it meets target or improves upon baseline.
- In addition to not making progress if target is not met or baseline is not improved upon, a State DOT will be determined to have not made significant progress toward the achievement of a target if:
 - It does not submit a required report, individual target, or other required information.
 - The data contained in HPMS/NBI does not meet requirements by the data extraction dates.
 - The data was determined insufficient.
 - The data reported in the baseline report was insufficient and the actual condition/performance level is not equal to or better than the target.
- FHWA will consider extenuating circumstances documented by the State DOT. If accepted, assessment of progress will be "progress not determined". Extenuating circumstances:
 - Natural or man-made disasters.
 - Sudden discontinuation of Federal Government furnished data.
 - New law and/or regulation directing State DOTs to change metric and/or measure calculation.
- If determined to not have made significant progress towards a target, within 6 months the State DOT should amend the relevant Biennial Performance Report to include a description of the actions the State DOT will undertake to achieve the target.
 - For the freight reliability measure, this must also include:
 - Identification of significant freight system trends, needs, and issues.
 - Description of freight policies and strategies that will guide the freight-related investments.
 - Inventory of truck freight bottlenecks and a description of the ways in which the State DOT is allocating funding to improve those bottlenecks.

State safety target reporting and assessment

- Targets reported each August 31 through HSIP Annual Report.
- To be determined to have made significant progress, 4 out of 5 targets must be met, or have better performance than the baseline, which is the average for the 5 years prior to the CY of target establishment.
- State penalty for not meeting targets or making significant progress:
 - Submit HSIP Implementation Plan.
 - Use obligation authority equal to the HSIP apportionment for the prior year only for highway safety improvement projects.

Asset Management Plans

Process for establishing asset management plan must include ways to develop/conduct performance gap analysis, life-cycle planning, risk management plan, financial plan, and investment strategies.

- Must have cooperative method for obtaining/sharing data from other NHS owners.
- Must use bridge and pavement management systems that contain specific documented procedures.

Asset management plan requirements

- Must include NHS highways and bridges. Encouraged to include other assets, but if they are included, all required TAMP elements (listed below) must cover them.
- Minimum content for an asset management plan includes objectives, NHS measures and targets, summary of condition of NHS pavements and bridges, performance gap identification, life-cycle planning, risk management analysis, financial plan, and investment strategies.
- Shall cover at least a 10-year period.
- Shall be integrated into transportation planning processes that lead to the STIP.
- Asset management plan and development processes must be updated at least every 4 years.

Deadlines and phase-in of asset management plan development

- By **April 30, 2018**, State DOT shall submit to FHWA a State-approved initial asset management plan meeting the following requirements. FHWA will review and make a process certification decision.
 - State DOT's processes for developing its asset management plan.
 - Measures and targets for assets covered by the plan. The investment strategies must support progress toward the achievement of the national goals. (*Pavement/bridge targets not required in initial submittal since target setting deadline is after this date.*)
 - The initial asset management plan may exclude one or more of the necessary analyses with respect to life-cycle planning, risk management analysis, and the financial plan.
- By **June 30, 2019**, State DOT shall submit a State-approved asset management plan meeting all requirements. FHWA will determine if the State DOT's plan and implementation meet requirements.

Process certification and recertification

- FHWA has 90 days for review when State DOT submits processes for certification or recertification.
- State DOT shall update and resubmit its asset management plan development processes to the FHWA for a new process certification at least every 4 years.
 - If FHWA does not accept, it will respond in writing with a listing of the specific requirement deficiencies and State DOT will have 90 days to address.
 - If FHWA finds minor deficiencies, the processes may be certified, but State will still have to take corrective actions to address deficiencies within 90 days.

Annual determination of consistency

- FHWA will make determination by August 31, 2019, and by July 31 in each following year.
- Notice will be in writing. If it is a negative determination, it will specify deficiencies to address and State DOT will have 30 days to address them.
- FHWA will consider the most recent asset management plan submitted by the State DOT, as well as any documentation demonstrating implementation of the plan (due 30 days prior to deadline for FHWA review). Review will include:
 - That plan development used certified processes and includes required content.
 - That plan implementation shows the State DOT is using the investment strategies to make progress toward NHS condition and performance targets and to support national goals. (*FHWA is looking for consistency between investment strategies in TAMP and funding allocations in STIP.*)

Penalties

- Beginning on October 1, 2019, and in each fiscal year thereafter, if State DOT has not developed and implemented acceptable asset management plan, the maximum Federal share for NHPP projects and activities shall be reduced to 65 percent for that fiscal year.
- If State DOT has not developed and implemented acceptable asset management plan and established required performance targets for NHS pavements/bridges by the date that is 18 months after the effective date of the PMII rule, FHWA will not approve any further projects using NHPP funds until these items are met. (*Date would be 11/20/18*)

Evaluation of facilities repeatedly requiring repair/reconstruction due to emergency events

- State DOT must determine if there are reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events.
- Evaluation period is 1/1/1997 through no earlier than 12/31 of the year preceding the date on which the evaluation is due for completion.
- By 11/23/2018, State DOT must complete statewide evaluation for all NHS roads, highways, and bridges.
- By 11/23/2020, State DOT must complete the evaluation for all non-NHS roads, highways, and bridges.
- The State DOT shall review and update the entire evaluation at least every 4 years, and update the evaluation after every emergency event to the extent needed.
- Must consider results when developing projects; encouraged to consider during STIP development.
- Can still proceed with emergency repairs to restore functionality or utilize emergency repair funding.
- FHWA will periodically review the State DOT's compliance under this part. (*No set schedule.*)
- State DOT must make evaluations available to FHWA upon request.