



Federal Performance Measure 1, 2, 3 Targets

Alicia Hunter, Senior Transportation Planner
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Executive Summary

FHWA and FTA jointly issued a Planning Rule that establishes various performance measures to assess roadway safety (PM1), pavement and bridge condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. State DOTs and MPOs are required to set targets for the various federal performance measures. WAMPO has chosen to support and accept KDOT's 2023 PM1 targets and 2024 and 2026 PM2 and PM3 targets for the WAMPO region.

Performance Based Planning

Performance management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which progress is assessed using available data.

FHWA and FTA jointly issued a Planning Rule to document changes in the statewide and metropolitan planning processes consistent with the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act. This rule specifies the requirements for the State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to implement a performance-based approach to planning and programming.

Federal Performance Measures (PM) 1, 2, & 3

Under the Planning Rule framework, the three FHWA performance measures (PM) rules and the FTA transit asset management and transit safety rules established various performance measures to assess roadway safety (PM1), pavement and bridge condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. The Planning Rule and the performance measures rules also specify how MPOs should set targets, report performance, and integrate performance management into their Long-Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP).

With regards to coordination at the state level, the Kansas Department of Transportation (KDOT) and MPOs must coordinate when selecting PM1, PM2, and PM3 performance targets, and public transportation providers must coordinate with states and MPOs in the selection of state and MPO transit asset management and transit safety performance targets.

Performance Measures 1, 2, & 3 Targets

MPOs are required to set PM 1, 2, and 3 targets by supporting the statewide target established by the State DOT or establishing their own specific targets. MPOs must set their targets no later than 180 days after state DOTs sets and share their targets with MPOs. KDOT has provided WAMPO with 2024 and 2026 PM2 and PM3 targets on January 6, 2023, and 2023 PM1 targets on January 17, 2023. In coordination with KDOT, WAMPO has chosen to support and accept KDOT's 2023 PM1 targets and 2024 and 2026 PM2 and PM3 targets for the WAMPO region.

WAMPO supports KDOT's established PM 1, 2, and 3 targets (shown in bold) as follows:



Federal Performance Measure 1, 2, 3 Targets

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PM1: Highway Safety

Federal Performance Measures	2022 Targets	2023 Targets
Number of Fatalities	407	400
Rate of Fatalities (per 100 million vehicle miles traveled (VMT))	1.28	1.29
Number of Serious Injuries	1,164	1,100
Rate of Serious Injuries (per 100 million VMT)	3.6	3.54
Number of Non-motorized Fatalities and Serious Injuries	157	160

PM2: Pavement & Bridge Condition

Federal Performance Measures	2021 Targets	2024 Targets	2026 Targets
Percent of Interstate pavements in good condition	65%	60%	61%
Percent of Interstate pavements in poor condition	0.5%	0.4%	0.4%
Percent of non-Interstate National Highway System (NHS) pavements in good condition	55%	61%	61%
Percent of non-Interstate NHS pavements in poor condition	1.5%	1.7%	1.7%
Percent of NHS bridges by deck area classified as in good condition	70%	72%	72%
Percent of NHS bridges by deck area classified as in poor condition	3%	3%	3%

PM3: System Performance

Federal Performance Measures	2021 Targets	2024 Targets	2026 Targets
Percent of person-miles on the Interstate system that are reliable	95%	98%	98%
Percent of person-miles on the non-Interstate NHS that are reliable	95%	97%	98%
Truck Travel Time Reliability Index (TTTR)	1.16	1.10	1.10

TAC Recommendation

Approve 2023 PM1 Targets, 2024 and 2026 PM2 and PM3 targets, as presented.

Action Options

- » Approve the PM1, PM2, and PM3 targets, as presented.
- » Not approve the PM1, PM2, and PM3 targets.
- » Approve the PM1, PM2, and PM3 targets, with specific changes.



Approved by the TPB on March 14, 2023

Agenda Item 4A: Action

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Next Steps

- » WAMPO staff will present the recommended WAMPO region TAM targets and Transit Safety targets at the next TPB meeting on April 11, 2023.

Attachment

- » KDOT PM-Targets Letter to MPOs



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Department of Transportation
Division of Planning and Development

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Laura Kelly, Governor

Calvin E. Reed, P.E., Acting Secretary
Chris J. Herrick, P.E., Director

January 6, 2023

KAMPO Partners

Dear Metropolitan Planning Partner:

I'm writing to inform you of the targets KDOT has chosen for the new Federal Performance Period beginning December 15, 2022. These targets are for the required PM2 (System Condition) and PM3 (System Reliability) measures for the four years ending in 2026 (measured using data collected in 2025). Kansas will have an opportunity to adjust the targets in 2024.

System Condition Performance Measure	2022 Baseline	2024 Target	2026 Target
% of interstate pavement in good condition	66.5%	60%	61%
% of interstate pavement in poor condition	0.3%	0.4%	0.4%
% of non-interstate NHS pavement in good condition	56.9%	61%	61%
% of non-interstate NHS pavement in poor condition	1.5%	1.7%	1.7%
% of NHS bridges in good condition (by deck area)	70.6%	72%	72%
% of NHS bridges in poor condition (by deck area)	2.5%	3%	3%

System Reliability Performance Measure	2022 Baseline	2024 Target	2026 Target
% of person-miles on interstate highways that are reliable	99.3%	98%	98%
% of person-miles on non-interstate NHS highways that are reliable	97.0%	97%	98%
Statewide Truck Travel Time Reliability Index	1.13	1.10	1.10

These targets were chosen after an analysis of trends, and where applicable, modeling of future conditions. If you have questions about these targets, please contact me at david.schwartz@ks.gov or 785-296-7441.

Sincerely,

Dave Schwartz
Assistant to the Director of Planning & Development
Kansas Department of Transportation



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January 17, 2023

KAMPO Partners

Dear Metropolitan Planning Partner:

I'm writing to inform you of the targets KDOT chose for 2023 as part of the Highway Safety Improvement Program Annual Report in August, 2022. These targets are for the required PM1 (Safety) measures all of which are based on a five-year rolling average for the metric in order to temper the volatility in these random, but frequently preventable, fatal and suspected serious injury crashes.

Safety Performance Measure	2023 Target
Fatalities	400
Suspected Serious Injuries	1100
Fatality Rate per 100 million vehicle-miles traveled	1.29
Suspected Serious Injury Rate per 100 million vehicle-miles traveled	3.54
Non-Motorized Fatalities and Suspected Serious Injuries	160

These targets were chosen after an analysis of trends, but with an aspiration toward aggressive reduction in the occurrence of these life-changing events. The numeric targets for fatalities and suspected serious injuries were chosen as a memorable, round number that stakeholders and users can rally around as they make decisions that impact safety, recognizing that even one family impacted by these crashes is too many. The rate targets are calculated by the numeric target divided by the projected traffic for 2023. The non-motorized target is based on a trendline with a goal of 125 fatalities and suspected serious injuries by 2030. If you have questions about these targets, please contact me at david.schwartz@ks.gov or 785-296-7441.

Sincerely,

Dave Schwartz
Assistant to the Director of Planning & Development
Kansas Department of Transportation