

Performance-Based Planning and Programming

Building on the performance requirements established in MAP-21, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) codified a series of National Performance Management Measures applicable to MPOs through the federal rulemaking process. In 2016, FHWA issued final rules on the National Performance Management Measures to evaluate safety, pavement and bridge conditions for the National Highway Performance Program, and system performance/freight/Congestion Mitigation Air Quality (CMAQ). The safety performance measure Final Rule went into effect on April 20, 2016. The pavement and bridge condition and system performance/freight/ CMAQ Final Rules went into effect on May 20, 2017, except for certain components of the greenhouse gas measure which went into effect on September 28, 2017 [23 CFR § 490].

PM 1 -National Performance Management Measure- Safety	
1.	No. of Fatalities
2.	Fatality Rate per 100 million VMT
3.	No. of Serious Injuries
4.	Serious Injury Rate per 100 million VMT
5.	No. of Combined Non-Motorized Fatalities and Serious Injuries
6.	No. of Fatalities

Source: 23 CFR §924, 23 CFR § 490

PM 2 -National Performance Management Measure- Infrastructure	
1.	% of Interstate System Pavement in Good Condition
2.	% of Interstate System Pavement in Poor Condition
3.	% of Non-Interstate NHS Pavement in Good Condition
4.	% of Non-Interstate NHS Pavement in Poor Condition
5.	% of NHS Bridge Deck Area in Good Condition
6.	% of NHS Bridge Deck Area in Poor Condition

Source: 23 CFR § 490

PM 3 - National Performance Management Measure- System Performance	
1.	% Person-Miles Traveled on the Interstate that are Reliable
2.	% Person-Miles Traveled on the Non-Interstate NHS that are Reliable
3.	% Change in Tailpipe CO ₂ (greenhouse gas) Emissions on the NHS Compared to the Calendar Year 2017 Level
4.	Truck Travel Time Reliability (TTTR) Index
5.	Annual Hours of Peak Hour Excessive Delay Per Capita
6.	% Non-SOV Travel
7.	Total Emissions Reduction

Source: 23 CFR § 490

Recommendations

- **Continue using the performance management process for the development of goals and project selection. The Lake~Sumter MPO should utilize performance measures using available data that are quantifiable.**
- **Continue to incorporate the goals, objectives, performance measures, and targets of other plans and studies into the planning process for the 2045 LRTP, including the Highway Safety Improvement Program (HSIP), State Highway Safety Plan (SHSP), the State Asset Management Plan for the National Highway System (NHS), the State Freight Plan, the Transit Asset Management Plan, and the Transit Agency Safety Plan.**
- **Coordinate with FDOT to identify and report on performance targets as required under MAP-21 and the FAST Act. The state targets should be listed and the TPO should state that they are adopting the state's targets. The 2045 LRTP should identify and report the performance achieved in meeting its performance targets in relation to previous reports and baseline data. Consider showing the history of each measure over time and progression toward meeting or achieving the targets.**
- **Incorporate identified performance targets into the project evaluation criteria for the**

L RTP. (During project evaluation, projects that help to achieve the performance targets can be weighted higher.) Also, identify areas (locations) that fall below the targets for each performance measure and use them in developing and prioritizing projects in the L RTP. By addressing areas that fall below the target, the MPO will align investments with goals.

- *Identify the following which can be used for comparison between future performance reports and for use in developing the Needs Plan:*
 - *Safety – locations with high rates of fatalities, serious injuries, and non-motorized fatalities and serious injuries*
 - *Infrastructure – locations of interstate, non-interstate NHS facilities, and bridges in poor condition.*
 - *System Performance – interstate and non-interstate facilities that are not reliable.*
- *Identify other system performance measures in addition to the required National Performance Management Measures early in the planning process to ensure that the data required is available and is reported out of the travel demand model. Coordinate with the Central Florida Regional Transportation Modeling Subcommittee as to the information that can be provided by the Central Florida Regional Planning Model (CFRPM) to measure system performance.*