

Chapter 1 Performance Measures

With the passage of the Moving Ahead for Progress in the 21st Century Act (MAP-21), and following with the Fixing America's Transportation (FAST) Act in December of 2015, the United States Department of Transportation has elected to move towards a performance-based planning process. This process refers to the application of performance management principles to achieve desired outcomes for transportation facilities.

In compliance with the Joint Planning Rule from FHWA (23 CFR 450 and 771) and FTA (49 CFR 613), under the MAP-21 and the FAST Act, State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) are to implement a performance-based approach to planning and programming activities. This includes setting data-driven performance targets for transportation performance measures. This approach supports the national goals for the federal-aid highway and public transportation programs. The seven goals are as follows:

- 1) Improving Safety,
- 2) Maintaining an Infrastructure Asset System in a State of Good Repair,
- 3) Reducing Traffic Congestion,
- 4) Improving the Efficiency of the Surface System,
- 5) Freight Movement and Economic Vitality,
- 6) Protecting the Environment, and
- 7) Reducing Project Delivery Delays.

In Alabama, the performance based planning process manifests itself in several forms. 23 CFR Part 490 requires the DOT and the MPOs to establish performance targets related to safety, pavement condition, bridge condition, highway reliability, freight movement, traffic congestion, and emissions reduction. 49 CFR Part 625 requires the same for transit asset management. Separately, the FAST Act recommends that performance-based planning be worked into documents such as the Transportation Asset Management Plan (TAMP), Transit Asset Management Plan (TAM), Strategic Highway Safety Plan (SHSP), Highway Safety Improvement Program (HSIP), Statewide Freight Plan, Congestion Mitigation and Air Quality (CMAQ) Performance Plan, and the Congestion Management Plan.

The Safety Performance Measures (PM1), Bridge/Pavement Measures (PM2), the System Performance Measures (PM3), and the FTA's Transit Asset Management (TAM) Targets have been adopted by ALDOT and the MPOs. Some targets are required to be set on an annual basis while others are set on two (2)-year and four (4)-year cycles.

ALDOT and the MPOs, along with the Transit Providers, have a cooperative agreement in place to coordinate the development of the targets, the sharing of information related to the transportation performance measures, selection of targets, and reporting requirements.

23 CFR 450.326 mandates that a Metropolitan Planning Organization (MPO) include performance-based planning in its Transportation Improvement Program (TIP). More specifically, the TIP should include a description of each measure and target, a systems performance report, and the performance management agreement signed by each Metropolitan Planning Organization (MPO).

Table 1-1 Description of Performance Measures and Targets

Category	Performance Measure	Baseline (Rolling Average 2016-2020)	Performance Target
Safety (PM1)	Number of Fatalities	964.0	964 (2020)
	Rate of Fatalities	1.35	1.35 (2020) Per 100 million VMT traveled
	Number of Injuries	8143.0	8,143 (2020)
	Rate of Serious Injuries	11.025	11.025 (2020) Per 100 million VMT traveled
	Number of Non-Motorized Fatalities & Injuries	384.0	384 (2020)
Transit (TAM)	% of Revenue Vehicles that Exceeded ULB*	Not Available	Reduce by 10% (2020)
	% of non-Revenue Vehicles that Exceeded ULB*	Not Available	Reduce by 10% (2020)
	% of Facilities with Condition Rating < 3.0	Not Available	No more than 20% rated < 3.0 (2020)
Assets (PM2)	% Pavement in Good Condition (Interstate)	28.40%	At least 27% (2-Year) At least 27% (4-Year) (2023)
	% Pavement in Poor Condition (Interstate)	2.00%	At Most 3.0% (2-Year) At Most 3.0% (4-Year) (2023)
	% Pavement in Good Condition (non-Interstate)	76.98%	Greater than 40% (2-Year) (2020) Greater than 50% (4-Year) (2023)
	% Pavement in Poor Condition (non-Interstate)	8.33%	Less than 5% (2-Year) (2020) Less than 5% (4-Year) (2022)
	% NHS Bridges in Good Condition	66.23%	Greater than 49% (2-Year) (2020) Greater than 50% (4-Year) (2022)
	% NHS Bridges in Poor Condition	12.57%	Less than 5% (2-Year) (2020) Less than 5% (4-Year) (2023)
	Reliable Person Miles on the Interstate	96.40%	96.4% (2-Year) (2020) 96.4% (4-Year) (2023)
System Performance (PM3)	Reliable Person Miles on the non-Interstate NHS	93.80%	93.70% (2-Year) (2020) 93.60% (4-Year) (2023)
	Truck Travel Time Reliability	1.19	1.20 (2-Year) (2020) 1.21 (4-Year) (2023)
	Annual Hours of Peak Hour Excessive Delay	Not Applicable	Not Applicable
	Percent of Non-SOV Total Emissions Reduction	Not Applicable	Not Applicable

* ULB = Useful Life Benchmark

(Alabama Department of Transportation)

Systems Performance Report

The Systems Performance Report provides a measure of how the TIP supports the performance-based planning process. This report will evaluate the progress made towards the achievement of performance targets.

In lieu of developing their own targets, the MPO elected to adopt the state's performance measure targets as referenced in the table above. No other targets have been established to date by the MPO.

The MPO will support the above-mentioned targets and state plans through the Transportation Improvement Program. The MPO will address new targets as they are adopted by the State or developed by the MPO per the Alabama Performance Management Agreement. Projects not in the TIP are added by resolution, at a meeting of the MPO, and in accordance with agreements and bylaws that the MPO has in place with state and member governments. Such projects will be evaluated to determine alignment with the performance targets.