PERFORMANCE MANAGEMENT

Transportation Asset Management is a process to strategically manage transportation systems in a cost-effective, safe, efficient, and environmentally sensitive manner. This approach focuses on performance to manage systems for optimal results. Requirements to implement Asset and Performance Management were introduce by MAP-21 and, subsequently, the FAST Act. While MDOT has been monitoring the asset condition of the state-maintained pavements and bridges and investing in maintenance and preservation for decades, efforts have been made to ensure current Asset and Performance Management activities meet the new Federal objectives.

As a result of MAP-21, 7 national goals were established to address safety, current infrastructure, traffic congestion, efficiency, environment, transportation delays, and project delivery delays;

1. **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System (NHS).
4. **System Reliability** - To improve the efficiency of the surface transportation system.
5. **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The HPFL-MPO and MDOT cooperatively develop and share information related to transportation performance data, the selection of performance targets, and the reporting of performance targets. The reporting of performance is to be used in tracking progress toward attainment of critical outcomes for the urbanize area of the HPFL-MPO. The HPFL-MPO will support Hub City Transit's State of Good Repair targets by programming capital improvement transit projects in the MTP and TIP. The HPFL-MPO collaborates with MDOT on Safety, pavement and bridge, system performance and freight performance by reviewing STIP and TIP project to assess their impacts and identifying projects from HPFL-MPO planning to support the measures. This TIP was developed in consideration of the established performance measures and targets. As required under current the most recent transportation act, the HPFL-MPO will establish performance targets, and track progress towards target achievement, for the following performance measures except as noted:

1. **Safety**

FIXED-ROUTE MODE	**SAFETY PERFORMANCE TARGETS**	NON-FIXED ROUTE MODE
1	TOTAL NUMBER OF FATALITIES	0
.05	FATALITY RATE PER 50,000 VEHICLE REVENUE MILES (VRM)	0
1	TOTAL NUMBER OF INJURIES	0
.05	INJURY RATE PER 50,000 VRM	0
0	TOTAL NUMBER OF SAFETY EVENTS	0
0	SAFETY EVENT RATE PER 50,000 VRM	0
10,000 VRM	SYSTEM RELIABILITY: (The mean distance between mechanical failures)	25,000 VRM

2. **Pavement Condition**
    1. Percentage of pavements on the Interstate System in Good condition.
    2. Percentage of pavements on the Interstate System in Poor condition.
    3. Percentage of the non-interstate National Highway System in Good condition.
    4. Percentage of the non-interstate National Highway System in Poor condition.

3. **Bridge Condition**
    1. Percentage of National Highway System bridges classified as in Good condition.
    2. Percentage of National Highway System bridges classified as in Poor condition.

4. **NHS Travel Time Reliability**
    1. Percent of the Person-Miles Traveled on the Interstate that are reliable.
    2. Percent of the Person Miles Traveled on the Non-Interstate National Highway System that are reliable.
5. **Freight Reliability**
    1. Percentage of Interstate System mileage providing reliable truck travel time.
6. **Traffic Congestion**
    2. Annual hours of peak hour excessive delay per capita.
    3. Percentage of Non-Single Occupancy Vehicle Travel.
7. **Total Emissions Reduction**
    1. Total emissions reductions by applicable pollutants under the CMAQ program.

Every five years MDOT, in conjunction with the MPOs, updates the long-range transportation plan, known as the Mississippi Unified Long-Range Transportation Infrastructure Plan (MULTIPLAN). Through this effort, and predating MAP-21 requirements, MDOT has incorporated performance-based planning by establishing long-term planning goals supported by investment strategies to accomplish these goals. While several funding strategies were identified and analyzed, the final plan places emphasis on the top two – Expected Funding and Adequate Funding. The Expected Funding Scenario is based on historical revenues and places the top priority on maintenance and preservation of the existing system. The Adequate Funding Scenario also emphasizes maintenance and preservation but outlines capacity improvements that could be accomplished if additional funding was to be provided. Until additional revenue becomes available, MDOT's program will be based on the Expected Funding Scenario.

This STIP was developed in consideration of the established performance targets by allocating the maximum available funding to maintenance and preservation of State Maintained pavements and bridges and to safety. MDOT uses extensive data collection efforts and pavement, bridge, and safety management systems to analyze data, identify and prioritize projects, and optimize available funds (see Project Prioritization above). The resulting projects are evaluated by MDOT staff and reprioritized as needed to achieve performance targets and link investment decisions to goals. In addition, MDOT will continue to coordinate with the MPOs and other stakeholders through the development of the STIP to support regional goals, objectives, and targets, to the maximum extent practicable.

Attachment 1
Transportation Improvement Plan Procedures