



## 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 introduced 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 sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance 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

1. Total number of traffic related fatalities on all public roads.
2. Rate of traffic related fatalities on all public roads per 100 million VMT.
3. Total number of traffic related serious injuries on all public roads.



4. Rate of traffic related serious injuries on all public roads per 100 million VMT.
5. Total number of non-motorized fatalities and serious injuries on all public roads.

## **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**



## **Transportation Improvement Program Procedures Summary**

The Transportation Improvement Program (TIP) is one of the most important products of the MPO's planning process.

### **What is the TIP?**

The Transportation Improvement Program (TIP) is a financially constrained four-year program for addressing short-term transportation priorities that are consistent with the area's long-range transportation plan (LRTP).

The TIP allocates the limited transportation resources among the various capital and operating needs of the area, based on locally developed priorities. The TIP:

- | Outlines federally funded transportation investments for a four-year period
- | Covers an agreed upon list of priority projects for the region
- | Is updated every two years
- | May be amended every 6 months or as needed
- | Is realistic in terms of available funding
- | Is approved by the MPO and the Governor
- | Will be financially constrained
- | Is incorporated into the Statewide Transportation Improvement Program

### **What role does the MPO play?**

The TIP is developed and approved by the MPO and is included, without modification, in the Statewide Transportation Improvement Program (STIP) following approval by the Governor. The TIP can be modified at any time subject to approval of the MPO technical and policy committees.

### **How is the TIP funded?**

Federal funding made available through the Surface Transportation Block Grant (STBG) is transferred first to the Mississippi Department of Transportation (MDOT), and then allocated to the MPO in a population-based formula. The funds are allocated through the MPO to local public agencies for eligible transportation improvement projects.

### **What roads are eligible in the Hattiesburg Urbanized Area?**

Any functionally classified road within the urbanized area is eligible for Federal funding.

### **What are the funding requirements?**

Safety projects may be 100% federally funded but may not exceed 10% of the annual STBG allocation. Other projects are eligible for 80% federal funding.

### **Eligible Projects Include:**

Projects that improve traffic flow, reduce congestion, enhance safety, reduce vehicle idling, reduce vehicle miles traveled, provide access to public transit, and improve the modal options and intermodal connectivity for people and goods.

- | New signals, signal upgrades, signal systems
- | Turn lanes, intersection geometry improvements