

Performance Planning Target Setting Procedures

This procedure will ensure standardized information and will assist in improved monitoring and auditing of federal transportation funds, and will ensure the requirements of 23 CFR 450.314 (h) are met.

On May 27, 2016, the final rule for statewide and metropolitan transportation planning was published, based on 2012's Moving Ahead for Progress in the 21st Century (MAP-21) Act and 2015's Fixing America's Transportation System (FAST) Act. As part of this final rule, 23 CFR 450.314 (h) was amended to state:

(1) The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing 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 region of the MPO (see § 450.306(d)), and the collection of data for the State asset management plan for the NHS for each of the following circumstances:

(i) When one MPO serves an urbanized area;

(ii) When more than one MPO serves an urbanized area; and

(iii) When an urbanized area that has been designated as a TMA overlaps into an adjacent MPA serving an urbanized area that is not a TMA.

(2) These provisions shall be documented either:

(i) As part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section; or

(ii) Documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.

The phase-in deadline for this requirement is May 27, 2018. As of March 2018, rulemakings related to several Federal Highway Administration (FHWA) performance management requirements have not yet been finalized, meaning that processes for performance management coordination and implementation are still being developed. Recognizing that the agreement and process outlined below may change based on future rulemakings and guidance, the following approach is being cooperatively proposed between the Alaska Department of Transportation and Public Facilities (DOT&PF) and the State's Metropolitan Planning Organizations (MPO), the Anchorage Metropolitan Area Transportation Solutions (AMATS) and the Fairbanks Metropolitan Area Transportation System (FMATS) to address 23 CFR 450.314 (h).

The DOT&PF, AMATS and FMATS agree to the following provisions. The communication outlined in these provisions between the DOT&PF and the MPOs will generally be through the DOT&PF MPO Coordinators (AMATS and FMATS), DOT&PF Statewide Planning Chief, the AMATS MPO Coordinator and the FMATS Executive Director.

1) Sharing of transportation performance data

- a. At the request of the MPOs, DOT&PF will provide each MPO with the statewide performance data, and will also provide each MPO with subsets of the statewide data, based on their planning area boundaries. Updates of this data will include prior performance data, if applicable.
- b. If either MPO chooses to develop their own target for any measure, they will provide DOT&PF with any supplemental data they use in their target setting process.
- c. Providers of public transportation (railroad and bus transit) are represented by the MPOs and will submit their performance data directly to the MPOs. The DOT&PF may request a copy of this data at any time.

2) Selection of performance targets

- a. DOT&PF will develop draft statewide performance targets in coordination with the MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. The MPOs shall be given an opportunity to provide comments on statewide targets before final statewide targets are adopted by the DOT&PF. Final targets will be communicated to the MPOs.
- b. If an MPO chooses to adopt their own target for any measure, they will develop draft MPO performance targets in coordination with DOT&PF. Coordination methods will be at the discretion of the MPO, but Program Development and Statewide Planning will be provided an opportunity to comment on the draft MPO performance targets prior to final approval by the MPO. Final targets will be communicated to the DOT&PF.
- c. Providers of public transportation will be responsible for selecting their own performance targets and submitting them to the MPOs for record-keeping purposes. The MPOs will share these targets with the DOT&PF at their request.

3) Reporting of performance targets and data

- a. DOT&PF performance targets will be reported to the FHWA. The MPOs will be notified via email when DOT&PF has reported final statewide targets.
- b. MPO performance targets will be reported to the DOT&PF MPO Coordinators.
 - i. For each target, the MPO will provide the following information no later than 180 days after the date DOT&PF reports performance targets to the FHWA, or the date specified by federal code.
 - 1. A determination of whether the MPO is 1) agreeing to plan and program projects so that they contribute toward the accomplishment of the DOT&PF performance target, or 2) setting a quantifiable target for that performance measure for the MPO's planning area.
 - 2. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
 - 3. Documentation of the MPO's target or support of the statewide target will be provided in the form of a resolution or meeting minutes of the MPO submitted to the DOT&PF MPO Coordinators.

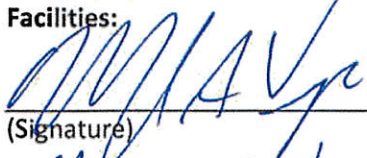
4. If the MPO will be supporting the DOT&PF performance target, the MPO will identify within the TIP those projects which support the performance targets.
- c. DOT&PF will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.
- d. MPOs will include information outlined in 23 CFR 450.324 (f) (3-4) in any metropolitan transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any transportation improvement program amended or adopted after May 27, 2018.
- e. MPOs will annually report their safety performance targets in the form of a resolution, or meeting minutes of the MPO, or System Performance Report update in accordance with 23 CFR 490.213. MPOs may also include progress toward targets in this annual update.
- f. Reporting of performance targets and data by DOT&PF and the MPOs shall conform to 23 CFR 490.

4) Collection of data

- a. The DOT&PF will be responsible for:
 - i. Safety: Collection of fatality and serious injury data on all public roads.
 - ii. Bridge & Pavement: Collection of condition data on the Interstate & Non-Interstate National Highway System.
 - iii. Travel Time: Download, evaluation and preparation of the National Performance Measure Research Data Set (NPMRDS), the speed and travel time data sets provided by FHWA.
- b. MPO will be responsible for the following:
 - i. Notify the DOT&PF if they choose to use their own performance or condition data and if they choose to start collecting data in response to the federal performance management requirements.
 - ii. If the MPO will be collecting their own data, the MPO will provide an annual update of performance data to the DOT&PF MPO Coordinators for integration into statewide performance reporting requirements.
 - iii. Collecting and recording data from the providers of public transportation represented by the MPOs.

I declare to the best of my knowledge and ability that we will adhere to the above requirements.

Alaska Department of Transportation and Public Facilities:



(Signature)

MICHAEL A. VIGUE
(Please Print Name)

DIRECTOR, PROGRAM DEVELOPMENT
(Title)

MARCH 20, 2018
(Date Signed)

Anchorage Metropolitan Area Transportation Solutions:



(Signature)

David M. Kemp
(Please Print Name)

Central Region Director
(Title)

5-14-2018
(Date Signed)

MEMORANDUM OF UNDERSTANDING (MOU)

BETWEEN

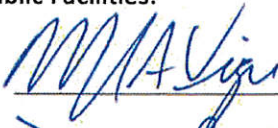
THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES (DOT&PF), THE ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS (AMATS) AND THE FAIRBANKS METROPOLITAN AREA TRANSPORTATION SYSTEM (FMATS)

1. **PURPOSE AND SCOPE.** The purpose of this MOU is to support a performance-based approach to the metropolitan transportation planning and programming process as specified in 23 USC 134 (h)(2), 23 USC 135(d)(2), 49 USC 5303(h)(2), 49 USC 5304(d)(2), 23 CFR 450.206(c), 23 CFR 450.314(h), and 49 CFR 613.
2. **RESPONSIBILITIES.** To the extent practicable, DOT&PF, AMATS and FMATS will work cooperatively to:
 - 2.1. Develop and share information related to transportation performance data.
 - 2.2. Select performance targets.
 - 2.3. Promptly report performance targets whenever a target is adopted or changed.
 - 2.4. Follow the specific procedures identified in the most current version of the Performance Planning Target Setting Procedures document. **See Attached**
3. **CONTRACTUAL OBLIGATIONS.** This MOU is not a legally binding agreement and creates no legally binding obligations for any party. Any party may, upon written notice, amend or discontinue its role outlined in the MOU. Because of this mutual desire to proceed, each party fully intends to make a good faith effort to achieve the goals described above, including working together to comply with federal and state laws.
4. **DATA SHARING.** The parties acknowledge that this MOU, as well as any data created, collected, stored, or received under the terms of this MOU, are considered public data, with the exception of personal information protected by law, and shall be openly shared between the two parties for carrying out the purposes of this federal mandate.
5. **EFFECTIVE DATE.** This MOU shall be effective when all appropriate signatures have been obtained by DOT&PF, AMATS and FMATS.
6. **MODIFICATION.** Any amendments to this MOU must be mutually agreed to in writing.
7. **TERMINATION.** The terms of this MOU may be terminated by any one of the signatory parties by giving 90 days written notice to each of the other parties. This MOU will remain in effect until terminated as provided in this clause, or until amended or replaced by a new MOU.

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I concur with this Memorandum of Understanding

Alaska Department of Transportation
and Public Facilities:

By: 

Title: DIRECTOR, PROGRAM DEVELOPMENT

Date: MARCH 20, 2018

Anchorage Metropolitan Area
Transportation Solutions:

By: 

Title: Central Regio. Director

Date: 5-14-2018