



Agenda Item 4D: Action

Supporting KDOT Federal Performance Measure Targets

Peter Mohr, Manager of Transportation Engineering & Data

Executive Summary

The FHWA and FTA jointly issued a Planning Rule that establishes various performance measures to assess roadway safety (PM1), pavement and bridge condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. For these performance measures, MPOs are required to either set their own targets or support the targets set by their respective state DOTs. In 2024, WAMPO chose to support KDOT in achieving its federal performance-measure targets. The TPB is now asked to vote on whether to continue to support KDOT's 2025 federal performance-measure targets.

Performance-Based Planning

Performance management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures (PMs) are quantitative criteria used to evaluate progress. Performance-measure targets are the benchmarks against which progress is assessed using available data.

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly issued a Planning Rule to document changes in the statewide and metropolitan planning processes consistent with the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act. This rule specifies the requirements for state Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to implement a performance-based approach to planning and programming.

Federal Performance Measures (PMs)

Under the Planning Rule framework, the FHWA has three performance-measure rules (PM1, PM2, and PM3) and the FTA has a transit-asset-management rule and a transit-safety rule. These rules establish performance measures to assess roadway safety (PM1), pavement and bridge condition (PM2), system performance (PM3), transit asset management (TAM), and transit safety. The Planning Rule and the FHWA and FTA performance-measure rules also specify how MPOs should set targets, report performance, and integrate performance measurement into their Long-Range Transportation Plans (LRTPs), which are also referred to as Metropolitan Transportation Plans (MTPs), and Transportation Improvement Programs (TIPs). MPOs may either set their own targets for each performance measure or support the targets set by their respective state DOTs.

In 2024, WAMPO supported the state PM1, PM2, PM3, and TAM targets developed by the Kansas Department of Transportation (KDOT). Since then, KDOT has established new PM1 safety targets for 2025. For PM2, pavement and bridge condition, KDOT updated their 2025 target for the percentage of Interstate pavements in good condition. For PM3, system performance and freight movement, KDOT revised their 2025 target for the Truck Travel Time Index. To support KDOT in achieving these targets, WAMPO incorporates evaluation criteria for safety, pavement/bridge condition, and traffic congestion into the project-selection process. The WAMPO Technical Advisory Committee (TAC) recommends continuing to support KDOT in reaching their 2025 targets.



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PM1: Highway Safety

Federal Performance Measure	2024 Target	2025 Target (New)
Number of fatalities	400	390
Fatalities per 100 million vehicle miles traveled (VMT)	1.29	1.25
Number of serious injuries	1,400	1,875
Serious injuries per 100 million VMT	4.47	6.2
Number of Nonmotorized fatalities and serious injuries	170	195

PM2: Pavement and Bridge Condition

Federal Performance Measure	Previous 2025 Target	Updated 2025 Target
Percent of Interstate pavements in good condition	61%	70%
Percent of Interstate pavements in poor condition	0.40%	0.40% (unchanged)
Percent of non-Interstate National Highway System (NHS) pavements in good condition	61%	61% (unchanged)
Percent of non-Interstate NHS pavements in poor condition	1.70%	1.70% (unchanged)
Percent of NHS bridges by deck area classified as in good condition	72%	72% (unchanged)
Percent of NHS bridges by deck area classified as in poor condition	3%	3% (unchanged)

PM3: System Performance

Federal Performance Measure	Previous 2025 Target	Updated 2025 Target
Percent of person-miles on the Interstate system that are reliable	98.0%	98.0% (unchanged)
Percent of person-miles on the non-Interstate NHS that are reliable	98.0%	98.0% (unchanged)
Truck Travel Time Reliability (TTTR) Index	1.10	1.13



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Transit Asset Management (TAM)

Federal Performance Measure		ULB*	TERM	Replacement Threshold	Annual Target (Established in 2022)
Rolling Stock % of revenue vehicles that have met/exceeded their ULB	Over-the-Road Bus	14	NA	14 years / 750K Miles	25% (unchanged)
	Full-Sized Bus	14	NA	12 years / 500K Miles	25% (unchanged)
	Cutaway Bus	10	NA	5 years / 100K Miles	25% (unchanged)
	Van	8	NA	5 years / 100K Miles	25% (unchanged)
	Minivan	8	NA	5 years / 100K Miles	25% (unchanged)
	Automobile	8	NA	--	--
Equipment % of non-revenue vehicles that have met/exceeded their ULB	Van	8	NA	5 years / 100K Miles	75% (unchanged)
	Minivan	8	NA	5 years / 100K Miles	75% (unchanged)
	SUV	8	NA	5 years / 100K Miles	75% (unchanged)
	Automobile	8	NA	5 years / 100K Miles	75% (unchanged)
	Cutaway Bus	10	NA	--	--
Facilities % of facilities (by group) that are rated less than 3.0 on the TERM Scale.	Administrative	NA	3.0	--	25% (unchanged)
	Maintenance	NA	3.0	--	25% (unchanged)
	Parking	NA	3.0	--	25% (unchanged)
	Passenger	NA	3.0	--	25% (unchanged)

*Useful Life Benchmark

TAC Recommendation

Approve supporting KDOT's 2025 federal performance-measure targets, as presented.

Action Options

- » **Approve** supporting KDOT's 2025 federal performance-measure targets, **as presented**.
- » **Not approve** supporting KDOT's 2025 federal performance-measure targets.
- » **Approve** supporting KDOT's 2025 federal performance-measure targets, **with specific changes**.