

ITEM#: 4
DATE: 01-12-23
DEPT: MPO

TRANSPORTATION TECHNICAL COMMITTEE ACTION FORM

SUBJECT: ROADWAY SAFETY TARGETS

BACKGROUND:

The Iowa Department of Transportation submitted its State Highway Safety Improvement Program (HSIP) annual report to the Federal Highway Administration on August 31, 2022. Included in this report are the State's 2019-2023 roadway safety targets for the performance measures established in [23 CFR § 490](#). The table below shows these targets:

Performance Measure	Five-Year Rolling Averages	
	2017-2021 Baseline	2019-2023 Target
Number of Fatalities	337.2	351.4
Fatality Rate*	1.029	1.037
Number of Serious Injuries	1,376.4	1,398.2
Serious Injury Rate*	4.193	4.264
Non-Motorized Fatalities and Serious Injuries	130.0	134.4

**Rates are per 100 million vehicle miles traveled (VMT)*

Each MPO is required to establish 2019-2023 roadway safety targets within 180 days of the State. Since the HSIP report and included targets were submitted to FHWA on August 31, 2022, the **MPO's deadline to establish roadway safety targets is February 27, 2023**. MPO's can either choose to support the State's target or set their own quantifiable targets in a process approved by the Iowa DOT.

These performance measures apply to all public roadways within the Ames Area MPO, regardless of classification or ownership. Upon approving roadway safety measures, the Ames Area MPO will be required to reflect the performance measures and targets in all future Metropolitan Transportation Plans and Transportation Improvement Programs. Each update to the Metropolitan Transportation Plan will report system performance measure progress towards achieving these targets. The Transportation Improvement Programs will be required to describe how implementation of the TIP anticipates making progress towards achieving the targets.

ALTERNATIVES:

1. Recommend supporting the roadway safety performance targets established by the Iowa Department of Transportation in coordination with Iowa MPOs.
2. Recommend that the Ames Area MPO set its own quantifiable targets for the roadway safety performance measures in coordination with the Iowa Department of Transportation.

MPO ADMINISTRATOR'S RECOMMENDED ACTION:

The Iowa DOT developed these roadway safety targets in coordination with all the Iowa MPOs.

Therefore, it is the recommendation of the MPO Administrator that the Transportation Technical Committee adopt Alternative No. 1.

ITEM#: 5
 DATE: 01-12-23
 DEPT: MPO

TRANSPORTATION TECHNICAL COMMITTEE ACTION FORM

SUBJECT: PM2 (PAVEMENT & BRIDGE) & PM3 (SYSTEM PERFORMANCE & FREIGHT) TARGETS

BACKGROUND:

On October 3, 2022, the Iowa DOT informed the Iowa MPOs that it has established new targets for several required FHWA performance measures, as established in [23 CFR § 490](#). This included targets for pavement and bridge performance measures (PM2) and system performance and freight measures (PM3). These targets are summarized in the following table:

Iowa DOT Targets for 2022-2025 Performance Period

	Topic	Performance measure(s)	Baseline (CY 2021 data)	Proposed 2-year target (CY 2023 data)	Proposed 4-year target (CY 2025 data)
PM2	Pavement	Percentage of pavements of the Interstate System in Good condition	58.8%	55.0%	55.0%
		Percentage of pavements of the Interstate System in in Poor condition	0.4%	3.0%	3.0%
		Percentage of pavements of the non-Interstate NHS in Good condition	37.9%	35.0%	35.0%
		Percentage of pavements of the non-Interstate NHS in Poor condition	3.7%	6.0%	6.0%
	Bridge	Percentage of NHS bridges classified as in Good condition	48.6%	52.5%	56.0%
		Percentage of NHS bridges classified as in Poor condition	2.4%	5.0%	6.6%
PM3	System Performance	Percent of person-miles traveled on the Interstate that are reliable	99.9%	98.0%	98.0%
		Percent of person-miles traveled on the non-Interstate NHS that are reliable	96.5%	94.0%	94.0%
	Freight	Truck Travel Time Reliability Index (Interstate only)	1.13	1.25	1.25

Each MPO is required to establish 4-year targets for the PM2 and PM3 performance measures within 180 days of when the State targets are set. Since the Iowa DOT set its targets on October 3, 2022, the **MPO’s deadline to establish targets for PM2 and PM3 performance measures is April 1, 2023**. MPO’s can either choose to support the State’s target or set their own quantifiable targets in a process approved by the Iowa DOT.

These performance measures apply to all public roadways within the Ames Area MPO, regardless of classification or ownership. Upon approving targets for the PM2 and PM3 performance measures, the Ames Area MPO will be required to reflect the performance measures and targets in all future Metropolitan Transportation Plans and Transportation Improvement Programs. Each update to the Metropolitan Transportation Plan will report

system performance measure progress towards achieving these targets. The Transportation Improvement Programs will be required to describe how implementation of the TIP anticipates making progress towards achieving the targets.

ALTERNATIVES:

1. Recommend supporting the PM2 and PM3 targets established by the Iowa Department of Transportation in coordination with Iowa MPOs.
2. Recommend that the Ames Area MPO set its own quantifiable targets for the PM2 and PM3 performance measures in coordination with the Iowa Department of Transportation.

MPO ADMINISTRATOR'S RECOMMENDED ACTION:

The Iowa DOT developed these PM2 and PM3 targets in coordination with all the Iowa MPOs.

Therefore, it is the recommendation of the MPO Administrator that the Transportation Technical Committee adopt Alternative No. 1.

ITEM#: 6
 DATE: 01-12-23
 DEPT: MPO

TRANSPORTATION TECHNICAL COMMITTEE ACTION FORM

SUBJECT: TRANSIT ASSET MANAGEMENT (TAM) PERFORMANCE TARGETS

BACKGROUND:

Each year, CyRide develops a Transit Asset Management (TAM) Plan, as required by the Federal Transit Administration (FTA). This TAM Plan includes new performance targets for the next five-year period starting the following year. These targets are shown in the following table:

Class	2022 Target	2022 Year-End Results	2023 Performance Target	2024	2025	2026	2027
Rolling Stock 40'-60' Buses	30%	35%	27% of fleet exceeds CyRide's ULB of 15 yrs.	16%	23%	22%	37%
Rolling Stock Cutaways	22%	22%	0% of fleet exceeds FTA ULB of 8 yrs.	0%	0%	0%	0%
Rolling Stock Minivans	0%	100%	Eliminate Asset Category	0%	0%	0%	0%
Equipment Shop Trucks	50%	0%	0% of fleet exceeds CyRide's ULB of 10 yrs.	0%	0%	0%	0%
Facilities Admin./Maint.Facility	0%	0%	0% of facilities rated under 3.0 on TERM scale	0%	0%	0%	0%
Facilities Ames Intermodal Facility	0%	0%	0% of facilities rated under 3.0 on TERM scale	0%	0%	0%	0%

CyRide had the following notes related to their TAM performance targets:

- CyRide did not meet the 40'-60' HD Bus performance target for 2022 due to the limited supply chain. Buses were on order but just not delivered prior to the end of the fiscal year. The articulated bus is expected to be delivered in November 2022 and the two electric buses by February 2022. CyRide met the cutaway (minibus) targets in replacing 6 buses as anticipated. CyRide plans to replace three more cutaway buses with low-floor buses in 2023. CyRide anticipates that 0% of this fleet will exceed CyRide's ULB of 8 years by the end of 2023. Additionally, CyRide originally anticipated replacing the minivan in 2022 but after discussions with our contractor, HIRTA, CyRide has decided to sell this minivan that is past its useful life and purchase a larger low-floor cutaway bus that will provide better service to our Dial-A-Ride passengers than a high floor cutaway. The MV1 minivan is no longer available and parts are now

discontinued. Dial-A-Ride passengers will be able to board the bus easier with a low-floor cutaway bus. Therefore, we will eliminate this minivan asset category in 2023.

- No shop truck equipment is expected to exceed the useful life benchmark (ULB) of 10 years for 2023 through 2027.
- The facilities are both rated a 4 on the TERM scale in 2022 for both the admin/maintenance facility and Ames Intermodal Facility. CyRide has been renovating the HVAC system over the last three years and is planning a major shop rehabilitation in the summer of 2023 to expand the parts storage for mechanics and update the shop area for the first time since the facility was built in 1983. Ongoing maintenance will continue for the Ames Intermodal Facility that opened in 2012. Therefore, we believe that 0% of these facilities will be rated under 3.0 on the TERM scale through 2027.

It is federally mandated that CyRide provides their updated TAM Plan and associated targets to the MPO. However, the MPO is not required to update or modify their performance targets to match CyRide's. Even though the MPO is not required to update or modify targets, it is typical that the MPO adopts CyRide's updated TAM targets within 180 days of receiving CyRide's TAM Plan so that MPO planning efforts reflect the most up-to-date TAM targets. Since CyRide submitted its TAM Plan to the MPO on October 7, 2022, **it would be appropriate that the MPO updates its TAM targets to match CyRide's by April 5, 2023.**

Upon approving new TAM targets, the Ames Area MPO will be required to reflect the new targets in all future planning document updates such as Metropolitan Transportation Plans and Transportation Improvement Programs. Each update to the Metropolitan Transportation Plan reports baseline conditions and system performance progress towards achieving these targets. Transportation Improvement Programs are required to describe how implementation of the TIP anticipates making progress towards achieving the targets.

ALTERNATIVES:

1. Recommend supporting the Transit Asset Management (TAM) targets established by CyRide.
2. Recommend supporting the Transit Asset Management (TAM) targets established by CyRide, with Transportation Technical Committee modifications.
3. Recommend that the MPO not update its Transit Asset Management (TAM) targets.

MPO ADMINISTRATOR'S RECOMMENDED ACTION:

The proposed transit asset management (TAM) targets were developed by CyRide as a part of their Transit Asset Management Plan. Adopting these targets would allow MPO planning efforts to reflect the most up-to-date TAM targets.

Therefore, it is the recommendation of the MPO Administrator that the Transportation Technical Committee adopt Alternative No. 1.