



SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION NOTICE OF PUBLIC MEETING

Pursuant to A.R.S. § 38-431.02, notice is hereby given to the members of the SVMPO and to the general public that the SVMPO will hold a meeting open to the public on Thursday, September 20, 2018 at 3:30 pm, in the City Manager's Conference Room, City Hall, 1011 N. Coronado Drive.

A copy of the agenda for the meeting will be available at www.svmppo.org at least twenty-four hours in advance of the meeting.

Dated this 12th day of September, 2018

SVMPO

A handwritten signature in black ink, appearing to read 'Karen Lamberton', is written over a horizontal line.

By Karen L. Lamberton
SVMPO Administrator

The meeting room is accessible to those individuals with mobility impairments. Individuals with disabilities may request special accommodations or individuals with limited English proficiency and are in need of an interpreter may contact Karen Lamberton at 520.515.8525 at least 48 hours before the meeting time to request accommodations.

Si necesita acomodaciones especiales o un interprete para esta conferencia, debe pnerse en contacto con Karen Lamberton al numero 520.515.8525 por lo menos cuarenta y ocho (48) hora antes de la conferencia.

Post by September 18, 2018



SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION EXECUTIVE BOARD: REGULAR MEETING AGENDA: SEPTEMBER 20, 2018

MEETING LOCATION:

City of Sierra Vista: City Hall
City Manager's Conference Room
1011 North Coronado Drive
Sierra Vista, AZ 85635

To attend the meeting by telephone:
Call 1-415-655-0001. Meeting # 807998048.
Enter # for Attendee ID. For Arizona Relay
Service use 1-800-367-8939, or dial 7-1-1.

MEETING DATE AND TIME:

September 20, 2018
3:30 PM

FOR MORE INFORMATION OR TO REQUEST ACCOMMODATION FOR SPECIAL NEEDS:

Website: www.svmppo.org
Email: SVMPO@SierraVistaAZ.gov
Administrator Phone: 520-515-8525

SVMPO BOARD OF DIRECTORS

One or more members may participate via teleconference

Chair:	Rick Mueller, Mayor, City of Sierra Vista
Vice-Chair:	Pat Call, Supervisor, Cochise County
Member:	Rachel Grey, Councilmember, City of Sierra Vista
Member:	Craig Mount, Councilmember, City of Sierra Vista
Member:	Joy Banks, Councilmember, Town of Huachuca City
Member (Non-Voting)	Rod Lane, Arizona Department of Transportation

STAFF:

SVMPO Administrator: Karen L. Lamberton, AICP

Please let the Chair know before the meeting if you wish to speak about an item that is on the Agenda.

1. CALL TO ORDER AND ROLL CALL

2. ACCEPTANCE OF THE AGENDA

3. CALL TO THE PUBLIC

This is the time set aside for the public to comment. Speakers are limited to a three-minute presentation and may also submit written comments for the Board files. Members of the Board may not discuss items that are not specifically identified on the agenda. Therefore, pursuant to

A.R.S. § 38-431.01 (H) action taken as a result of public comment is limited to responding to any criticism, directing staff to review the matter, or scheduling the matter for discussion at a later date.

4. APPROVAL OF MEETING MINUTES

Action: Approval of the SVMPO Regular Meeting Minutes of July 19, 2018.

OLD BUSINESS: PRESENTATION/DISCUSSION/POSSIBLE ACTION

5. TIP: FY19 Current Status

This is an informational item.

6. TRANSPORTATION ASSET MANAGEMENT (TAM) Performance Measures Charter

Action: The Executive Board will discuss and take possible action regarding the Performance Measures Charter along with transit asset management targets. The Executive Board will discuss and provide direction to the Administrator regarding the potential addition of a transit voting member on the Technical Advisory Committee, subject to revising the SVMPO bylaws.

NEW BUSINESS: PRESENTATION/DISCUSSION/POSSIBLE ACTION

7. WORK PROGRAM AMENDMENT: FY19 Funding Adjustments

Action: The Executive Board will discuss and take possible action regarding Amendment One to the SVMPO Work Program.

8. NATIONAL HIGHWAY SYSTEM PERFORMANCE MEASURES

Action: The Executive Board will discuss and take possible action regarding National Highway System Performance targets.

INFORMATIONAL ITEMS/DIRECTION TO SVMPO ADMINISTRATOR MAY BE GIVEN

9. DISTRICT ENGINEERS REPORT

ADOT will report on the status of current and potential ADOT projects within the region.

This is an informational item.

10. UPCOMING SCHEDULED MEETINGS and ADMINISTRATOR'S REPORT

Rural Summit set for October 24-26, 2018. Lake Havasu City, Arizona
SVMPO TAC meeting set for November 1, 2018 at 1 p.m. Public Works/Pete Castro Center
SVMPO Board Meeting set for November 15, 2018 at 3:30 p.m. City Hall

- ❖ SVMPO Long-Range Transportation Plan update will be undertaken in 2019-2020. Two updated plans will be completed first: the Public Participation Plan and the Title VI Plan. Drafts of those two plans are anticipated for the Board's next meeting in November.
- ❖ The SVMPO has completed recommendations to FHWA on proposed revisions to Federally Funded Roadway Classifications. The State is re-balancing the entire State network: several roadways were recommended for inclusion in the Federal Classification system.
- ❖ Arizona Department of Transportation has been awarded \$1 million dollars for developing a data portal in southern Arizona: \$100,000 has been identified for the SVMPO region.

11. ANNOUNCEMENTS AND UPDATES

This is the time set aside for the Executive Board to share information and current events.

12. FUTURE AGENDA ITEMS

13. ADJOURNMENT

The meeting room is accessible to those individuals with mobility impairments. Individuals with disabilities who require special accommodations or have limited English proficiency and are in need of an interpreter may contact Karen Lamberton at 520.515.8525 at least 72 hours before the meeting time to request accommodations.

Si necesita acomodaciones especiales o un interprete para esta conferencia, debe pnerse en contacto con Karen Lamberton al numero 520.515.8525 por lo menos setenta y dos (72) hora antes de la conferencia.



SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION EXECUTIVE BOARD MEETING MINUTES: JULY 19, 2018

DRAFT

MEETING LOCATION:

City of Sierra Vista, City Hall
City Manager's Conference Room
1011 North Coronado Drive
Sierra Vista, AZ 85635

To attend the meeting by telephone:
Call 1-415-655-0001. Meeting # 807998048.
Enter # for Attendee ID. For Arizona Relay
Service use 1-800-367-8939, or dial 7-1-1.

MEETING DATE AND TIME:

July 19, 2018
3:30 PM

FOR MORE INFORMATION OR TO REQUEST ACCOMMODATION FOR SPECIAL NEEDS:

Website: www.svmppo.org
Email: SVMPO@SierraVistaAZ.gov
Administrator Phone: 520-515-8525

EXECUTIVE BOARD MEMBERS IN ATTENDANCE:

Chair	Rick Mueller, Mayor, City of Sierra Vista
Member	Rachel Gray, Councilmember, City of Sierra Vista (arrived 3:46 p.m.)
Member	Craig Mount, Councilmember, City of Sierra Vista
Member	Joy Banks, Councilmember, Town of Huachuca City
Member (Non-Voting)	Rod Lane, Arizona Department of Transportation

EXECUTIVE BOARD MEMBERS ABSENT

Vice-Chair	Pat Call, Supervisor, Cochise County
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STAFF:

SVMPO Interim Administrator: Andrea Castañon

OTHERS PRESENT:

Mark Hoffman - ADOT
Jeremy Moore - ADOT
Carolyn Umphrey – City of Sierra Vista HR
Karen Lambertson – SVMPO TAC Member

1. CALL TO ORDER AND ROLL CALL

Chair Mueller called the meeting to order at 3:34 p.m. Chairman Mueller, Members Mount, Banks and Lane were present. A quorum was present.

2. ACCEPTANCE OF THE AGENDA

Chair Mueller asked for a motion to accept the agenda of July 19, 2018, Regular Meeting of the SVMPO Board of Directors.

MOTION: Member Craig Mount

SECOND: Member Joy Banks

ACTION: PASSED UNANIMOUSLY 3/0

3. CALL TO THE PUBLIC

This is the time set aside for the public to comment. Members of the Board may not discuss items that are not specifically identified on the agenda. Therefore, pursuant to A.R.S. § 38-431.01 (H) action taken as a result of public comment is limited to directing staff to study the matter, responding to any criticism or scheduling the matter for further consideration and decision at a later date.

No one requested to speak at the Call to the Public.

4. APPROVAL OF MEETING MINUTES (for May 17, 2018)

Chair Mueller asked for a motion to accept Regular Meeting Minutes of the SVMPO Board of Directors.

MOTION: Member Craig Mount

SECOND: Member Joy Banks

ACTION: PASSED UNANIMOUSLY 3/0

5. ANNOUNCEMENTS AND UPDATES

Announcements and updates may be provided by Board Members, SVMPO Administrator or other invitees.

- ❖ Member Rod Lane provided updates on the changes to the structuring of ADOT's, South Central District. He introduced Mr. Jeremy Moore as the Assistant District Engineer.
- ❖ Mr. Jeremy Moore provided updates to the current ADOT construction projects taking place within the SVMPO Boundaries.
- ❖ Member Craig Mount addressed concerns with the traffic controls currently in place along SR 90. Mr. Moore stated he would look into it and see if additional and/or improved controls could be put in place.
- ❖ Member Joy Banks provided information on the status of the Huachuca City bus operations, budget and plans.

Member Rachel Grey arrived during Announcements and Updates at 3:46 p.m.

OLD BUSINESS: DISCUSSION/POSSIBLE ACTION

6. DISCUSSION/ACTION: Fiscal Year 2019-2023 Transportation Improvement Program (TIP)

Ms. Castanon stated that she had responded to public comments/questions via e-mail and included the SVMPO responses in the meeting agenda. There was no further discussion regarding the FY19-23 TIP. Chair Mueller asked for a motion to approve the FY 19 Transportation Improvement Program.

MOTION: Member Craig Mount
SECOND: Member Racheal Gray
ACTION: PASSED UNANIMOUSLY 4/0

7. DISCUSSION/ACTION: SVMPO selection and contract for Ms. Karen Lamberton, SVMPO Administrator.

Ms. Lamberton will begin SVMPO Board Administrator duties effective August 27, 2018.
Chair Mueller asked for a motion to approve the selection and contract.

MOTION: Member Craig Mount
SECOND: Member Racheal Gray
ACTION: PASSED UNANIMOUSLY 4/0

NEW BUSINESS: PRESENTATION/DISCUSSION/POSSIBLE ACTION

8. PRESENTATION/DISCUSSION - SEAGO/SVMPO Strategic Highway Safety Plan (SHSP)

Ms. Karen Lamberton (SVMPO TAC member) presented an executive summary highlighting the final Safety Report. Ms. Lamberton also advised the Board that the SVMPO region was awarded HSIP funds for Charleston Rd. safety improvements along the unincorporated County section.

Informational Item: No Action

9. DISCUSSION/POSSIBLE ACTION – SVMPO Charter

SVMPO/Vista Transit Performance Measure Targets and data sharing. There were several questions on the specifics of the performance measures and targets and if the data requirements was data that Vista Transit could and was collecting. The Board was advised that the intent of the Charter was only to create a framework for open communication among the interested parties (ADOT, SVMPO, and Vista Transit). Chair Mueller proposed/recommended tabling the motion to vote on approving the Charter, as presented, until a briefing from Vista Transit or Ms. Sharon Flissar, Director of Public Works, could be arranged.

MOTION: Member Craig Mount
SECOND: Member Racheal Gray
ACTION: PASSED 3/1 Members Mount, Grey and Chair Muller voting to table the vote on the Charter; Member Joy Banks voting against the Motion to table the vote on the Charter.

10. UPCOMING SCHEDULED MEETINGS

- ❖ SVMPO TAC: August 1, 2018, 10:30 a.m., Public Works Pete Castro Center, Main conference room
- ❖ SVMPO Board: September 20, 2018, 3:30 p.m., City Hall, City Manager’s conference room

11. ADJOURNMENT

Chair Mueller adjourned the meeting at 4:28 p.m.



Sierra Vista Metropolitan Planning Organization Memorandum

To: SVMPO Executive Board
From: Karen L. Lamberton, AICP, SVMPO Administrator
Date: September 20, 2018
Subject: SVMPO FY 2019-2023 Transportation Improvement Program (TIP)

October 1, 2018 is the start of the next federal fiscal year. SVMPO executed a funding transfer of \$163,104 dollars in unused FY18 apportionments to FY19 for programming this fiscal year. This action balanced the TIP ledger going into the next funding cycle.

Three projects are being tracked by the TIP at this time:

1. A City of Sierra Vista North Garden/Fry Blvd Phase 1 project has completed an IGA with ADOT for administering this project as a HURF exchange. Once the IGA has been fully executed and authorization to proceed has been given, the City will begin the design phase. This will be multi-year project with completion anticipated by the end of FY2021. Construction funds in the amount of \$2,285,356 are identified in this current fiscal year.
2. A City of Sierra Vista Adaptive Signal Control project is a Highway Safety funded project in the amount of \$94,710 for the design phase. The design phase was authorized by FHWA on August 30, 2018. ADOT will begin working with staff to develop a Scope of Work and identify a consulting team. Construction funds in the amount of \$841,253 have been identified in this current fiscal year.
3. A Cochise County Charleston Rd. safety improvement project, funded by Highway Safety funds, is being tracked in the SEAGO TIP at this time. However, the project is in the SVMPO region. This project is in two phases, adding rumble strips to both edge and center striping for the length of Charleston Rd. within the unincorporated County limits. This project is in the preliminary assessment stage: initiation of this project will be submitted this fiscal year. A total of \$1.27 million has been awarded for this project.

Attachments: FY 2019-2023 TIP

Action Requested: None/Informational Item Only



Sierra Vista Metropolitan Planning Organization Memorandum

To: SVMPO Executive Board
From: Karen L. Lamberton, AICP, SVMPO Administrator
Date: September 20, 2018
Subject: Transit Asset Management Targets and Charter Agreement

Federal Transit Authority (FTA) was mandated through the 2012 Transportation Reauthorization bill, (MAP-21) to address the issue of managing physical assets through their effective life cycle. FTA then developed four specific performance measures and outlined these requirements in 49 USC 625 Subpart D, effective October 1, 2016.

Transit agencies, like Vista Transit, who receive direct FTA funds, were asked to identify four specific capital investments by October 1, 2018. These were: rolling stock (revenue vehicles such as buses); non-revenue (support) vehicles; facilities and track infrastructure (rail). A cooperative agreement with funding partners were identified as a key element in assuring that transit assets were maintained in a "state of good repair."

A cooperative agreement could be formal, like a Memorandum of Understanding or less formal, like a Charter. ADOT, after discussions with MPO's and Transit Agencies, chose to create a more informal document in order to lessen the burden of regulatory oversight inherent in executed IGA's or MOU's.

Purpose of the Charter Agreement

The primary purpose of the Charter is to develop a cooperative agreement between the Arizona State Department of Transportation, the SVMPO and our local transit agency, Vista Transit, in order to receive FTA funds. The requirement to produce and report these performance measures is already imposed upon the transit agencies. There are no additional requirements placed on the SVMPO other than our agreement to continue to coordinate with our transit agency partners on meeting asset management performance measures and to transmit required information and plans to ADOT and FTA.

The secondary purpose of the Charter is to extend that cooperative agreement to include data and information exchange between ADOT and the SVMPO regarding other performance measures: safety and asset management for the National Highway System. There are no additional requirements placed on the SVMPO other than our agreement to share data with our state partners regarding performance measures.

The underlying reason for the Charter was to address issues that arose, in particular in very large urban areas, where capital development of new services diverted resources from maintaining existing

services. Deteriorating facilities and older, unreliable buses serving older, poorer and mixed racial areas contrasted starkly with the brand-new, higher speed services (like rail lines) extended to new suburban, wealthier and primarily white areas. Lawsuits were filed and attention was focused on transit service choices to abandon long-standing routes in favor of investing in new capital assets. These cooperative agreements are intended to increase the interaction and discussions between government agencies and transit agencies to ensure that decisions going forward are made based on sound data and consider impacts on vulnerable population groups.

There are no defined penalties to the MPO if we fail to execute this Charter; however, failure of Vista Transit to meet all the reporting requirements of FTA could impact their FTA funding.

Transit Asset Management Plan: Vista Transit

Vista Transit has been aware of the new reporting requirements since 2016. They were already tracking their physical assets and life cycle/replacement schedules. The requested data exists and some of it already being reported in the National Transit Database. Vista Transit, in coordination with the SVMPO, has drafted a Transit Management Plan. This Plan includes data about the revenue and non-revenue vehicles and the Vista Transit facilities and sets performance targets as adopted by ADOT. The ADOT targets are conservative and although Vista Transit has a replacement life cycle for their buses that averages every seven years (not ten as set by the ADOT targets) it is recommended that using the more conservative performance targets ensures that these targets can be met more easily in future years.

ADOT Targets for Transit Assets based on FTA established criteria:

- Vehicles - No more than 30% of Revenue Vehicles are past their useful life benchmark, defined as 10 years for cut-away buses.
- Equipment – No more than 50% of equipment (including Non-Revenue Vehicles) are past their useful life benchmark, defined as 8 years for support vehicles.
- Facility's and Facility-related equipment – No more than 20% below condition 3 (Adequate) and 0% below condition 2 (Marginal). Adequate is defined as moderately defective or deteriorated components. Poor is defined as seriously damaged in need of immediate repair.

Impact to the SVMPO

This Charter is simply reiterating the typical activities of an MPO: to facilitate communication and flow of information between the State and Local Public Agencies or other transportation entities, such as Transit Agencies or Airport Operators. It is specifically asking the SVMPO to agree to coordinate on the newly mandated performance measures targets and reporting. It does not change the overall scope of work for the MPO: **it does add a specific task to annual deliverables.**

Funding is not impacted, at this time, by this activity. Two specific considerations for the SVMPO following the execution of this Charter are:

1. During the development of the TIP and the LRTP, project selection should include as a factor the effect that project might have on meeting or failing to meet adopted performance targets; and

2. It would be appropriate, and is strongly encouraged by FTA, to include a voting member on the TAC representing Transit. Large urban areas are required to do so. In large urban areas some transit agencies have elected Boards and in those cases it may be appropriate to have a member on the Executive Board; for small rural areas such as the SVMPO, it is suggested to have a voting member from the lead transit agency on the TAC with their alternate potentially being the regional mobility manager, a smaller transit agency or non-profit provider.

Charter Signatory Review

After review of the proposed Charter, as presented to the SVMPO Board in July, several revisions were made to clarify the roles and responsibilities of each party to this Agreement. Circular language was removed, the requirement for the development of the Transit Asset Management Plan added as a specific bullet point; ensured that requirements and the use of specific phrases stated in the Charter were specifically reflected in the requirements for MPO's as set forth in 23 USC 134: Metropolitan transportation planning.

This slightly revised Charter has been reviewed by Sharon Flissar, Public Works Director and Mike Norman, Vista Transit Administrator and their suggested changes are reflected in this September 2018 version. Both Ms. Flissar and Mr. Norman recommend approval of this Charter and are agreeable to signing the Charter after approval from the SVMPO Board.

It is the recommendation of the SVMPO TAC that the Executive Board adopt the Charter, as presented. It is also the recommendation of the SVMPO TAC that the Executive Board consider adding a voting member to the TAC specifically representing Transit. Although it is acknowledged that Vista Transit is a division of the City of Sierra Vista this seat at the TAC is intended to bring the expertise of the largest transit provider to the regional table.

Attachments: Charter for the SVMPO, Vista Transit and ADOT related to Performance Measure Target Setting and Data Sharing; FTA Transit Asset Management (TAM) Handout.

Actions Requested:

1. **A motion to support the ADOT established transit management targets, as recommended by Vista Transit.**
2. **A motion to approve the Charter Agreement with ADOT and Vista Transit.**
3. **Direction to the SVMPO Administrator on bringing an action before the Board to amend the SVMPO by-laws to add a voting member to the TAC for a transit representative.**

CHARTER FOR
SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION (SVMPO), VISTA TRANSIT AND THE ARIZONA DEPARTMENT OF TRANSPORTATION (ADOT) PERFORMANCE MEASURE TARGET SETTING AND DATA SHARING

This Charter is made and entered into by and among Arizona Department of Transportation (ADOT) as the Designated Recipient for Federal formula funds in the non-urbanized areas, Sierra Vista Metropolitan Planning Organization (SVMPO) as the designated Metropolitan Planning Organization, and Vista Transit, operated by the City of Sierra Vista and the Designated Recipient for Federal formula funds in the urbanized area, referred to collectively as the "PARTIES" or individually as a "PARTY".

This CHARTER shall become effective as of the date it has been approved by all PARTIES.

I. Purpose of the Charter

The PARTIES agree to cooperatively develop and share information related to transportation performance data, the establishment and reporting of performance targets, tracking of progress made towards attainment of performance measures for the SVMPO region, and data related to the State's Asset Management Plan for the National Highway System.

This Charter is pursuant to planning agreement requirements for performance-based planning as defined in applicable federal regulations (see 23 CFR Part 450.314(h)(1) and 23 CFR Part 450.314(h)(2)(ii)). Provisions outlined within this Charter do not modify or replace those outlined in other agreements between PARTIES.

II. Responsibilities of All Parties Pertaining to Target Setting & Data Sharing

- a. All PARTIES acknowledge and agree to implement performance-based planning in accord with applicable federal regulations 23 CFR part 450, 23 CFR 490, 49 CFR 625 and 49 CFR 673.
- b. All PARTIES will coordinate on the establishment of targets to ensure consistency, to the maximum extent practicable.
- c. The PARTIES will adopt performance targets for the metropolitan transportation planning process in accordance with Federal and State requirements.
- d. The PARTIES will ensure that their respective reporting of targets and performance will conform to applicable federal regulations.
- e. Performance Measure targets are required to be established by ADOT, and SVMPO, with consultation with Vista Transit on applicable targets, have the option to agree and adopt them or calculate and establish SVMPO-specific targets.

III. Responsibilities of the Arizona Department of Transportation

- a. ADOT will develop statewide required performance targets in coordination with SVMPO, as applicable. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. ADOT agrees to provide SVMPO with a reasonable opportunity to provide comments on statewide targets prior to the adoption of final statewide targets.
- b. ADOT shall take all actions necessary to meet State and Federal laws required as related to Performance Based Planning and Programming and shall involve all other PARTIES as necessary and appropriate.

- c. ADOT will report its performance targets to FHWA and FTA, as applicable. A copy of the report will be sent to the PARTIES at that time.
- d. ADOT will be responsible for collecting bridge and pavement condition data. The data shall be used for, but not limited to, creation of the State Asset Management Plan for the National Highway System. Safety and other data will also be collected, as required.
- e. Upon request, and when not contractually prohibited, ADOT will share with the PARTIES data obtained or collected to support the development of statewide targets and in support of ongoing performance measure tracking.
- f. To the maximum extent practicable, ADOT will include in its State Transportation Improvement Program (STIP) a description of the anticipated effect of the STIP toward achieving previously established and agreed upon performance targets and will link investment priorities to the established performance targets.

IV. Responsibilities of the Sierra Vista Metropolitan Planning Organization

- a. SVMPO, will review State targets and will either adopt those targets or will develop quantifiable targets for performance measures and will share documentation pertaining to the development, reporting and tracking of those targets with the PARTIES.
- b. The establishment of performance targets will be developed in the SVMPO committee process with final approval by the SVMPO Executive Board.
 - i. SVMPO will receive Vista Transit performance targets for transit asset management, safety and other required transit performance measures targets and, barring a substantive reason, agree to recommend them as the SVMPO targets.
 - ii. SVMPO will receive Vista Transit's Transit Asset Management Plan, and will provide that Plan to ADOT and FTA, as applicable.
 - iii. SVMPO will receive ADOT performance targets for the rural areas and barring a substantive reason, recommend them for adoption as the SVMPO target.
- c. SVMPO will report performance targets and annual progress to FHWA and FTA, as applicable. A copy of all reports will be sent to the PARTIES at that time.
- d. Upon request, and when not contractually prohibited, SVMPO will share with the PARTIES data obtained or collected in support of performance measure tracking.
- e. SVMPO will, by reference in the Long Range Transportation Plan (LRTP), a System Performance Report that includes the condition and performance of the transportation system with respect to performance targets, including progress achieved by SVMPO toward the previously established and agreed upon performance targets.
- f. To the maximum extent practicable, SVMPO will include in its Transportation Improvement Program (TIP) a description of the anticipated effect of the TIP toward achieving previously established and agreed upon performance targets and will link investment priorities to the established performance targets.

V. Responsibilities of Vista Transit

- a. Under FTA Section 5307, Vista Transit will establish transit asset management, safety and other required transit performance targets and share established targets with the PARTIES.
- b. Vista Transit will develop, with input through the Vista Transit committee process, the following required plans and performance measures:
 - i. The Transit Asset Management Plan, known as TAM;

- ii. Other performance targets, such as safety measures, and operational statistical data.
- c. Vista Transit will report performance targets and submit their Transit Asset Management Plan to SVMPO and other applicable state or federal agencies, including the National Transit Database.
- d. Upon request, and when not contractually prohibited, Vista Transit will share with the PARTIES data obtained or collected in support of performance measure tracking.

VI. Conflict Resolution section

If disagreements arise regarding the implementation of this agreement, all PARTIES shall act in good faith to resolve the disagreement. If a resolution cannot be reached, the PARTIES to this agreement agree to meet and have a representative from the Federal Highway Administration or the Federal Transit Administration to assist in resolving the disagreement. In the event a resolution still cannot be reached, the parties hereto agree to abide by required arbitration as set forth for public works in Agreement in Arizona Revised Statutes Section 12-1518

VII. Term

This Charter shall become effective when fully executed by the PARTIES. It shall remain in full force and effect until it is terminated in writing by one or all the PARTIES, whichever date occurs first.

All terms of the Charter are hereby acknowledged and agreed, as certified by the signatures of the Designated Officers affixed hereto:

<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> Michael Normand, Transportation Administrator Vista Transit	Date <hr style="border: 0; border-top: 1px solid black; width: 90%; margin-left: 5px;"/>
<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> Sharon G. Flissar, Public Works Director, City of Sierra Vista	Date <hr style="border: 0; border-top: 1px solid black; width: 90%; margin-left: 5px;"/>
<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> Frederick W. Mueller, Chair, Sierra Vista Metropolitan Planning Organization	Date <hr style="border: 0; border-top: 1px solid black; width: 90%; margin-left: 5px;"/>
<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> Greg Byres, Multimodal Planning Division Director Arizona Department of Transportation	Date <hr style="border: 0; border-top: 1px solid black; width: 90%; margin-left: 5px;"/>

TAM Performance Measures

Background

In 2012, MAP-21 mandated FTA to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The TAM Final Rule 49 USC 625 became effective Oct. 1, 2016 and established four performance measures. The performance management requirements outlined in 49 USC 625 Subpart D are a minimum standard for transit operators. Providers with more data and sophisticated analysis expertise are allowed to add performance measures and utilize those advanced techniques in addition to the required national performance measures.

Performance Measures

Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).

Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.

Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.

Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.



TRANSIT ASSET MANAGEMENT

Data To Be Reported - Optional Report Year 2017, Mandatory Report Year 2018

Rolling Stock: The National Transit Database (NTD) lists 23 types of rolling stock, including bus and rail modes. Targets are set for each mode an agency, or Group Plan Sponsor, has in its inventory.

FTA default ULB or Agency customized ULB: Default ULBs represent maximum useful life based on the TERM model. Agencies can choose to customize based on analysis of their data OR they can use the FTA provided default ULBs.

Equipment: Only 3 classes of non-revenue service vehicles are

collected and used for target setting: 1) automobiles, 2) other rubber tire vehicles, and 3) other steel wheel vehicles.

Facilities: Four types of facilities are reported to NTD. Only 2 groups are used for target setting 1) Administrative and Maintenance and 2) Passenger and Parking.

Infrastructure: The NTD lists 9 types of rail modes; the NTD collects data by mode for track and other infrastructure assets.

BRT and Ferry are NTD fixed guideway modes but are not included in TAM targets.

TAM Performance Metrics: The NTD collects current year performance data. The NTD will collect additional Asset Inventory Module (AIM) data but targets forecast performance measures in the next fiscal year.

TAM Narrative Report: The TAM Rule requires agencies to submit this report to the NTD annually. The report describes conditions in the prior year that led to target attainment status.

www.transit.dot.gov/TAM/ULBcheatsheet

TERM Scale: Facility condition assessments reported to the NTD have one overall TERM rating per facility. Agencies are not required to use TERM model for conducting condition assessment but must report the facility condition assessment as a TERM rating score.

TERM Rating	Condition	Description
Excellent	4.8–5.0	No visible defects, near-new condition.
Good	4.0–4.7	Some slightly defective or deteriorated components.
Adequate	3.0–3.9	Moderately defective or deteriorated components.
Marginal	2.0–2.9	Defective or deteriorated components in need of replacement.
Poor	1.0–1.9	Seriously damaged components in need of immediate repair.

What You Need to Know About Establishing Targets

Include:

- Only those assets for which you have direct capital responsibility.
- Only asset types specifically referenced in performance measure.

Group Plans:

- Only one unified target per performance measure type.
- Sponsors may choose to develop more than one Group Plan.

MPOs:

- MPOs must establish targets specific to the MPO planning area for the same performance measures for all public transit providers in the MPO planning area within 180 days of when the transit provider establishes its targets.
- Opportunity to collaborate with transit providers.

Example Target Calculations

Rolling Stock and Equipment: Each target is based on the agency’s fleet and age. Agencies set only one target per mode/class/asset type. If an agency has multiple fleets in one asset type (see example BU and CU) of different service age, it must combine those fleets to calculate the performance metric percentage of asset type that exceeds ULB and to set the following fiscal year’s target. The performance metric calculation does not include emergency contingency vehicles.

Asset Category	Vehicle Class/Type	Fleet Size	Vehicle age	default ULB	FY 16 Performance Metric (% Exceeding ULB)	FY17 Target
Rolling Stock	Over the road bus (BU)	10	5	14 years	0%	60%
		15	13	14 years		
	Cutaway bus (CU)	19	8	10 years	21%	21%
		5	12	10 years		
	Mini Van (MV)	5	5	8 years	0%	0%
	Van (VN)	1	10	8 years	67%	67%
2		5	8 years			
Equipment	Auto (AO)	5	4	8 years	0%	0%

This example assumes no new vehicle purchases in the calculation of targets for FY17, therefore the FY17 target for over the road bus (BU) increases due to the second fleet vehicles aging another year and exceeding the default ULB. If an agency is more conservative, then it might set higher value targets. If an agency is more ambitious or expects funding to purchase new vehicles, then it might set lower value targets.

There is no penalty for missing a target and there is no reward for attaining a target. Targets are reported to the NTD annually on the A-90 form. The fleet information entered in the inventory forms will automatically populate the A-90 form with the range of types, classes, and modes associated with the modes reported.



Sierra Vista Metropolitan Planning Organization Memorandum

To: SVMPO Executive Board
From: Karen L. Lamberton, AICP, SVMPO Administrator
Date: September 20, 2018
Subject: FY19 SVMPO Work Program & Budget Amendments

The SVMPO Board of Directors adopted the Sierra Vista MPO, Fiscal Year 2019 Work Program & Budget at their regular Board meeting on May 17, 2018. Since that time, ADOT has received the FY19 apportionment information and the SVMPO now has updated carryover amounts from previous fiscal year. This Amendment to the FY19 makes no changes to planned projects.

Three adjustments to the FY19 Work Plan are needed in order to:

- Adjust PL and FTA 5305 apportionment and carryover amounts to reflect available funds for FY19.
- Increase in-kind match amounts required for the available funds from \$52,024 to \$66,714.
- Adjust carry forward on Item 7: Regional Planning to increase from \$15,000 to \$25,000 for the final deliverables from the Street Condition analysis.

Table 1 Revenue Summary Update

REVENUE SOURCE	APPORTIONMENT	OA	IN-KIND MATCH	BUDGET
PL/ FY18 (Carry Forward)	\$ 110,723.00	\$ 110,723.00	\$ 6,693.00	\$117,416.00
SPR / FY18 (Carry Forward)	\$ 54,167.00	\$ 54,467.00	\$ 13,617.00	\$ 68,084.00
PL / FY19	\$ 123,213.00	\$ 123,213.00	\$ 7,448.00	\$130,661.00
SPR / FY19	\$ 125,000.00	\$ 112,500.00	\$ 28,125.00	\$140,625.00
FTA 5305 FY17 (Carry Forward)	\$ 20,230.00	\$ 20,230.00	\$ 5,058.00	\$ 25,288.00
FTA 5305 FY18	\$ 23,093.00	\$ 23,093.00	\$ 5,773.00	\$ 28,866.00
TOTAL		\$ 444,226.00	\$ 66,714.00	\$510,940.00

The Technical Advisory Committee (TAC) reviewed this information at their regular meeting on September 6th and recommend approval of the Work Program Amendment as noted.

Attachments: None

Action Requested: A motion to approve Amendment One of the SVMPO Work Program as presented.



Sierra Vista Metropolitan Planning Organization Memorandum

To: SVMPO Executive Board
From: Karen L. Lamberton, AICP, SVMPO Administrator
Date: September 20, 2018
Subject: National Highway System Performance Measures

Arizona Department of Transportation (ADOT) adopted performance targets, effective May 20, 2018, for the National Highway System in compliance with the federal legislation, Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21). Metropolitan Planning Organizations either support the State targets or may develop their own measures. All National Highway system infrastructure within the Sierra Vista MPO region is on the State system.

ADOT Selected Targets are as follows:

- ❖ NHS Bridges Classified in Good Condition: 2 and 4 year targets: 52%
- ❖ NHS Bridges Classified in Poor Condition: 2 and 4 year targets: 4%
- ❖ Non-Interstate Pavement in Good Condition: 2 and 4 year targets: 31%
- ❖ Non-Interstate Pavement in Poor Condition 2 and 4 year targets: 6%
- ❖ Non-Interstate NHS Travel Time Reliability (reliable travel times of person-miles): 4 year target: 74.9%

ADOT established measures related to the Interstate, Freight and Criteria Pollutants are not applicable to the SVMPO region.

Given that these targets are only applicable to the State within the SVMPO region, the TAC recommends supporting the ADOT established measures noted above.

A letter from the SVMPO is requested by mid-November 2018 stating our support of the established measures or, alternatively, providing our own performance measures.

Attachments: May 16, 2018 Letter from Thor Anderson, ADOT's Performance/Asset Manager; National Highway System in the SVMPO Briefing prepared by the SVMPO Administrator; FHWA Performance Target Handouts for Bridge, Pavement and Reliability

Action Requested: A motion to support the ADOT established performance targets for the National Highway System within the SVMPO region.

May 16, 2018

Andrea Castanon
Interim Administrator
Sierra Vista Metropolitan Planning Organization
401 Giulio Cesare Ave
Sierra Vista, AZ 85635

Subject: MAP-21 Performance Targets

Dear Ms. Castanon:

Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21), identified the following national transportation system goal areas:

- Safety
- Infrastructure Conditions
- Congestion Reduction
- System Reliability
- Freight Movement & Economic Vitality
- Environmental Sustainability

Performance measures were established for each of these goals. State Departments of Transportation (DOT) are required to establish performance targets for each measure. Metropolitan Planning Organizations (MPOs) must either support the State target for the performance measures that are applicable to their region or establish their own targets within 180 days of State target establishment. ADOT established safety performance targets in the summer of 2017 and Arizona's MPOs supported these targets. ADOT has established targets for the remaining performance measures as shown below:

- Percent of National Highway System (NHS) Bridges Classified as in Good Condition based on deck area: 2- and 4-year targets – 52%
- Percent of NHS Bridges Classified in Poor Condition based on deck area: 2- and 4-year targets – 4%
- Percent of Interstate Pavements in Good Condition: 4-year target – 48%
- Percent of Interstate Pavements in Poor Condition: 4-year target – 2%
- Percent of Non-Interstate NHS Pavements in Good Condition: 2- and 4-year targets – 31%
- Percent of Non-Interstate NHS Pavement in Poor Condition: 2- and 4-year targets – 6%
- Freight Reliability on the Interstate (Truck Travel Time Reliability Index): 2-year target – 1.21; 4-year target 1.23
- Interstate Travel Time Reliability (Percent of person-miles that have Reliable Travel Times on the Interstate): 2-year target 86%; 4-year target 85.8%
- Non-Interstate NHS Travel Time Reliability (Percent of person-miles that have Reliable Travel Times on the Non-Interstate NHS): 4-year target 74.9%
- Congestion Mitigation and Air Quality (CMAQ) Emissions Reductions (Kilograms per day)
 - Volatile Organic Compounds: 2-year target – 210; 4-year target – 385

- Carbon Monoxide: 2-year target – 3,720; 4-year target – 6,985
- Nitrogen Oxides: 2-year target – 418; 4-year target – 761
- Particulate Matter (≤ 10 microns): 2-year target – 873; 4-year target – 1,399
- Particulate Matter (≤ 2.5 microns): 2-year target – 69; 4-year target – 112

These ADOT performance targets are effective on May 20, 2018. ADOT requests a letter from each MPO within 180 days of the effective date indicating whether the MPO supports the State targets or identifying the MPOs targets for the measures specified below:

- Percent of NHS Bridges Classified in Good and Poor Condition (4-year target)
- Percent of Interstate and Non-Interstate NHS Pavements Classified in Good and Poor Condition (4-year target)
- Freight Reliability on the Interstate (4-year target)
- Interstate and Non-Interstate NHS Travel Time Reliability (4-year target)
- For the CMAQ Emissions Reduction Measure, MPOs in a non-attainment or maintenance area for criteria pollutants must establish a 4-year target for the applicable pollutant or precursor.

Please e-mail or post the letter to:

Thor Anderson
206 South 17th Avenue
Mail Drop 310B
Phoenix, Arizona, 85007
Tanderson@azdot.gov

Thank you for your assistance. If you have any questions, please call me at 602-712-4574.

Sincerely,



Thor Anderson
Performance/Asset Manager
Arizona Department of Transportation

CC: Jennifer Brown, FHWA System Performance

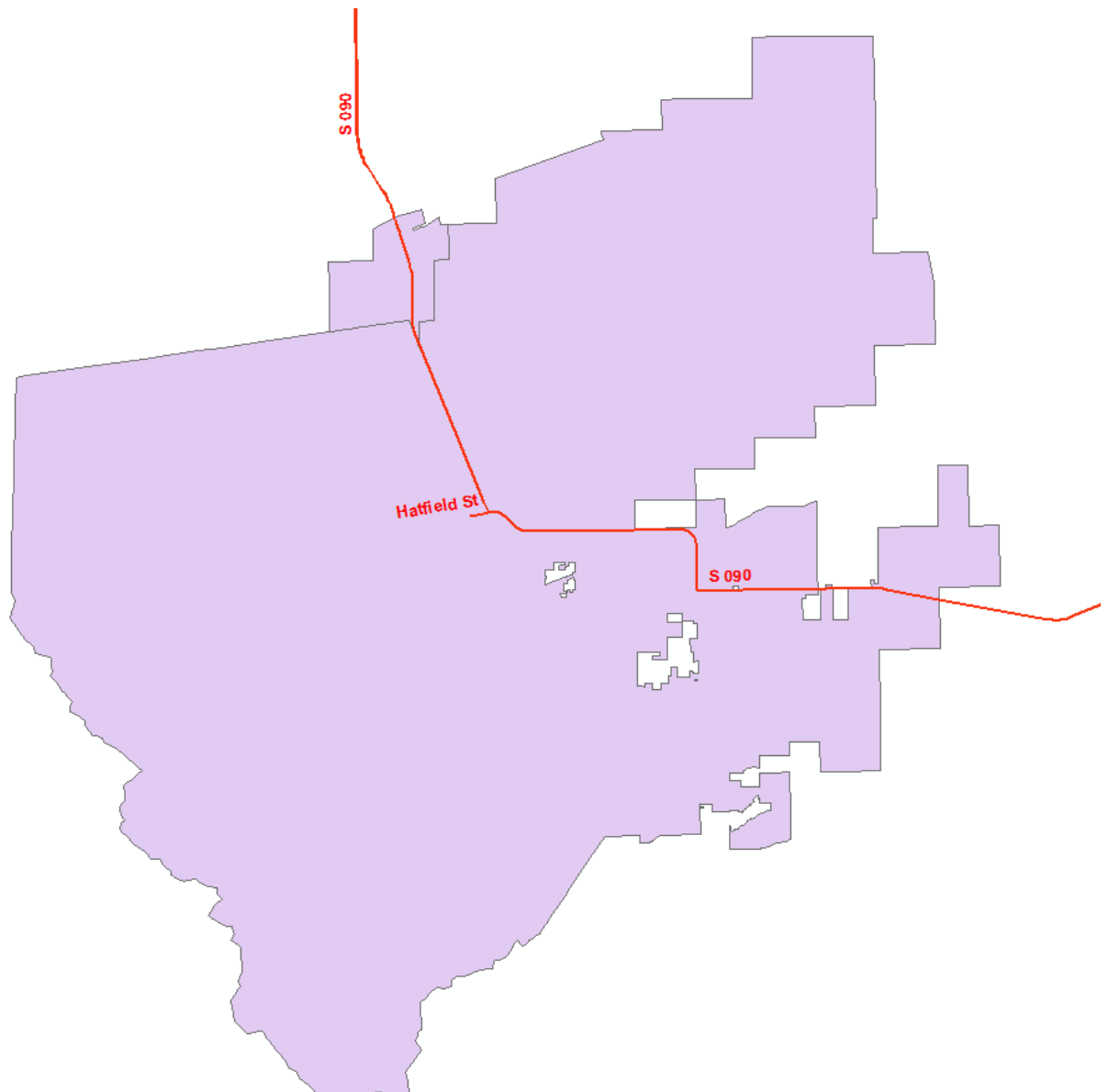
NATIONAL HIGHWAY SYSTEM IN SVMPO REGION

NATIONAL HIGHWAY SYSTEM PERFORMANCE MEASURES

Meeting the identified State performance targets will affect the prioritization of state-wide projects within the SVMPO region. Those projects more likely to help meet these targets will receive a higher priority for funding. The SVMPO region is asked to support these State targets: given that no roadways are off the State system it is appropriate to adopt the State targets as described in the May 16, 2018 ADOT letter to the SVMPO.

HIGHWAY SYSTEM

Only State Highway 90 and a small spur into Fort Huachuca are currently in the National Highway System. There are no roadways under the control of member jurisdictions on the National Highway System. A 2014 Pavement Condition survey found that State Highway 90 is primarily in good condition with a few areas identified as in fair condition, most notably at the intersections with Highways 83 and 92 and through the segment traveling through Huachuca City. These segments of highway currently meet the State adopted performance targets for pavement condition.



BRIDGE SYSTEM

Four bridges are identified within the SVMPO region on a National Highway. There are no bridges under the control of member jurisdictions on the National Highway System. These bridges all currently meet the state adopted performance target of being in good condition.

Middle Canyon Wash Bridge NB: Built in 2001; one span for a length of 126 feet; sufficiency rating of **97.7**

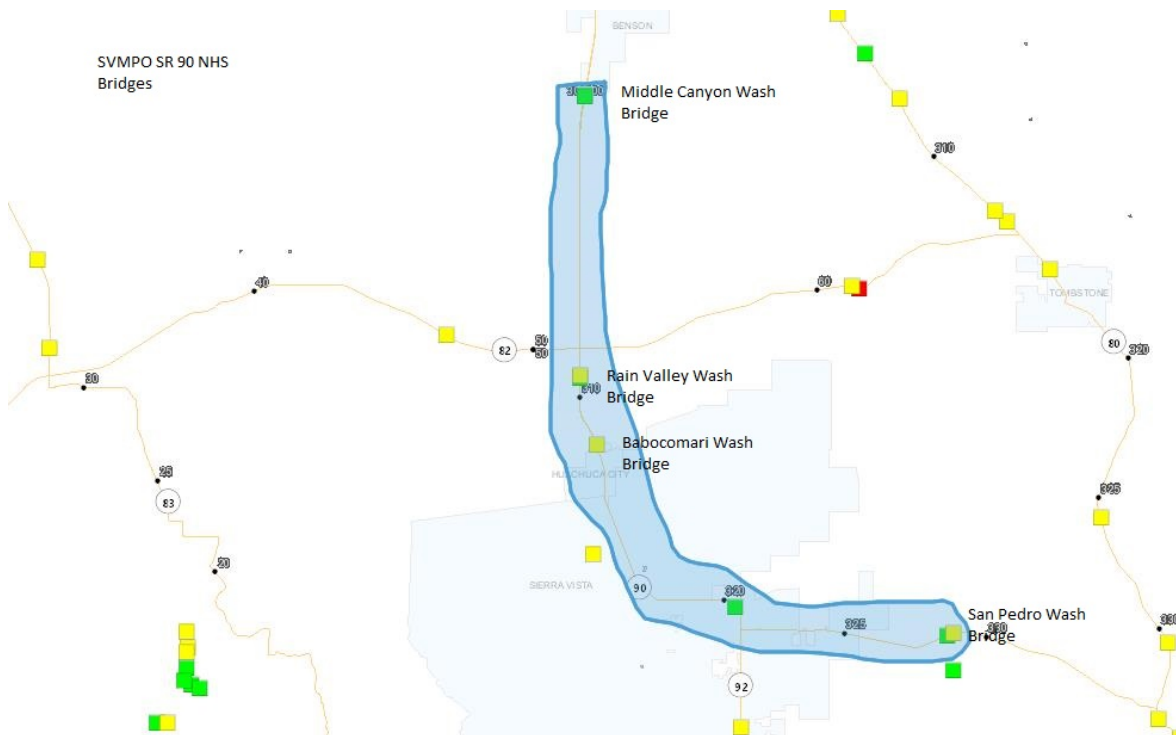
Middle Canyon Wash Bridge SB: Built in 1962; four spans for a length of 132 feet; sufficiency rating of **91.6**

Rain Valley Wash Bridge NB: Built in 1999; eight spans for a length of 231 feet; sufficiency rating of **97.5**

Rain Valley Wash Bridge SB: Built in 1966; eight spans for a length of 232 feet; sufficiency rating of **95.4**

Babocomari Wash Bridge: Built in 1999; four spans for a length of 107 feet; sufficiency rating of **90.9**

San Pedro Wash Bridge: Built in 2014; three spans for a length of 348 feet; sufficiency rating of **96.3**



Emission Reduction Measures

The SVMPO area is not within a non-attainment or maintenance area for criteria pollutants; therefore this measure is not applicable to our region.

Interstate Pavement Condition and Freight Reliability

The Interstate does not traverse the SVMPO region; therefore the measures related to Interstate pavement condition and Freight reliability on the Interstate are not applicable to our region.

PAVEMENT PERFORMANCE MEASURES



Final Rulemaking

The Federal Highway Administration (FHWA) published in the *Federal Register* (82 FR 5886) a [final rule](#) establishing performance measures for State Departments of Transportation (DOTs) to use in managing pavement and bridge performance on the National Highway System (NHS). The National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program Final Rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America's Surface Transportation (FAST) Act. The rule is effective **May 20, 2017**.

Performance Measures

- | | |
|---|---|
| ✓ | % of Interstate pavements in Good condition |
| ✓ | % of Interstate pavements in Poor condition |
| ✓ | % of non-Interstate NHS pavements in Good condition |
| ✓ | % of non-Interstate NHS pavements in Poor condition |

About Condition

- **Good condition:** Suggests no major investment is needed.
- **Poor condition:** Suggests major reconstruction investment is needed.

Penalty Provisions

If FHWA determines the State DOT's Interstate pavement condition falls below the minimum level for the most recent year, the State DOT must obligate a portion of National Highway Performance Program (NHPP) and transfer a portion of Surface Transportation Program (STP) funds to address Interstate pavement condition.

Target Setting

State DOTs:

- Must establish targets, regardless of ownership, for the full extent of the Interstate and non-Interstate NHS.
- Must establish statewide 2- and 4-year targets for the non-Interstate NHS and 4-year targets for the Interstate by May 20, 2018, and report by October 1, 2018.
- May adjust targets at the Mid Performance Period Progress Report (October 1, 2020).

Metropolitan Planning Organizations (MPOs):

- Support the relevant State DOT(s) 4-year target or establish their own by 180 days after the State DOT(s) target is established.



PAVEMENT PERFORMANCE MEASURES



Key Dates

May 20, 2017	Final rule effective date.
January 1, 2018	1st 4-year performance period begins.
May 20, 2018	State DOT targets must be established.
January 1, 2018	State DOTs collect data for Interstate pavements that conform to the final rule (IRI, Rutting, Cracking %, Faulting, and Inventory).
Within 180 days of relevant State DOT(s) target establishment	MPOs must commit to support state target or establish separate quantifiable target.
October 1, 2018	Baseline Performance Period Report for 1 st Performance Period due. State DOTs report 4-year targets for Interstate and 2-year and 4-year targets for non-Interstate NHS; etc.
April 15, 2019, and each April 15 thereafter	State DOTs submit first Interstate data that conform to the final rule.
January 1, 2020	State DOTs collect data for non-Interstate NHS pavements that conform to the final rules.
October 1, 2020	Mid Performance Period Progress Report for the 1st Performance Period due. State DOTs report 2-year condition/performance; progress toward achieving 2-year targets; etc.
June 15, 2021, and each June 15 thereafter	State DOTs submit non-Interstate NHS data that conform to the final rule.
December 31, 2021	1st 4-year performance period ends.
October 1, 2022	Full Performance Period Progress Report for 1 st Performance Period due. State DOTs reports 4-year condition/performance; progress toward achieving 4-year targets, etc. Baseline Performance Period Report for 2 nd Performance Period due. State DOTs report 2-year and 4-year targets for Interstate and non-Interstate NHS; baseline condition; etc.



Final Rulemaking

The Federal Highway Administration (FHWA) published in the *Federal Register* (82 FR5886) a [final rule](#) establishing performance measures for State Departments of Transportation (DOTs) to use in managing pavement and bridge performance on the National Highway System (NHS). The National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program Final Rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America's Surface Transportation (FAST) Act. The rule is effective **May 20, 2017**.

Performance Measures

✓ % of NHS bridges by deck area classified as in Good condition

✓ % of NHS bridges by deck area classified as in Poor condition

Condition-Based Performance Measures

- Measures are based on deck area.
- The classification is based on National Bridge Inventory (NBI) condition ratings for item 58 - Deck, 59 - Superstructure, 60 - Substructure, and 62 - Culvert.
- Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert. If the lowest rating is greater than or equal to 7, the bridge is classified as good; if is less than or equal to 4, the classification is poor. (Bridges rated below 7 but above 4 will be classified as fair; there is no related performance measure.)
- Deck area is computed using NBI item 49 - Structure Length, and 52 - Deck Width or 32 - Approach Roadway Width (for some culverts).

Target Setting

State DOTs:

- Must establish targets for all bridges carrying the NHS, which includes on- and off-ramps connected to the NHS within a State, and bridges carrying the NHS that cross a State border, regardless of ownership.
- Must establish statewide 2- and 4-year targets by May 20, 2018, and report targets by October 1, 2018, in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).

Metropolitan Planning Organizations (MPOs):

- Support the relevant State DOT(s) 4-year target or establish their own by 180 days after the State DOT(s) target is established.



BRIDGE

PERFORMANCE MEASURES



Key Dates

May 20, 2017	Final rule effective date.
January 1, 2018	1st 4- year performance period begins.
May 20, 2018	Initial 2- and 4-year targets established.
October 1, 2018	Baseline Performance Period Report for the 1 st Performance Period due. State DOTs report 2-year and 4-year targets; etc.
Within 180 days of relevant State DOT(s) target establishment	MPOs must commit to support State target or establish separate quantifiable target.
October 1, 2020	Mid Performance Period Progress Report for the 1 st Performance Period due. State DOTs report 2-year condition/performance; progress toward achieving 2-year targets; etc.
December 31, 2021	1st 4-year performance period ends.
October 1, 2022	Full Performance Period Progress Report for 1 st performance period due. State DOTs report 4-year condition/performance; progress toward achieving 4-year targets; etc. Baseline report due for 2 nd performance period due. State DOTs report 2- and 4-year targets; baseline condition, etc.

Other Specifics

- State DOT targets should be determined from asset management analyses and procedures and reflect investment strategies that work toward achieving a state of good repair over the life cycle of assets at minimum practicable cost. State DOTs may establish additional measures and targets that reflect asset management objectives.
- The rule applies to bridges carrying the NHS, including bridges on on- and off-ramps connected to the NHS.
- If for 3 consecutive years more than 10.0% of a State DOT’s NHS bridges’ total deck area is classified as Structurally Deficient, the State DOT must obligate and set aside National Highway Performance Program (NHPP) funds for eligible projects on bridges on the NHS.
- Deck area of all border bridges counts toward both States DOTs’ totals.

Visit www.fhwa.dot.gov/tpm/ to learn about training, guidance, and other implementation-related information.



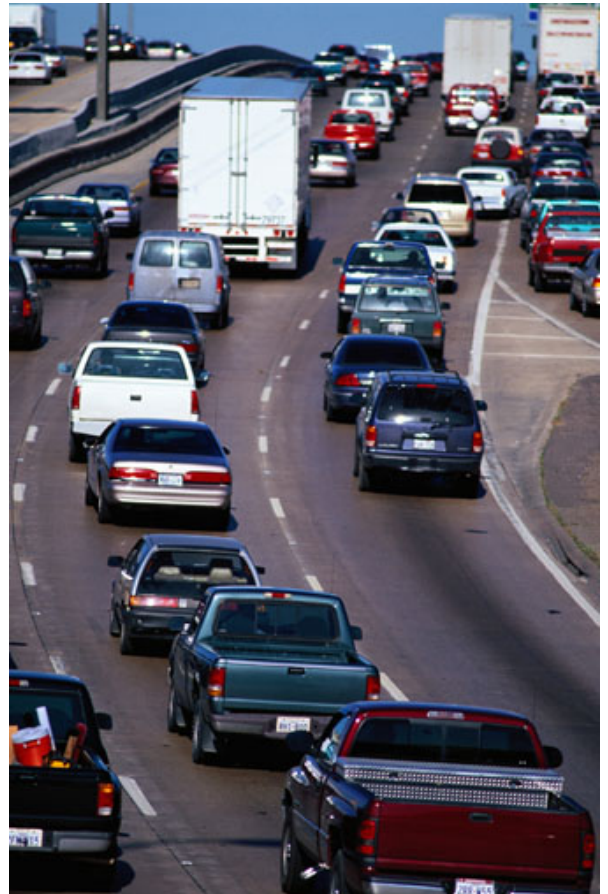
TRANSPORTATION PERFORMANCE MANAGEMENT

The Federal Highway Administration (FHWA) has finalized six interrelated performance rulemakings to implement the TPM framework established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act.

Collectively, the rules address challenges facing the U.S. transportation system, including:

- improving safety
- maintaining infrastructure condition
- reducing traffic congestion
- improving efficiency of the system and freight movement
- protecting the environment and
- reducing delays in project delivery.

The rules establish national performance measures; State Departments of Transportation (DOTs)



and metropolitan planning organizations (MPOs) will establish targets for applicable measures. New and existing plans will document the strategies and investments used to achieve the targets; progress toward the targets will be reported through new and existing mechanisms.

Learn more at the FHWA TPM web site:
[\(http://www.fhwa.dot.gov/tpm/\)](http://www.fhwa.dot.gov/tpm/)



NHS Travel Time Reliability Measures



WHAT: Measurement of travel time reliability on the Interstate and non-Interstate National Highway System (NHS). Read the final rule in the [Federal Register](#) [82 FR 5970 (January 18, 2017)].

WHO: State DOTs, as well as MPOs with Interstate and/or non-Interstate NHS within their metropolitan planning area.

WHY: Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including performance on the Interstate and non-Interstate NHS. [See 23 CFR 490.507(a)]

WHEN: Implementation differs for the Interstate and non-Interstate NHS measures for the first performance period. State DOTs must establish 2- and 4-year targets for the Interstate, but only a 4-year target for the non-Interstate NHS, by **May 20, 2018**. Those targets will be reported in the State's baseline performance period report due by **October 1, 2018**. The State DOTs have the option to adjust 4-year targets in their mid performance period progress report, due **October 1, 2020**. For the first performance period only, there is no requirement for States to report baseline condition/performance or 2-year targets for the non-Interstate NHS before the mid performance period progress report. This will allow State DOTs to consider more complete data. The process will align for both Interstate and non-Interstate measures with the beginning of the second performance period on **January 1, 2022**.

MPOs must either support the State target or establish their own quantifiable 4-year targets within 180 days of the State target establishment.

HOW: Level of Travel Time Reliability (LOTTR) is defined as the ratio of the longer travel times (80th percentile) to a "normal" travel time (50th percentile), using data from FHWA's National Performance Management Research Data Set (NPMRDS) or equivalent. Data are collected in 15-minute segments during all time periods between 6 a.m. and 8 p.m. local time. The measures are the percent of person-miles traveled on the relevant portion of the NHS that are reliable. Person-miles take into account the users of the NHS. Data to reflect the users can include bus, auto, and truck occupancy levels.

Note: The FHWA is preparing guidance on how all rules should be implemented.





Sierra Vista Metropolitan Planning Organization Memorandum

To: SVMPO Executive Board
From: Karen L. Lamberton, AICP, SVMPO Administrator
Date: September 18, 2018
Subject: Non-Interstate Pavement Condition Targets REVISED

SVMPO was contacted on September 17, 2018, by Thor Anderson, ADOT's Performance/Asset Manager and advised that a revised Map-21 Performance Target letter would be forthcoming.

ADOT recently learned that the Non-Interstate Pavement criteria for the next four-year period (until 2021) only included the roughness measures and not the criteria for cracking, rutting or faulting. In terms of identifying failure of pavement surfaces, evidence of cracking was more highly weighted by the ADOT team setting acceptable targets for the Non-Interstate Pavement performance measures.

As a result, ADOT will be issuing new guidance revising the targets for Non-Interstate Pavement.

ADOT's REVISED Selected Targets are as follows:

- ❖ Non-Interstate Pavement in Good Condition: 2 and 4 year targets: 55%
- ❖ Non-Interstate Pavement in Poor Condition 2 and 4 year targets: 12%

In order to meet the mid-November request to support ADOT's targets or to establish our own, I have revised the memo on the National Highway System Performance Measures for the Executive Board consideration on Sept. 20th.

This revision does not change the posted agenda, the TAC recommendations, the requested motion or change any regional funding.



Sierra Vista Metropolitan Planning Organization Memorandum

To: SVMPO Executive Board
From: Karen L. Lamberton, AICP, SVMPO Administrator
Date: September 20, 2018
Subject: National Highway System Performance Measures REVISED

Arizona Department of Transportation (ADOT) adopted performance targets, effective May 20, 2018, for the National Highway System in compliance with the federal legislation, Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21). Metropolitan Planning Organizations either support the State targets or may develop their own measures. All National Highway system infrastructure within the Sierra Vista MPO region is on the State system.

ADOT Selected Targets are as follows:

- ❖ NHS Bridges Classified in Good Condition: 2 and 4 year targets: 52%
- ❖ NHS Bridges Classified in Poor Condition: 2 and 4 year targets: 4%
- ❖ Non-Interstate Pavement in Good Condition: 2 and 4 year targets: 55%
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- ❖ Non-Interstate NHS Travel Time Reliability (reliable travel times of person-miles): 4 year target: 74.9%

ADOT established measures related to the Interstate, Freight and Criteria Pollutants are not applicable to the SVMPO region.

Given that these targets are only applicable to the State within the SVMPO region, the TAC recommends supporting the ADOT established measures noted above.

A letter from the SVMPO is requested by mid-November 2018 stating our support of the established measures or, alternatively, providing our own performance measures.

Attachments: May 16, 2018 Letter from Thor Anderson, ADOT's Performance/Asset Manager; National Highway System in the SVMPO Briefing prepared by the SVMPO Administrator; FHWA Performance Target Handouts for Bridge, Pavement and Reliability

Action Requested: A motion to support the ADOT established performance targets for the National Highway System within the SVMPO region.