

## Iowa DOT – MPO Performance Management Agreement

Iowa DOT reached out to MPOs and transit agencies statewide to help foster a coordinated approach to performance target setting. These efforts included an initial email outlining the goals and benefits of the proposed collaboration, found below, as well as a formal agreement document structuring the work arrangement (also available on the TAM Peer Library).

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**To: Iowa metropolitan planning organizations  
Iowa large urban transit systems**

**From: Office of Systems Planning  
Office of Public Transit**

**Subject: MPO-transit agency coordination for state of good repair performance targets**

### Background

Performance management regulations from MAP-21 and the FAST Act are beginning to be implemented as applicable rulemakings are finalized and effective. The first performance measures required by FTA were included in the [Transit Asset Management final rule](#) and require transit agencies to set state of good repair (SGR) targets, which had an initial due date of January 1, 2017. Per the [final planning rule](#), MPOs are required to set targets for these measures within 180 days of the applicable transit agency or agencies. The required measures are outlined on this [fact sheet](#).

Also per the final planning rule, states, MPOs, and transit agencies are required to develop methods for cooperation related to performance management. At this time, the Iowa DOT is proposing a three-pronged approach to address this requirement, [23 CFR 450.314 \(h\)](#).

- Agreement between the **Iowa DOT** and **MPOs** on applicable provisions through documentation included in each MPO's Transportation Planning Work Program (TPWP) (beginning in SFY 2018 – text attached).
- Agreement between the **Iowa DOT** and relevant **public transit agencies** on applicable provisions through documentation included in each public transit agency's consolidated funding application (beginning in CY 2018).
- Agreement between each **MPO** and relevant **public transit agencies** on applicable provisions through documentation included in the appropriate cooperative agreement(s) between the MPO and relevant public transit agencies (recommended to occur prior to May 27, 2018, which is the 2-year phase-in deadline for the planning rule).

### Requested Action

The purpose of this email is to encourage coordination between large urban transit systems and MPOs on the SGR measures, as these agreements related to data sharing and target reporting are not yet in place.

- Transit agencies, if you have not already done so, please notify your local MPO of whether you have set initial SGR targets, and, if so, the date they were set and the targets that were set. We encourage you to coordinate with MPOs on the setting of MPO targets for SGR measures.
- MPOs, if your transit agency or agencies set targets on or before January 1, 2017, you are required to submit MPO targets for SGR measures to the Office of Systems Planning by June 30, 2017. While that date is a federal requirement, we recognize that these are the first formal target submissions during MAP-21/FAST Act implementation, and MPO-specific guidance on this topic has been slow to come. If you do not anticipate being able to have targets finalized by that date, we ask that you submit your proposed timeline for reviewing/approving MPO SGR targets, as well as any draft or recommended targets, by June 30. Targets should be adopted as soon as feasible.

### Resources

FTA has recently provided some updated resources related to this topic. Please see the attached email which outlines several resources. In particular, the [MPO responsibilities FAQ](#) and [Planning for TAM fact sheet](#) may help answer some common questions. Ultimately, these measures/targets and the additional performance targets coming online for FTA and FHWA should be integrated into the performance-based planning and programming process for your metropolitan area, particularly for the TIP and long-range plan. More guidance will be forthcoming for this.

For your information, I have attached the targets Iowa DOT set on January 1 for the state's rural and small urban agencies, which are allowed to be set as a group target. If you have any questions on these targets, please contact Sree Mitra with the Office of Public Transit.

Please do not hesitate to contact me, Sree, and/or our FTA regional office if you have questions regarding target setting. While transit asset management is certainly not new for the state or transit agencies, the formal target setting and reporting requirements are a new process which we'll all be learning together.