

Update on the Development of MAP-21 Performance Measures

TPB Technical Committee

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Overview

- Updated schedule for MAP-21 Rulemaking
- Release of two rules:
 1. Safety Performance Notice of Proposed Rulemaking (NPRM)
 2. Highway Safety Improvement Program (HSIP) NPRM
- Discuss key requirements for MPOs
- Review critical decisions, questions, and actions

MAP-21 Performance Provisions

“The performance requirements within MAP–21 are the first foundational steps that will focus the Federal-aid highway program on performance outcomes.

It is expected, in this foundational stage, that State DOTs and MPOs will be learning how to manage performance by balancing investment trade-offs across multiple performance measures.”



USDOT Implementation of MAP-21 Performance Provisions: Eleven Interrelated Rules		2014				2015			
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Planning									
Metropolitan and Statewide Planning Rule	<ul style="list-style-type: none"> Establish a performance-based planning process at metropolitan and state level. Define coordination in the selection of targets, linking planning and programming to performance targets. 								
Highway Safety									
Safety Performance Measure Rule	<ul style="list-style-type: none"> Propose and define fatalities and serious injuries measures, along with target establishment, progress assessment and reporting requirements. Discuss the implementation of MAP-21 performance requirements. 								
Highway Safety Improvement Program (HSIP) Rule	<ul style="list-style-type: none"> Integration of performance measures, targets, and reporting requirements into the HSIP. Strategic Highway Safety Plan updates. 								
Highway Safety Program Grants Rule * <small>* Interim Final Rule issued by NHTSA in January 2013.</small>	<ul style="list-style-type: none"> State target establishment and reporting requirements. Highway safety plan content, reporting requirements, and approval. 								
Highway Conditions									
Pavement and Bridge Performance Measure Rule	<ul style="list-style-type: none"> Propose and define pavement and bridge condition measures, along with minimum condition standards, target establishment, progress assessment and reporting requirements. 								
Asset Management Plan Rule	<ul style="list-style-type: none"> Contents and development process for asset management plan. Minimum standards for pavement and bridge management systems. 								
Congestion/System Performance									
System Performance Measure Rule	<ul style="list-style-type: none"> Define performance of the interstate system, non-interstate national highway system, and freight movement on the interstate system. Finalize interpretation of scope of CMAQ performance requirements, including congestion and on-road mobile source emissions. Summarize MAP-21 highway performance measure rules 								
Transit Performance									
Transit Asset Management Rule	<ul style="list-style-type: none"> Define state of good repair and establish state of good repair performance measures Require transit providers to set targets and report on progress Transit asset management plans 								
National Transit Safety Program Rule	<ul style="list-style-type: none"> Define transit safety criteria and standards Include definition of state of good repair 								
Transit Agency Safety Plan Rule	<ul style="list-style-type: none"> Transit safety plan content and reporting requirements Target setting requirements for transit agencies and States 								
Transit Safety Management Systems <small>The Federal Transit Administration has issued an Advance Notice of Proposed Rulemaking (ANPRM), which closes January 2, 2014.</small>	<ul style="list-style-type: none"> Safety Policy, Safety Assurance, and Safety Promotion Hazard Analysis & Safety Risk Management 								

Anticipated Coordinated Performance Measure Effective Date

Indicates the comment period

Anticipated MAP-21 Rulemaking

- Metropolitan and Statewide Planning Regulations – *late April*
 - Coordination between States, MPOs, and public transportation providers in selecting performance targets
 - Integration of elements of other performance-based plans into the metropolitan planning process
 - Discussion in Metropolitan Transportation Improvement Programs (TIP) documenting how the programs are designed to achieve targets
 - New performance reporting in the Metropolitan transportation plan
- Transit Agency Representation on MPO Boards – ???
 - Comments submitted in October on joint FHWA/FTA notice: “*Proposed Policy Guidance on Metropolitan Planning Organization Representation*”
 - Proposed guidance was for representation by Section 5307 recipients. In this region = WMATA, PRTC, and MTA
 - MAP-21 required effective date of October 1, 2014.
 - No announced date for publication of final guidance - “*Soon*”

MAP-21 Proposed Rulemaking for Safety Performance Rule

- Notice of Proposed Rulemaking (NPRM) published March 11. Comments due June 9
- NPRM proposes:
 - Definitions that will be applicable to the new Title 23 Code of Federal Regulations (CFR) 490; *National Performance Management Measures*
 - Process to be used by State DOTs and Metropolitan Planning Organizations (MPOs) to establish safety-related performance targets.

Safety Performance Measures and Data Sources

Performance Measure	Description	Data Source
Number of Fatalities <i>(5 year rolling average)</i>	Total number of fatalities during a calendar year	FARS ¹
Rate of Fatalities per 100 million VMT <i>(5 year rolling average)</i>	Ratio of total fatalities to VMT	FARS and HPMS ²
Number of Serious Injuries <i>(5 year rolling average)</i>	Total number of serious injuries during a calendar year	State reported serious injury data ³
Rate of Serious Injuries per 100 million VMT <i>(5 year rolling average)</i>	Ratio of total serious injuries to VMT	State reported serious injury data ³ and HPMS

¹ FARS: Fatality Analysis Reporting System

² HPMS: Highway Performance Monitoring System

³ for the first 18 months – after that States must adopt the Model Minimum Uniform Crash Criteria (MMUCC) definition of serious injury

Safety Performance Measured in Aggregate for all Public Roads

FHWA proposes that safety for all users of public roads will be improved by focusing the safety measures on all fatalities and serious injuries.

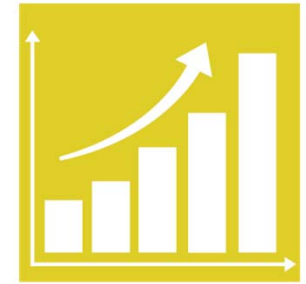
- MPO targets established for the metropolitan planning area shall represent the anticipated performance outcome for all public roadways within the metropolitan planning boundary regardless of ownership or functional class.



Purposes of Proposed Safety Rule

NPRM Purposes	Applies to States?	Applies to MPOs?
Proposes measures for safety	☑	☑
Proposes method for States and MPOs to report targets and progress	☑	☑
Proposes FHWA method to evaluate State target achievement	☑	
Proposes requirements if targets are not achieved	☑	
Establishes new Code of Federal Regulations 23 CFR 490	☑	☑

MPO Requirements for Establishment of Targets



- MPOs would establish targets for their Metropolitan Planning Area by either supporting the State DOT target or defining a target unique to its metropolitan area.
 - State DOTs and MPOs shall coordinate on the selection of targets to ensure consistency, to the maximum extent practicable.
- MPOs would be required to take a target establishing action each time the State DOT establishes a safety target.
 - Not later than 180 days after the respective State DOT establishes and reports targets in the State HSIP annual report – anticipated date of this action for TPB 12/31/16

MPO Requirements for Reporting of Targets

- Targets established by the MPO would be reported to their State DOTs on an annual basis
 - In a manner that is agreed upon by both parties and documented in the Metropolitan Planning Agreement.
 - After the MPOs establish the targets, the State DOT must be able to provide those targets to FHWA, upon request.
- MPOs to report baseline safety performance and progress toward the achievement of their targets in a System Performance Report in the Metropolitan Transportation Plan.
- MPOs to include a discussion, to the maximum extent practical, in their Transportation Improvement Program (TIP) as to how the program will achieve the performance targets they have established.

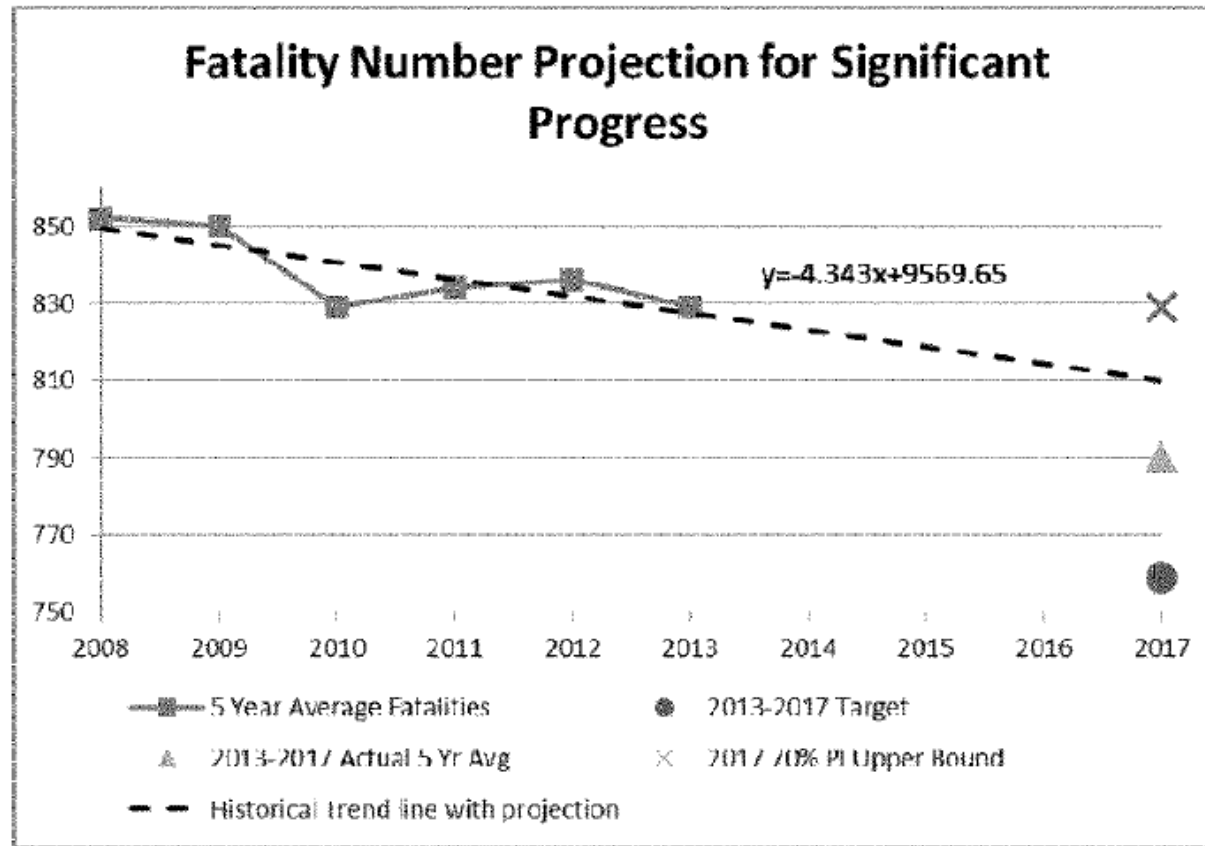
MPO Target Setting

MPOs establish targets by either:

1. Agreeing to plan and program safety projects so that they contribute toward the accomplishment of 1 year safety targets established by the State DOT, or
2. Committing to a quantifiable 1 year safety target specific to the roadways within the metropolitan planning area.



Illustrative Trend Line for Target Setting



- State DOT submits its targets for each of the performance measures for CY 2017 in the HSIP report due by August 31, 2016.
- The FHWA must wait 3 years, until CY 2020, to assess whether CY 2017 targets were achieved because the FARS and HPMS data are not available until that time.

State DOT Safety Targets and Progress

- If it is determined that a State has not achieved or made significant progress toward achieving its overall safety performance targets, the State DOT must:
 1. Use obligation authority only for HSIP projects equal to the HSIP apportionment for the fiscal year prior to the year for which the overall performance targets were not achieved or significant progress was not made, and
 2. Submit an annual implementation plan that describes actions the State DOT will take to achieve targets based on a detailed analysis.

Safety NPRM does not specify a process for evaluation of MPO safety progress ... will this be in the Metropolitan Planning NPRM?

Non-Motorized Safety Performance



- USDOT requests comments on how it could address separate non-motorized performance measures.
- USDOT requests input on:
 - the extent to which States and MPOs currently collect and report non-motorized data (fatality, serious injury, miles traveled) and the reliability and accuracy of such data,
 - and how States and MPOs consider such data in their safety programs and in selecting investments.
- USDOT also invites the public to suggest ways to most efficiently track, report, and use performance measures to improve safety.

Highway Safety Improvement Program (HSIP) Rule

- HSIP NPRM released March 28
- Primarily impacts States
 - Require States to collect and use a set of proposed roadway data elements for all public roadways, including local roads.
 - Data elements include, for example: classification and delineation of roadway segments; roadway physical characteristics; traffic volumes
 - Most requirements directly of MPOs are in the Safety NPRM rather than the HSIP NPRM
- Potential impacts for MPOs are related to:
 - Requirement that Highway Safety Improvement Projects be developed and funded through the Metropolitan Planning Process.
 - Ability to use HSIP funds to do planning and evaluation activities.

Critical Decisions, Questions, and Actions

- Identify and coordinate with State DOT stakeholders
 - Discuss at Transportation Safety Subcommittee (next meeting 4/28)
 - May need to reach beyond current participants
- Develop TPB comments (if any) on the proposed rulemaking
 - Benefit of early sharing/coordination of the States' planned comments to the proposed rule (prior to the June 9 submittal)
 - Consideration of whether TPB and States will comment on the issue of separate non-motorized safety targets
- Consider which of the two target setting methods the TPB will use
- Obtain serious injury data from States for compilation
- Impact on TPB of State DOTs choice of reporting by urbanized areas/non-urbanized areas
- Modification of the MPO agreement with DC, MD, and VA to address how safety targets should be reported to the respective State DOTs

Questions?

