

UPDATE ON THE DEVELOPMENT OF MAP-21 PERFORMANCE MEASURES

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Presentation Items

- Performance Provisions Rulemaking Schedule
- Highway Safety Rulemaking
 - Highway Safety Improvement Program (HSIP) Final Rule
 - Safety Performance Measure Final Rule
- FHWA/FTA Notices of Funding Opportunity



Rulemaking Schedule

	Planning Rules <i>USDOT Significant Rulemaking Report, as of March 16, 2016</i>	Proposed Rulemaking	Final Rulemaking
Planning	<ul style="list-style-type: none"> Statewide and Metropolitan Planning Rule 	June 2014	<i>July 2016</i>
Highway Safety	<ul style="list-style-type: none"> Safety Performance Measures Rule Highway Safety Improvement Program (HSIP) 	March 2014	March 15, 2016
Highway Conditions	<ul style="list-style-type: none"> Pavement and Bridges Performance Measurement Asset Management Plan 	January/February 2015	<i>September 2016</i>
Congestion / System performance	<ul style="list-style-type: none"> System Performance Measures Rule (Congestion, Air Quality, and Freight) 	<i>April 14, 2016</i>	?
Transit	<ul style="list-style-type: none"> Transit Asset Management National Public Transportation Safety Plan Public Transportation Agency Safety Plan 	September 2015 (Transit Asset) February 5, 2016 (Transit Safety)	<i>July 2016</i> (Transit Asset)



HSIP Final Rule

- Requires states to develop, implement, and evaluate annually an HSIP that reduces fatalities and serious injuries
- Describes the components of a state's HSIP program
 - A Strategic Highway Safety Plan (SHSP)
 - A Railway-Highway Crossing Program
 - A program of highway safety improvement projects (to be carried out as part of the Statewide and Metropolitan Planning Process)
- Requires states to:
 - Collect, maintain, and analyze safety data on all public roads
 - Periodically update their SHSPs
 - Regularly assess the results achieved by their program of safety improvement projects and evaluate their SHSPs

Differences from proposed rule

- States are required to collect MIRE fundamental data elements on all public roads



Safety Performance Measure Final Rule

Provision	State DOT	MPO
Establishes Safety Performance Measures	✓	✓
Establishes a target setting process	✓	✓
Describes how progress will be reported	✓	✓
Describes how the FHWA will assess whether or not sufficient progress has been made	✓	
Describes the consequences for neither meeting the targets nor making significant progress	✓	



Highway Safety Performance Measures: Expected Outcomes

- The amount and quality of safety data will be improved – particularly with respect to serious injuries
- Greater transparency will be achieved by requiring fatality and serious injury data to be reported through a public reporting system
- Aggregation of targets and progress at the national level will be possible through improved data consistency
- State DOTs will meet or make significant progress toward their safety targets

Furthermore:

- State DOTs and MPOs are expected to use the information generated by these regulations to make investment decisions that will result in the greatest possible reductions in fatalities and serious injuries



Highway Safety Performance Measures: Differences from Proposed Rule

- Establishment of a 5th performance measure for non-motorized fatalities and serious injuries
 - Definition of highway also includes facilities that serve pedestrians and bicyclists such as any publicly owned bicycle or pedestrian pathway or trail
- Removal of the requirement for MPOs to incorporate the procedure by which they report their established targets to the state DOT within the Metropolitan Planning Agreement. Instead this procedure will simply need to be documented in a manner that is mutually agreed upon by the MPO and DOT
- Allows state DOTs to add targets for multiple urbanized areas instead of only one urbanized area target for the entire state
- Allows MPOs to use their own VMT estimates (consistent with other federal reporting requirements) instead of requiring the use of HPMS



Highway 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 <i>(or MPO estimate)</i>
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
Number of Non-Motorized Fatalities and Serious Injuries <i>(5 year rolling average)</i>	Total number of fatalities and serious injuries during a calendar year	FARS and State serious injury data ³

¹ FARS: Fatality Analysis Reporting System

² HPMS: Highway Performance Monitoring System

³ for the first 36 months – after that States must adopt the Model Minimum Uniform Crash Criteria (MMUCC) definition of serious injury



Highway Safety Performance Measures: Target Setting

State DOTs

- Required to set statewide targets for each of the five performance measures
 - Each of these targets must be identical to those set by the State Highway Safety Office (SHSO)
 - Each target shall represent anticipated performance outcome for all public roadways in the State, regardless of ownership
 - Targets cannot be changed after they are reported
- In addition, state DOTs may establish additional targets for portions of the state as follows
 - Any number and combination of urbanized area boundaries wholly contained within the state, and/or
 - A single non-urbanized area target for all on the non-urbanized areas of the state



Highway Safety Performance Measures: Target Setting

MPOs

- For each performance measure (PM), the MPO will either:
 - 1) Agree to plan and program projects so they contribute toward accomplishing the state DOT safety target for that PM, or
 - 2) Commit to a quantifiable target for that PM for the metropolitan planning area
 - Each target shall represent anticipated performance outcome for all public roadways in the metropolitan planning area, regardless of ownership
 - MPOs shall coordinate with the state DOT(s) to ensure consistency



Highway Safety Performance Measures: Reporting

State DOTs

- Targets will be reported to FHWA in the State's HSIP annual report (due August 31 each year)
- Targets will begin to be reported in the 2017 HSIP annual report and each year thereafter in subsequent HSIP annual reports

MPOs

- MPOs will annually report targets to respective state DOTs in a manner that is documented and mutually agreed upon
- MPOs will also report on progress toward achieving their targets in their System Performance Report as part of their transportation plan
- Targets will begin to be reported no more than 180 days after state DOTs have set their targets (February, 2018)

Highway Safety Performance Measures: FHWA Determination of Significant Progress

State DOTs

- FHWA will only evaluate progress on the 5 statewide performance targets – **not** on any of the additional targets states might set for urbanized and non-urbanized areas
- A state is determined to have met or made significant progress toward meeting its targets when at least 4 of the targets are either:
 - Met; or
 - The outcome of a performance measure is less than the 5 year rolling average for that performance measure for the year prior to the establishment of the state target

MPOs – not applicable



Highway Safety Performance Measures: Example

Performance Measure	2011 - 2015	2012-2016 (baseline)	2013-2017	2014-2018	2018 Target	Target Met?	Better than Baseline?
Number of Fatalities	476.0	474.0	473.0	472.4	468.0	No	Yes
Fatality Rate	0.994	0.988	0.990	0.990	0.980	No	No
Number of Serious Injuries	2,447.8	2,310.4	2,219.2	2,185.6	2,160.0	No	Yes
Serious Injury Rate	5.116	4.822	4.644	4.584	4.572	No	Yes
Number of Non-motorized Fatalities and Serious Injuries	115.2	113.2	110.0	109.4	110.0	Yes	N/A

Highway Safety Performance Measures: Consequences for Failing to Meet Targets or Making Significant Progress

State DOTs

- State DOTs that have not or made significant progress toward meeting safety performance targets must:
 - 1) Use a portion of their obligation only for HSIP projects, and;
 - 2) Submit an annual implementation plan that describes actions the DOT will take to meet their targets

MPOs – not applicable

Coordination of Performance Targets with Metropolitan Planning

- MPOs shall establish performance targets in coordination with targets of highway agencies transit providers.
- Metropolitan Transportation Plan shall include:
 - (1) a description of the performance measures and targets; and
 - (2) a report evaluating the condition of the system(s) with respect to the MPO performance measures and targets, including progress achieved.
- Transportation improvement programs (TIPs) must include a discussion of the anticipated effects of the TIP toward achieving the performance targets by linking investment priorities to those performance targets.



FHWA Notice of Funding Opportunities

Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program - \$60M

- Pilot deployment of advanced transportation technologies to improve safety, efficiency, performance of highway, transit or other systems.
- Examples include: traveler info, performance and asset data monitoring & collection, electronic payment, vehicle safety systems, mobility/ridesharing applications
- Applications due: June 3

Surface Transportation System Funding Alternatives (STSFA) Program - \$15M

- Demonstrate user-based alternative revenue mechanisms that utilize a user fee structure to maintain the long-term solvency of the Federal Highway Trust Fund.
- Applications due: May 20. Only States are eligible applicants



FTA Notice of Funding Opportunities

FY 16 Buses and Bus Facilities and the FY 16 Low-No Emissions Grant Programs - \$211M and \$55M

- Bus Grants: replace, rehabilitate, or lease buses, vans, or related equipment, and capital projects to rehabilitate, purchase or construct bus facilities.
- Low-No Emissions – purchase or lease low or no emissions buses, power sources, and facilities.
- Applications due: May 13

Rides to Wellness (R2W) Demonstration and Innovative Coordinated Access and Mobility Grants- \$5.3M

- Demonstration of transportation healthcare access solutions.
- Examples include: mobility management, health and transportation provider partnerships, technology.
- Applications due: May 31



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