



# MAP-21 Safety Coordination

## Transportation Safety Subcommittee Meeting August 25, 2015

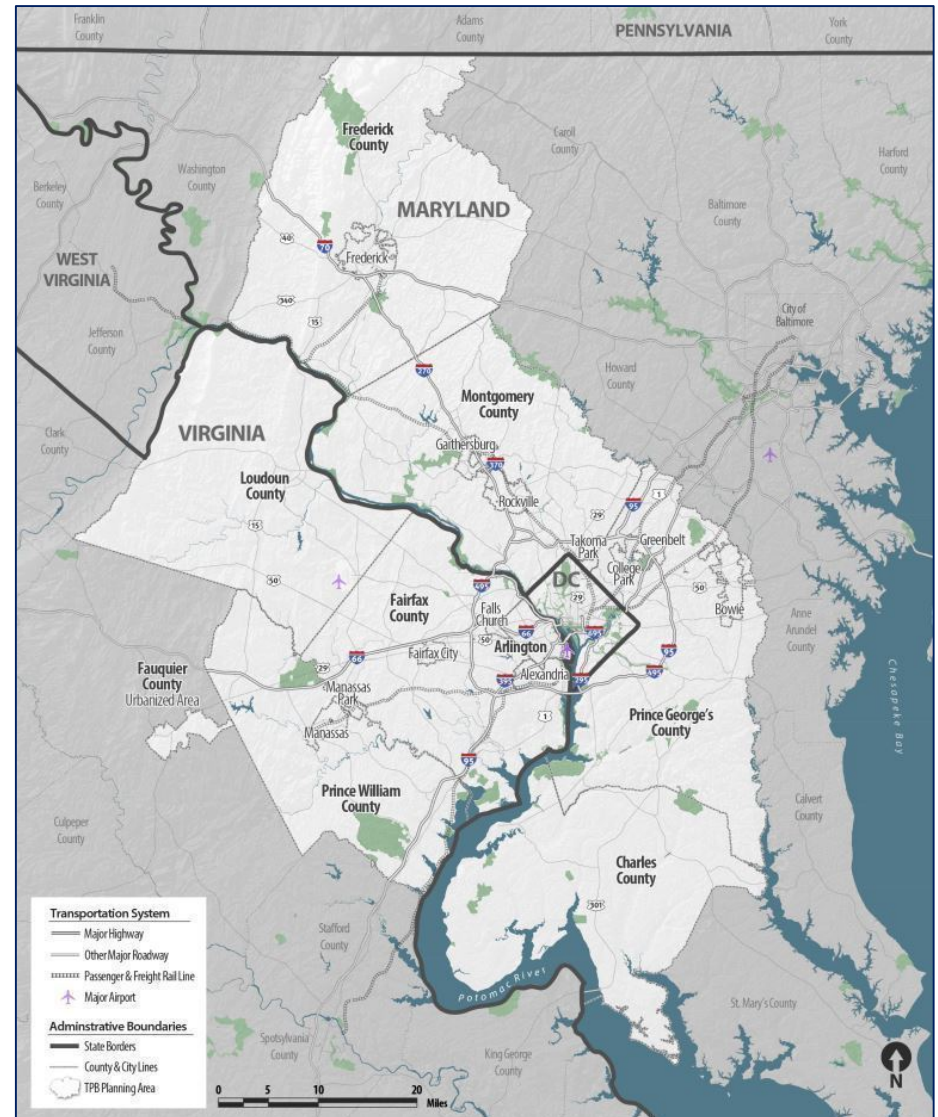
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# Rulemaking Schedule

	Planning Rules	Proposed Rulemaking	Final Rulemaking
Planning	<ul style="list-style-type: none"> <li>• Statewide and Metropolitan Planning Rule</li> </ul>	June 2014	<i>December 31, 2015</i>
Highway Safety	<ul style="list-style-type: none"> <li>• <b>Safety Performance Measure Rule</b></li> <li>• <b>Highway Safety Improvement Program (HSIP)</b></li> <li>• <b>Highway Safety Program Grants Rule</b></li> </ul>	<b>March 2014</b>	<b><i>November 24, 2015</i></b> <b>(Interim Final Rule for Grants issued January 2013).</b>
Highway Conditions	<ul style="list-style-type: none"> <li>• Pavement and Bridges Performance Measurement</li> <li>• Asset Management Plan</li> </ul>	January/February 2015	?
Congestion / System performance	<ul style="list-style-type: none"> <li>• System Performance Measures Rule (Congestion, Air Quality, and Freight)</li> </ul>	<i>November 23, 2015</i>	?
Transit	<ul style="list-style-type: none"> <li>• Transit Asset Management</li> <li>• National Transit Safety Program Rule</li> <li>• Transit Agency Safety Plan Rule</li> </ul>	<i>October 2, 2015</i> <i>(Transit Asset)</i> September 19, 2015 <i>(Agency Safety Plan)</i>	?

# Issue Categories

- ❖ Geography of the TPB Planning Area
- ❖ Linking Safety Performance Measures to Project Programming
- ❖ Data Sharing (especially Serious Injury data)
- ❖ Forecasting (especially VMT)
- ❖ Target Setting
- ❖ Developing a Shared Vision



# Issue Categories - Continued

Category	Key Issues
Geography – Planning Area and Urbanized Area	<ul style="list-style-type: none"><li>• Data integration: three States</li><li>• Fluid geography of TPB planning area and of urbanized areas</li></ul>
Linking Performance Measures to Project Programming	<ul style="list-style-type: none"><li>• Three States – three sets of funding and project programming decisions</li></ul>
Data Sharing	<ul style="list-style-type: none"><li>• Timeliness – wait for FARS or will TPB staff have access to preliminary data from States?</li><li>• Serious injury data is not consistently shared with TPB staff</li><li>• Serious injury data - definition for each State?</li><li>• Geographic breakdown of crash data</li></ul>

# Issue Categories - Continued

Category	Key Issues
Forecasting	<ul style="list-style-type: none"><li>• TPB staff will need to rely on State agency provided data</li><li>• May need to make assumptions about future geographies – and update historical data to reflect geographical boundary changes for consistency</li><li>• COG/TPB forecasts VMT – will States do their own forecasts? If so, will they be broken out for our region?</li></ul>
Target Setting	<ul style="list-style-type: none"><li>• Do we blend targets? Will we also report separately by State?</li><li>• TPB will have the ultimate say on what our target is (or if we even set targets) – this Subcommittee should develop recommendations</li></ul>
Developing a Shared Vision	<ul style="list-style-type: none"><li>• Shared vision is a goal - at a minimum the Region's vision should be compatible with those of each of the three States</li></ul>

# Approach

- ❖ Identify relevant COG/TPB and State agency staff (see matrix handout)
  
- ❖ Organize a series of meetings to:
  - Get to know the key players within Maryland, Virginia, and the District of Columbia
  
  - Understand each State's approach to meeting the MAP-21 Safety Performance Measures rule
  
  - Lay the groundwork for collaboration
  
  - Jointly develop the processes by which we can all work together to meet the requirements and reduce fatalities and serious injuries in our Region
  
- ❖ Doodle poll to establish data for first MAP-21 safety meeting among COG/TPB, MDOT, VDOT, and DDOT in September

# Next Steps

- ❖ Geography of the TPB Planning Area
- ❖ Linking Safety Performance Measures to Project Programming
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- ❖ Forecasting (especially VMT)
- ❖ Target Setting
- ❖ Developing a Shared Vision

# Questions?

