

Update on the Development of MAP-21 Performance Measures

TPB Technical Committee
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Overview

- Anticipated MAP-21 Rulemaking
 - Metropolitan and Statewide Planning Regulations
 - Transit Agency Representation on MPO Boards
- Safety Program Draft Rules
 - Timeline
 - Transportation Safety Subcommittee Discussion
 - Next Steps

Anticipated MAP-21 Rulemaking

- Metropolitan and Statewide Planning Regulations – mid May
 - 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 program 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”

Safety Rules

- **Safety Performance Measures:** Defines process by which states and MPOs will compile safety data and define targets
- **Highway Safety Improvement Program:** Requires states to collect and use a set of proposed roadway data elements
- Safety rules apply to all public roadways

Safety PM Implementation Timeline

- March 11 – Safety Performance Measure rule published
- May 27 – HSIP comment period closes
- June 9 – Safety performance measure comment period closing
- US-DOT establishes measures – effective Spring 2015
 - Number and rate per 100 million VMT of fatalities and serious injuries
- August 2016 – States establishes targets (1 year after effective date of the rule)
- March 2017 - MPO establishes targets (180 days after the states)
- Late 2019 – FARS and HPMS data available for assessment of state target achievement
- Early 2020 – States notified of federal “made significant progress” determination for 2017 targets

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Discussion Points

- Meeting held on April 28 and discussed:
 - Measures, data, and target setting
 - Implementation timeline
 - How the rules affect us as a multi-state MPO
 - Whether TPB should provide comments to the docket and on which topics
 - Coordination with state and jurisdictional comments
- April 28 meeting did not yield a specific consensus recommendation on TPB comments to the docket

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Discussion Points (Cont'd)

- Staff does not have concerns with the scope and overall methodology proposed in the rules, but state DOTs may
- Advantages to flexibility in applying these rules
- Staff anticipates that TPB will pursue additional objectives not tied to the federal reporting process
 - TPB currently tracks non-motorized crash data and plans to continue to do so in the future regardless of being linked to this federal process
- The upcoming Planning and System Performance rules may present additional requirements for MPO safety reporting and target assessment, not addressed in what has been released to date

Next Steps

- Await release of Planning Rule in order to understand interaction with safety rules
- Coordinate on comments drafted/submitted by member jurisdictions
 - Potential federal due date extension (past the current June 9 deadline)
 - Determine whether TPB should issue any comments to the docket
 - Informed by state comments and the upcoming Planning Rule