

Item #3

# Preparations for MAP-21 Congestion-Related Rulemaking

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Vehicle Probe Data Users Group (VPDUG) – Management, Operations and  
Intelligent Transportation Systems (MOITS) Subcommittee Joint Meeting

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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>September 2015</i>
Highway Safety	<ul style="list-style-type: none"> <li>• Safety Performance Measure Rule</li> <li>• Highway Safety Improvement Program (HSIP)</li> <li>• Highway Safety Program Grants Rule</li> </ul>	March 2014	<i>September 2015</i> (Interim Final Rule for Grants issued January 2013).
Highway Conditions	<ul style="list-style-type: none"> <li>• Pavement and Bridges Performance Measurement</li> <li>• Asset Management Plan</li> </ul>	January/February 2015	?
<b>Congestion / System performance</b>	<ul style="list-style-type: none"> <li>• <b>System Performance Measures Rule (Congestion/Reliability, Air Quality, and Freight)</b></li> </ul>	<b><i>July 2015</i></b>	<b>?</b>
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>August 2015</i> (Advanced NPRM published October 2013.)	?

# Commonalities in Released NPRMs

- Safety and Highway Conditions NPRMs were released, they have some commonalities:
  - States responsible for setting and achieving targets
  - MPOs can either set their own targets or support the state(s) 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.
- Forthcoming Congestion/System Performance Rules could have similar requirements in terms of targets setting

# Metropolitan Planning Agreement Amendments

- Identify the coordinated processes for the collection of performance data
- The selection of performance targets for the metropolitan area
- The reporting of metropolitan area targets
- The reporting of actual system performance related to those targets

# Data Collection

- TPB will need to rely on state/agency-provided data, **preferably geographically-detailed, to the maximum extent practicable**
  - TPB is a multi-state MPO
  - MPO boundary changes over time
  - Common data sourcing
- Currently, what are the data sources for congestion/system performance?
  - DC
  - MD
  - VA

# Performance Measures Calculation

- Hope that the NPRM would provide specifications
- What if those specifications are not specific enough?
- Currently, what are the methodologies for calculating congestion/system performance?
  - DC
  - MD
  - VA

# Forecasting Trends

- Hope that the NPRM would provide specifications
- What if those specifications are not specific enough?
- Currently, what are the methodologies for forecasting congestion/system performance trends (if any)?
  - DC
  - MD
  - VA

# Point of Contact

- Each agency asked to identify:
  - Overall coordinating representative
  - Subject matter expert representative for each category/measure
  - Table on the next page



MAP-21 Performance Areas		TPB	States and Agencies				
			DDOT	MDOT	VDOT	WMATA	Others
Overall Planning							
Highway Safety							
Highway Conditions	Pavement and Bridge conditions						
	Asset Management						
Congestion/ System Performance (rules pending)	<b>Congestion/ Performance</b>						
	On-road mobile source emissions						
	Freight movement on Interstates						
Transit Performance (rules pending)	Safety						
	Asset						