

Transportation Performance Measures

Safety Target-Setting



RRTPO Technical Advisory Committee – 9/12/2017

Presentation by:

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Meetings

This group has convened in a series of three web-based conference calls:

July 31, 2017 – high-level discussion of working group objectives, and opportunities, strategies or initiatives to support the Richmond region achieving safety targets.

August 7, 2017 – focused various trendlines and target scenarios for each of the five safety measures. Recommended targets were selected for four of the five safety measures.

September 11, 2017 – finalized cover memo and recommended targets for all five safety measures.



Summary of Recommended Targets

	Working Group Reduction Rate (annual)	Working Group Target (2021)
Number of Fatalities	4.5% Vision Zero	66
Rate of Fatalities (per 100 Million VMT)	To be calculated with 1.5% VMT* assumption	To be calculated with 1.5% VMT* assumption
Number of Serious Injuries	8%	576
Rate of Serious Injuries (per 100 Million VMT)	To be calculated with 1.5% VMT* assumption	To be calculated with 1.5% VMT* assumption
Number of non-motorized fatalities and non motorized serious injuries	5%	87

Note: *RRTPO staff still working with VDOT to agree on base VMT numbers for the MPO area

Next Steps

- Review of draft memo by TAC
- RRTPO Staff will continue to work with VDOT on base VMT data for the MPO area
- Additional engagement with Working Group if necessary

Goal: 'Final' Memo to TAC for consideration in October



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Additional Background Slides



Background

Moving Ahead for Progress in the 21st Century (MAP-21)

- Established a performance- and outcome-based program
- Objective: For States and MPOs to invest resources in projects that collectively make progress toward the achievement of seven national goals.

Source: FHWA, <https://www.fhwa.dot.gov/map21/factsheets/pm.cfm>



Background

Declaration of Policy:

“Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming.”

[§1203; 23 USC 150(a)]

Source: FHWA, <https://www.fhwa.dot.gov/map21/docs/title23usc.pdf>, page 140



National Performance Goals for the federal-aid highway program

Goal area	National goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System
System reliability	To improve the efficiency of the surface transportation system
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced project delivery delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Source: [§1203; 23 USC 150(b)], FHWA, <https://www.fhwa.dot.gov/map21/factsheets/pm.cfm>



National Performance Measures

Rulemaking	Final Performance Measures
Safety PM Final Rule (4/14/2016 effective date)	Number of fatalities
	Rate of Fatalities
	Number of Serious Injuries
	Rate of Serious Injuries
	Number of non-motorized fatalities and non-motorized serious injuries
Infrastructure PM Final Rule (5/20/2017 effective date)	Percentage of pavements of Interstate System in Good condition
	Percentage of pavements of Interstate System in Poor condition
	Percentage of pavements of the non-interstate NHS in Good condition
	Percentage of pavements of the non-interstate NHS in Poor condition
	Percentage of NHS bridges classified as in Good condition
	Percentage of NHS bridges classified as in Poor condition
System Performance PM Final Rule (5/20/2017 effective date)	Percent of Person-Miles Traveled on Interstate that are Reliable
	Percent of Person-Miles Traveled on non-interstate NHS that are Reliable
	Percent change in tailpipe CO2 emissions on the NHS compared to 2017
	Truck Travel Time Reliability Index
	Annual Hours of peak hour excessive delay per capita
	Percent of non-SOV travel
	Total emissions reduction



Performance Targets

State targets: Within one year of the DOT final rule on PMs, States are required to set performance targets for each measure.

MPO targets: Within 180 days of States setting performance targets, MPOs are required to set targets for each measure (where applicable).



National Performance Measures *(where applicable)*

Rulemaking	Final Performance Measures
Safety PM Final Rule (4/14/2016 effective date)	Number of fatalities
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	Rate of Serious Injuries
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	Percent of Person-Miles Traveled on non-interstate NHS that are Reliable
	Percent change in tailpipe CO2 emissions on the NHS compared to 2017
	Truck Travel Time Reliability Index
	Annual Hours of peak hour excessive delay per capita
	Percent of heavy-duty trucks
	Total emissions reduction

Not applicable to RRTPO in first reporting period



Performance Targets

MPOs can:

Adopt unique targets, report metrics specific to the metropolitan planning area;

or

Agree to State DOT targets, report metrics specific to the metropolitan planning area.



Performance Targets

MPOs Roles and Responsibilities

Include targets in planning documents

- Metropolitan Transportation Plans [§1201; 23 USC 134(i)(2)(B)]
- Transportation Improvement Programs [§1201; 23 USC 134(j)(2)(D)]

Link investment priorities to performance targets

Report on progress



Performance Targets

Metropolitan Transportation Plans (MTPs) shall include:

- A description of the (federally required) performance measures and targets used to assess performance of the MPOs transportation system.
- A system performance report evaluating the performance of the transportation system with respect to the (federally required) performance targets including progress achieved by the MPO on meeting performance targets.

Source: FHWA, <https://www.fhwa.dot.gov/tpm/rule/160614presentation.pdf>



Performance Targets

Transportation Improvement Programs (TIPs) shall:

- Include a description of the anticipated effect of the TIP toward achieving the performance targets identified by the MPO in the MTP.
- Link investment priorities in the TIP to the achievement of performance targets in the MTP.

Source: FHWA, <https://www.fhwa.dot.gov/tpm/rule/160614presentation.pdf>



Performance Targets - *Accountability*

Certification of planning process for Transportation Management Areas (TMAs)

Requires the Secretary to certify at least once every four years whether the metropolitan planning process of an MPO serving a TMA meets the requirements, including the requirements of 23 USC 134 and other applicable Federal law.

One of these requirements is to include a performance-based approach in the metropolitan transportation planning process (see 23 USC 134(h)(2)). Absent this certification, DOT may withhold up to 20% of the funds attributable to the metropolitan planning area. [§1201; 23 USC 134(k)(5)]

Source: FHWA, <https://www.fhwa.dot.gov/map21/factsheets/pm.cfm>



PMs and Targets – *Tentative FY 18 Schedule*

August 31, 2017
VDOT reports safety targets in annual HSIP report to FHWA

October 2017
Comment period on draft 'TPM- Progress Report 2017' to include Safety PMs and Targets

Potential TAC PM Working Group

July 11, 2017
Staff presentation to TAC on safety data, tools and recommended next steps for safety target setting

September 12, 2017
TAC recommendation to follow state targets or agree to RRTPO specific



PMs and Targets – *Tentative FY 18 Schedule*

February 27, 2018
Deadline for MPOs
to establish and
report Safety PMs
and Targets

May 20, 2018
VDOT reports state
targets for Infrastructure
and System Performance
PMs (anticipated)

Potential TAC PM Working Group

November 2, 2017
TPO Board reviews final
'TPM- Progress Report 2017'
and considers approval of
Safety PMs and Targets

- May 27, 2018
- MTP PM compliance required
(upon updates on or after this date)
 - TIP PM compliance required
(upon updates on or after this date)

