

MAP-21/FAST ACT PERFORMANCE MEASURES AND TARGETS

SAFETY

Presented By:
Keith Nichols, PE
HRTPO Board Meeting
February 15, 2018

- The Moving Ahead for Progress in the 21st Century (MAP-21) surface transportation legislation established a performance- and outcome-based program.
- As part of this program, MAP-21 (and the FAST Act) require that States and Metropolitan Planning Organizations (MPOs) **prepare and use a set of federally-established performance measures.**
- States and MPOs must also **set targets and monitor progress** for each of these performance measures.
- HRTPO staff is working in cooperation with the TTAC to produce these targets.

Area	Measures
Safety	Fatalities
	Fatality Rate
	Serious Injuries
	Serious Injury Rate
	Bike/Pedestrian Fatalities & Serious Injuries
Pavement Condition	Interstate System pavement in good condition
	Interstate System pavement in poor condition
	Non-Interstate System NHS pavement in good condition
	Non-Interstate System NHS pavement in poor condition
Bridge Condition	NHS bridges in good condition
	NHS bridges in poor condition
Roadway Performance	Interstate Travel Time Reliability
	Non-Interstate NHS Travel Time Reliability
Freight	Truck Travel Time Reliability Index
Transit	Transit Asset Management
CMAQ	N/A for Attainment areas

MPO Target Due Dates

- The initial regional safety targets must be established by each MPO by February 27, 2018.
- The remaining initial targets will be due by Mid-November 2018.

- For target setting, the MPO may:
 - Adopt VDOT statewide targets, but report metrics specific to the Metropolitan Planning Area (MPA)
 - Select unique, MPO specific targets, and report metrics specific to the MPA
 - Use a combination of statewide and unique targets
- There are no “penalties” for MPOs for not meeting their performance targets, although it can be addressed during the quadrennial certification review **to ensure adequate performance-based planning.**
- MPOs must include targets and report on progress in planning documents such as the LRTP and the TIP*.

- At the September TTAC meeting, the committee formed a Performance Measure Target Working Group (~ 8 members)
 - Localities
 - Transit providers
 - VDOT
 - Subject-matter experts (i.e. Port, Va Highway Safety Office)

State Safety Targets

Safety Measure	State Target*
Fatalities	-2% annually
Fatality Rate	-3% annually (based on 1.5% annual increase in VMT)
Serious Injuries	-5% annually
Serious Injury Rate	-8% annually
Bike/Pedestrian Fatalities & Serious Injuries	-4% annually

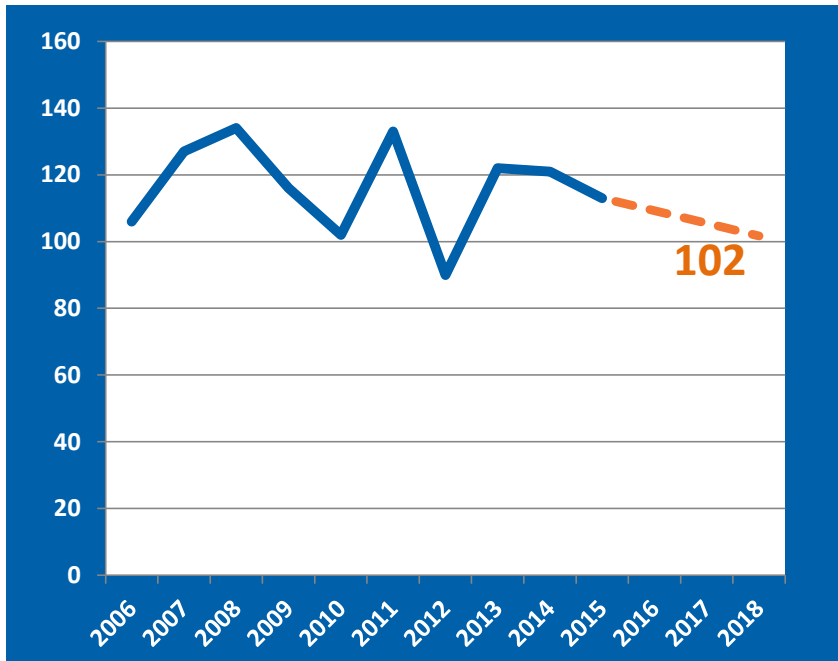
* All based on the Virginia 2017-2021 Strategic Highway Safety Plan.

- The TTAC recommended using the more-aggressive **“Vision Zero”** targets for Fatalities and Fatality Rate
 - Based on reducing the # of fatalities by a set amount each year and **reaching zero fatalities by 2045**.
 - “Aspirational”
 - “No fatality is acceptable”
 - USDOT's Strategic Plan includes goal of “...working towards no fatalities across all modes of travel”.
- The TTAC recommended using statewide safety targets for Serious Injuries, Serious Injury Rate, and Bike/Pedestrian Fatalities & Serious Injuries

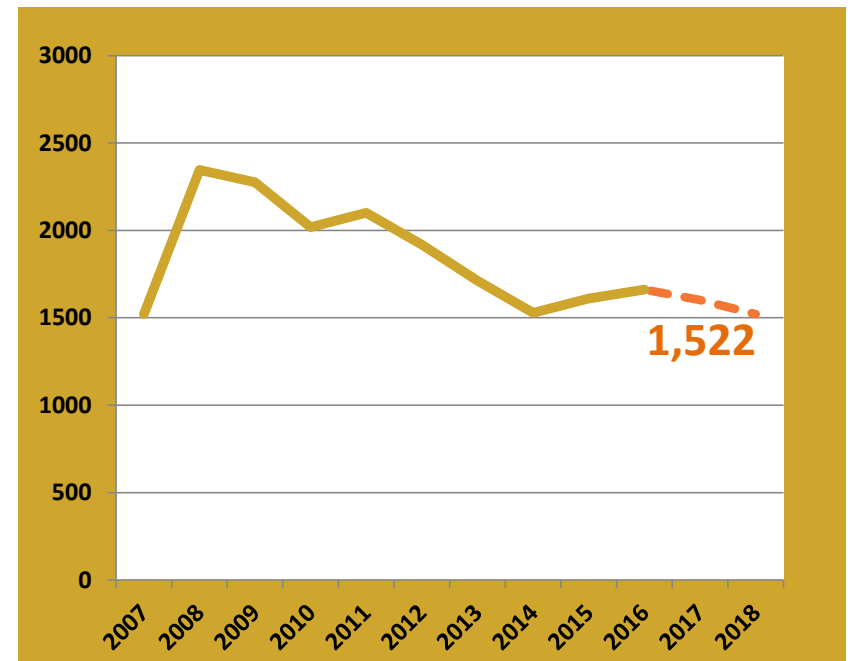
TTAC Recommendations

Safety Measure	TTAC Recommended Target
Fatalities	-3.6% annually (to 2021)
Fatality Rate	-5% annually (based on 1.5% annual increase in VMT)
Serious Injuries	-5% annually
Serious Injury Rate	-8% annually
Bike/Pedestrian Fatalities & Serious Injuries	-4% annually

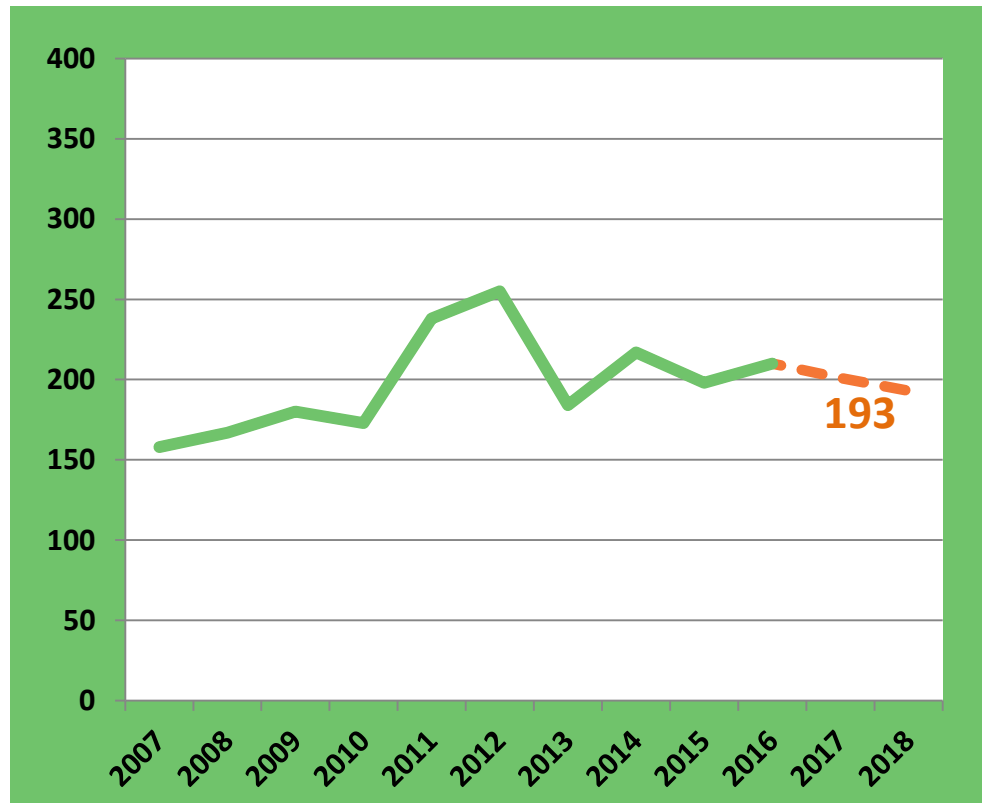
Fatalities



Serious Injuries



Bike/Pedestrian Fatalities & Serious Injuries



Recommended Action

- Under Consent Agenda Item #17-W, approve the following regional safety performance targets:

Future Target Annual Reduction Values	
Fatality Reduction	3.6%
Serious Injury Reduction	5.0%
Bike and Ped F & SI Reduction	4.0%
VMT % Increase	1.5%

2018 Safety Performance Targets	
Fatalities	102
Fatality Rate (100M VMT)	0.69
Serious Injuries	1,522
Serious Injury Rate (100M VMT)	10.39
Bike and Ped F & SI People	193

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