
Planning Council Discussion

January 4, 2018

Safety Targets
MAP-21 and FAST Act Require Performance-Based Planning

- MAP-21 established seven national goals for the Federal-aid Highway Program
  - Safety
  - Infrastructure Condition
  - Congestion Reduction
  - System Reliability
  - Freight Movement and Economic Vitality
  - Environmental Sustainability
  - Reduced Project Delivery Delays

- In 2016-2017, US DOT established 29 performance measures

- State DOTs and MPOs are required to set targets for the national performance measures, report performance, and integrate into planning documents

Safety Targets
2040 Regional Transportation Plan
Goals, Objectives, Performance Measures, and Targets

Value Statement
We seek to provide a multi-modal transportation system that is safe, as well as socially and environmentally sensitive for all users that protects and enhances the region's quality of life and economic vitality.

Adopted on: September 4, 2014

ECONOMIC DEVELOPMENT/QUALITY OF LIFE

Goal 1
Foster a transportation system that supports economic development and improves residents' quality of life

MOBILITY

Goal 2
Provide a transportation system that moves people and goods safely, efficiently, and reliably

MULTI-MODAL

Goal 3
Provide a multi-modal system that improves accessibility and transportation system continuity

OPERATIONS

Goal 4
Optimize operations of transportation facilities

NATIONAL GOAL

Infrastructure condition, freight movement and economic vitality, environmental sustainability

OBJECTIVE

Conforms to air quality requirement

MPO GOAL

Maintain transportation infrastructure and facilities to minimize the need for replacement or rehabilitation

Investment in infrastructure

Reduce number of severe traffic crashes

Use the Congestion Management Process (CMP) to reduce congestion

Reliable travel times

Support Transportation Services for all, including the most vulnerable and transit-dependent populations

Implement RTD, Regional Bicycle Plan, and North l 25th St

Develop infrastructure that supports alternate modes and connectivity

Use Transportation Demand Management techniques to reduce congestion and optimize the system

Implement Intelligent Transportation Systems (ITS)

Enhance transit service in the NFR

Reduce project delivery time frame

Each measure (and target) or policy is associated with one or more objectives indicated by the corresponding numbers.

PERFORMANCE MEASURE

Air quality conformity tests on plans and programs

Number of facility samples with poor surface condition

Bridges with a sufficiency rating below 50.0

Five-year rolling average of injury and fatal crashes

Regionally significant congested corridors with a travel time index of 2.5 times or less than free flow

Population and essential destinations within pedestrian and transit demand response service area within the MPO boundary

Non-motorized facilities per capita

Fixed-route revenue hours per capita within service areas

Transit service vehicles within useful life parameters established by FTA

VMT growth per capita

Change in VMT should not exceed change in population

Fixed-route ridership per capita within service areas

TARGET (over 4 years)

Passes Conformity

Reduce by 1%

Reduce by 1%

No increase in crashes

Maintain at least 80%

At least 85%

Increase by at least 2%

Maintain 75%

Increase by 10%

Increase by 10%

2040 RTP PLAN POLICY

Support freight performance in partnership with CDOT

Projects TIP amendments on a quarterly schedule
### National Performance Measures

<table>
<thead>
<tr>
<th>Performance Area</th>
<th>Number of Measures*</th>
<th>CDOT/Transit Providers Target Deadlines</th>
<th>NFRMPO Target Deadlines</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Highway Performance Areas</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Highway Safety</td>
<td>5</td>
<td>August 31, 2017</td>
<td>February 27, 2018</td>
</tr>
<tr>
<td>Pavement and Bridge Condition</td>
<td>6</td>
<td>May 20, 2018</td>
<td>November 16, 2018</td>
</tr>
<tr>
<td>NHS Performance (system reliability)</td>
<td>2-3</td>
<td>May 20, 2018</td>
<td>November 16, 2018</td>
</tr>
<tr>
<td>Freight Movement</td>
<td>1</td>
<td>May 20, 2018</td>
<td>November 16, 2018</td>
</tr>
<tr>
<td>Congestion Mitigation and Air Quality</td>
<td>1</td>
<td>May 20, 2018</td>
<td>November 16, 2018</td>
</tr>
<tr>
<td><strong>Transit Performance Areas</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transit Asset Management</td>
<td>3</td>
<td>January 1, 2018</td>
<td>June 30, 2018</td>
</tr>
<tr>
<td>Transit Safety</td>
<td>7</td>
<td>TBD</td>
<td>TBD</td>
</tr>
</tbody>
</table>

*Number of measures applicable to the NFRMPO in the first performance period
Target Setting Requirements

- Targets must be data-driven
- Coordinate target-setting with CDOT
- **MPOs have two options**
  - Support the statewide target(s) by agreeing to plan and program projects to contribute toward accomplishment of the state target(s)
  - Set target(s) specific to the MPO region

<table>
<thead>
<tr>
<th></th>
<th>MPOs</th>
<th>State DOTs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Incorporate into plans and programs</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Report targets to</td>
<td></td>
<td></td>
</tr>
<tr>
<td>State DOT</td>
<td></td>
<td>US DOT</td>
</tr>
<tr>
<td>External assessment of target</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>achievement if targets are not met</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Potential financial penalty</td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>
Safety Target Timeline

- **Aug 31, 2017**: CDOT Set 2014-2018 Targets
- **Feb 27, 2018**: NFRMPO Sets 2014-2018 Targets
- **Aug 31, 2018**: CDOT Sets 2015-2019 Targets
- **Feb 27, 2019**: NFRMPO Sets 2015-2019 Targets
- **Aug 31, 2019**: CDOT Sets 2016-2020 Targets

180 Days

**RTPs and TIPs adopted after May 27, 2018 must include targets**

- Spring 2019 NFRMPO Adopts FY20-23 TIP
- Sep 2019 NFRMPO Adopts 2045 RTP
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>487.4</td>
<td>610</td>
<td>25.2%</td>
<td>32.8</td>
<td>48.0</td>
<td>46.3%</td>
</tr>
<tr>
<td>Rate of Fatalities per 100M Vehicle Miles Traveled (VMT)</td>
<td>1.015</td>
<td>1.20</td>
<td>18.2%</td>
<td>0.939</td>
<td>1.121</td>
<td>19.4%</td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>3,214.8</td>
<td>3,350</td>
<td>4.2%</td>
<td>202.4</td>
<td>244.5</td>
<td>20.8%</td>
</tr>
<tr>
<td>Rate of Serious Injuries per 100M VMT</td>
<td>6.710</td>
<td>6.790</td>
<td>1.2%</td>
<td>5.823</td>
<td>6.173</td>
<td>6.0%</td>
</tr>
<tr>
<td>Number of Non-motorized Fatalities and Serious Injuries</td>
<td>524.2</td>
<td>586</td>
<td>11.8%</td>
<td>34.2</td>
<td>40.2</td>
<td>17.5%</td>
</tr>
</tbody>
</table>
Pros and Cons to Supporting CDOT’s Safety Targets

**Pros**
- Meets federal requirements
- Saves staff resources
- NFR region has similar safety trends as the State (i.e. upwards)
- 2014-2018 targets will not be incorporated into the current RTP or TIP

**Cons**
- Statewide targets do not specifically reflect MPO performance
Next Steps

- Planning Council Action – February 1
  - TAC recommends Planning Council support CDOT’s statewide 2014-2018 safety targets
- Report safety targets to CDOT – February 27
- Set targets for remaining measures – Late 2018
- Set 2015-2019 safety targets – 2019
For more information:

**Medora Kealy**  
Transportation Planner  
mkealy@nfrmpo.org  
(970) 416-2293

**Becky Karasko, AICP**  
Regional Transportation Planning Director  
bkarasko@nfrmpo.org  
(970) 416-2257