# 2014-2018 NFRMPO Targets for Safety Performance Measures

**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

NFRMPO

| $\bigcirc$     |
|----------------|
| $\smile$       |
|                |
| (6)            |
|                |
|                |
|                |
| 0              |
| <b>6</b>       |
| 4              |
| ТР             |
| <b>RTP</b>     |
| RTP            |
| RTP            |
| ) RTP          |
| 0 RTP          |
| <b>40 RTP</b>  |
| <b>40 RTP</b>  |
| <b>040 RTP</b> |
| 040 RTP        |
| 2040 RTP       |

|                          |  | We see  | k to provide   | ə a mu   | ılti-modal tran   | sportation system ti   | ortation system that is safe, as well as socially and environmentally sensitive for all users that protects and enhances the region's quality of<br>life and economic vitality. |   |  |  |   |  |   |             |  | September 4, 2014                        |  |
|--------------------------|--|---|--|--|---|--|---|---|--|--|---|--|---|-------------|--|--|--|
|                          | ECON   | Goal 1<br>ECONOMIC DEVELOPMENT/QUALITY OF LIFE  |  |  |   | E  | Goal 2<br>MOBILITY  |   |  | Goal 3<br>MULTI-MODAL  |   |  | Goal 4<br>OPERATIONS  |             |  |  |  |
| MPO GOAL                 |  | Foster a transportation system that supports<br>economic development and improves residents'<br>quality of life |  |  |   | Provide a transportation system that moves<br>people and goods safely, efficiently, and reliably |   |   | Provide a<br>multi-modal system that improves accessibility<br>and transportation system continuity  |  |   | Optimize operations of transportation facilities   |   |             |  |  |  |
| NATIONAL<br>GOAL         |  | Infrastructure condition, freight movement and economic vitality, environmental sustainability                  |  |  |   | Safety, congestion reduction, system reliability   |   |   | Infrastructure condition, system reliability   |  |   | Congestion reduction, freight movement and economic vitality,<br>project delivery                                    |   |             |  |  |  |
| OBJECTIVE                | qua  | Conforms to air<br>quality<br>requirement   |  | n<br>tion<br>ture<br>es to<br>the<br>ir<br>nt or<br>tion | Investment in<br>Infrastructure                                 | Reduce<br>number of severe<br>traffic crashes  | Use the<br>Congestion<br>Management<br>Process (CMP) to<br>reduce congestion  |   | Support<br>Transportation<br>services for all<br>including the most<br>vulnerable and<br>transit dependent<br>populations                        | Implement RTE,<br>Regional Bicycle<br>Plan, and North I-<br>25 EIS | Develop<br>infrastructure that<br>supports alternate<br>modes and<br>connectivity | Use<br>Transportation<br>Demand<br>Management<br>techniques to<br>reduce<br>congestion and<br>optimize the<br>system | Implement<br>Intelligent<br>Transportation<br>Systems (ITS) |             | the NFR  | Reduce project<br>delivery time<br>frame |  |
| Each measur              | 1 2 3<br>re (and target) or policy is associated with one or m |   |  |  | 4 5 6<br>re objectives indicated by the corresponding numl      |  | 7<br>Ibers  | 8 9   |  | 10   | 11  |  | 12 13   |             |  |  |  |
| PERFORMANCE<br>MEASURE   | 72 - <b>4</b> - Locato 27044                                   | confor<br>on p  | 1<br>quality<br>mity tests<br>lans and<br>ograms             | sam  | 2, 3<br>ber of facility<br>nples with<br>or surface<br>ondition | 3<br>Bridges with a<br>sufficiency rating<br>below 50.0  | 4<br>Five-year rolling<br>average of injury<br>and fatal crashes  | 5,6,10, 11<br>Regionally<br>significant<br>congested<br>corridors with a<br>travel time index<br>of 2.5 times or<br>less than free flow | 7<br>Population and<br>essential<br>destinations<br>within para-<br>transit and<br>demand response<br>service area<br>within the MPO<br>boundary | 8, 9<br>Non-motorized<br>facilities per<br>capita                  | 8,12<br>Fixed-route<br>revenue hours per<br>capita within<br>service areas        | 9<br>Transit service<br>vehicles within<br>useful life<br>parameters<br>established by<br>FTA                        | VMT growt<br>capita   |             | 12<br>Fixed-rou<br>ridership<br>capita wit<br>service ar | per<br>thin                              |  |
| TARGET<br>(over 4 years) |  | Passes  | Conformity   | Red  | luce by 1%  | Less than 5% of<br>bridges   | No increase in<br>crashes   | Maintain at least<br>80%  | At least 85%   | increase by at<br>least 2%   | Increase by 30%   | Maintain 75%   | Change in<br>should not e<br>change<br>populati             | xceed<br>in | Increase by  | 10%                                      |  |
| 2040 RTP PLAN<br>POLICY  | 3<br>Support fre<br>performan<br>partnership<br>CDOT           | ce in a   | 13<br>Process TIP<br>mendments on a<br>quarterly<br>schedule | a  |   |  |   |   |  |  |   |  |   |             |  | _  |  |

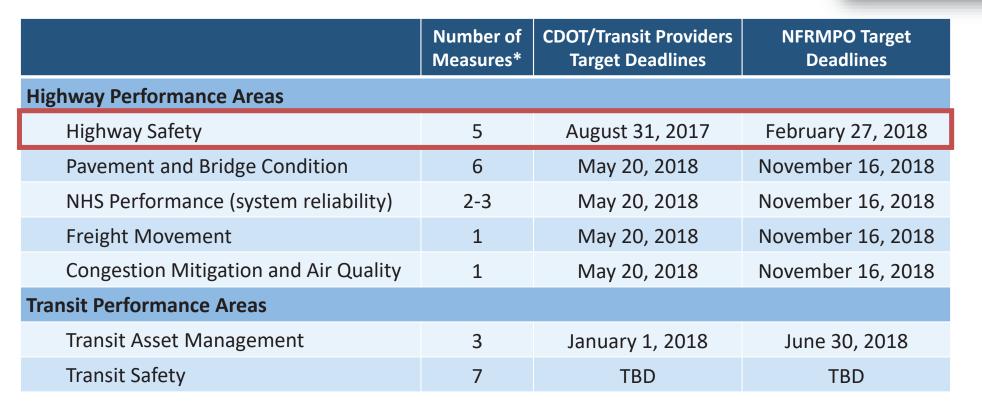
#### 2040 Regional Transportation Plan

Goals, Objectives, Performance Measures, and Targets

#### Value Statement

Adopted on: September 4, 2014

## **National Performance Measures**



\*Number of measures applicable to the NFRMPO in the first performance period

Safety Targets

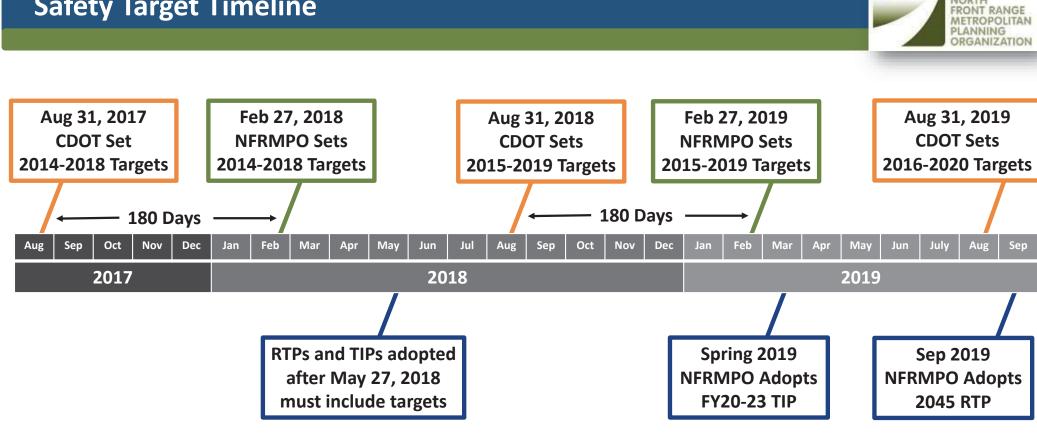
NFRMPO

## **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

|  | MPOs         | State<br>DOTs |
|--|--------------|---------------|
| Incorporate into plans and programs                | $\checkmark$ | $\checkmark$  |
| Report targets to                                  | State DOT    | US DOT        |
| External assessment of target achievement          | X            | $\checkmark$  |
| Potential financial penalty if targets are not met | X            | $\checkmark$  |

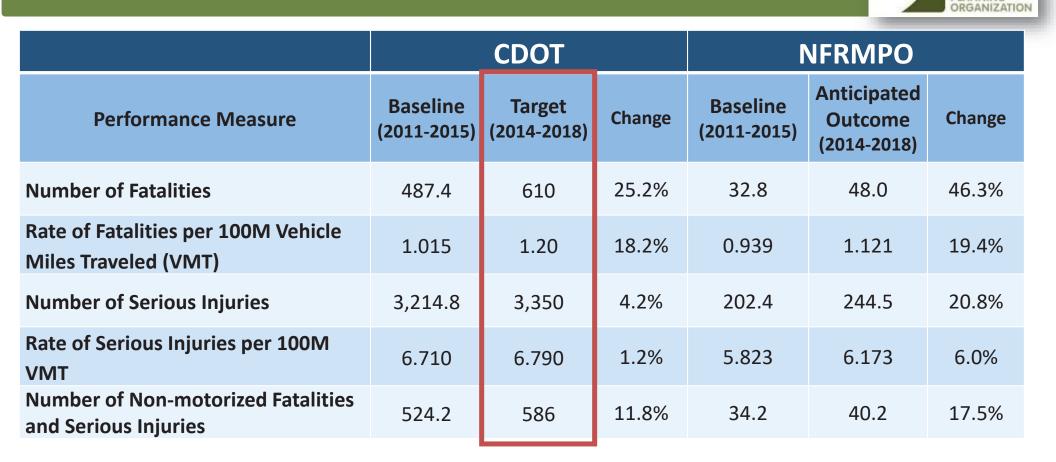
## Safety Target Timeline



**NFRMPO** 

NORTH

## **CDOT Targets and NFRMPO Anticipated Outcomes**



NFRMPO

NORTH FRONT RANGE METROPOLITAN PLANNING

# Pros and Cons to Supporting CDOT's Safety Targets



- 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

## <u>Cons</u>

 Statewide targets do not specifically reflect MPO performance NFRMPC

#### **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

**Safety Targets** 



### **Contact Us**



# For more information:

Medora Kealy Transportation Planner <u>mkealy@nfrmpo.org</u> (970) 416-2293

Becky Karasko, AICP Regional Transportation Planning Director <u>bkarasko@nfrmpo.org</u> (970) 416-2257

**Safety Targets** 

10