



MAP-21 and FAST Act Transportation  
Performance Management

PM 1. Safety Coordination with  
Metropolitan Planning Organizations

# Transportation Performance Management (TPM)

# MAP-21/FAST Act: TPM Elements

1. National Goals
2. National Measures
3. Targets
4. Plans
5. Reports
6. Accountability and Transparency

## 1. National Goal Areas

Safety

Infrastructure condition

Congestion reduction

System reliability

Freight movement and economic vitality

Environmental sustainability

Reduced project delivery delays

# 17 National Performance Measures

PM 1. Safety	Number of fatalities	
	Number of serious injuries	
	Fatalities/100 million VMT	
	Serious injuries/100 million VMT	
	Non-motorized fatalities & serious injuries	
PM 2. Bridge	Percentage of NHS bridges classified as in	good condition
		poor condition
PM 2. Pavement	Percentage of pavement on the	Interstate System in good condition
		non-Interstate NHS in good condition
		Interstate System in poor condition
		non-Interstate NHS in poor condition
PM 3. System Performance, Freight Movement, and Air Quality	Percent of person-miles traveled on the	Interstate System that are reliable
		non-Interstate NHS that are reliable
	Percentage of the Interstate System mileage providing for reliable truck travel times	
	Annual hours of peak-hour excessive delay per capita	
	Percent of non-SOV travel	
	On-road mobile source emissions reduction	

# Implementation Timeline: Target Setting

Final Rule	Effective Date	Targets Must Be Set By		Including PMs in LRSTP, MTP, S/TIP via
		States	MPOs	Updates or Amendments On or After
PM 1. Safety	14Apr16	<b>31Aug17</b>	Up to 180 days after State sets targets, but not later than <b>27Feb18</b>	27May18
PM 2. Infrastructure Condition: Bridge and Pavement	20May17	20May18	No later than 180 days after the State(s) set targets	20May19
PM 3. System Performance, Freight Movement, and Air Quality				

# MDOT TPM Target Setting Resources

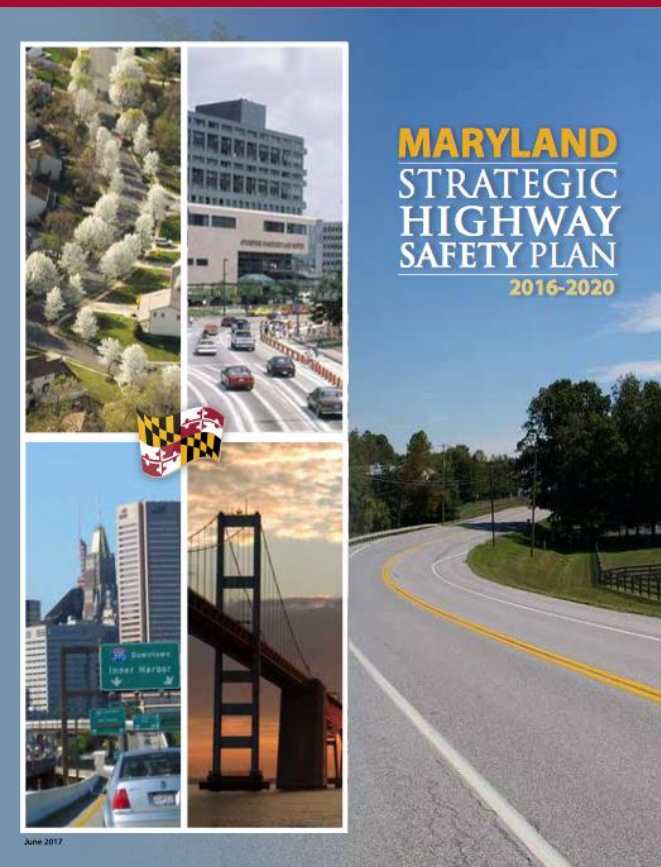
- Federal Performance Measures Overview
- Coordination, Target Setting, and Reporting
- PM 1, 2, & 3
  - Baseline Metric and Measure Calculation
  - Data Sources
  - Applicability
  - Data Submittal
  - Additional Notes



# TPM Roles and Responsibilities

- “States and MPOs shall coordinate when setting targets to ensure consistency to the maximum extent practicable”
  - **Coordination process**
    - Share available and needed data
  - **Establish targets**
    - Establish targets through existing processes for public involvement
    - Identify and review strategies
  - **Progress reporting**
    - MPOs report to States
    - States report progress of States and MPOs to USDOT
  - **Support national goals in the planning process and consider measures and targets in long range plans and programs**

# PM 1. Safety & State Target Setting



Highway Safety Improvement Program  
*Data Driven Decisions*

Maryland  
Highway Safety Improvement Program  
2016 Annual Report

Prepared by: MD

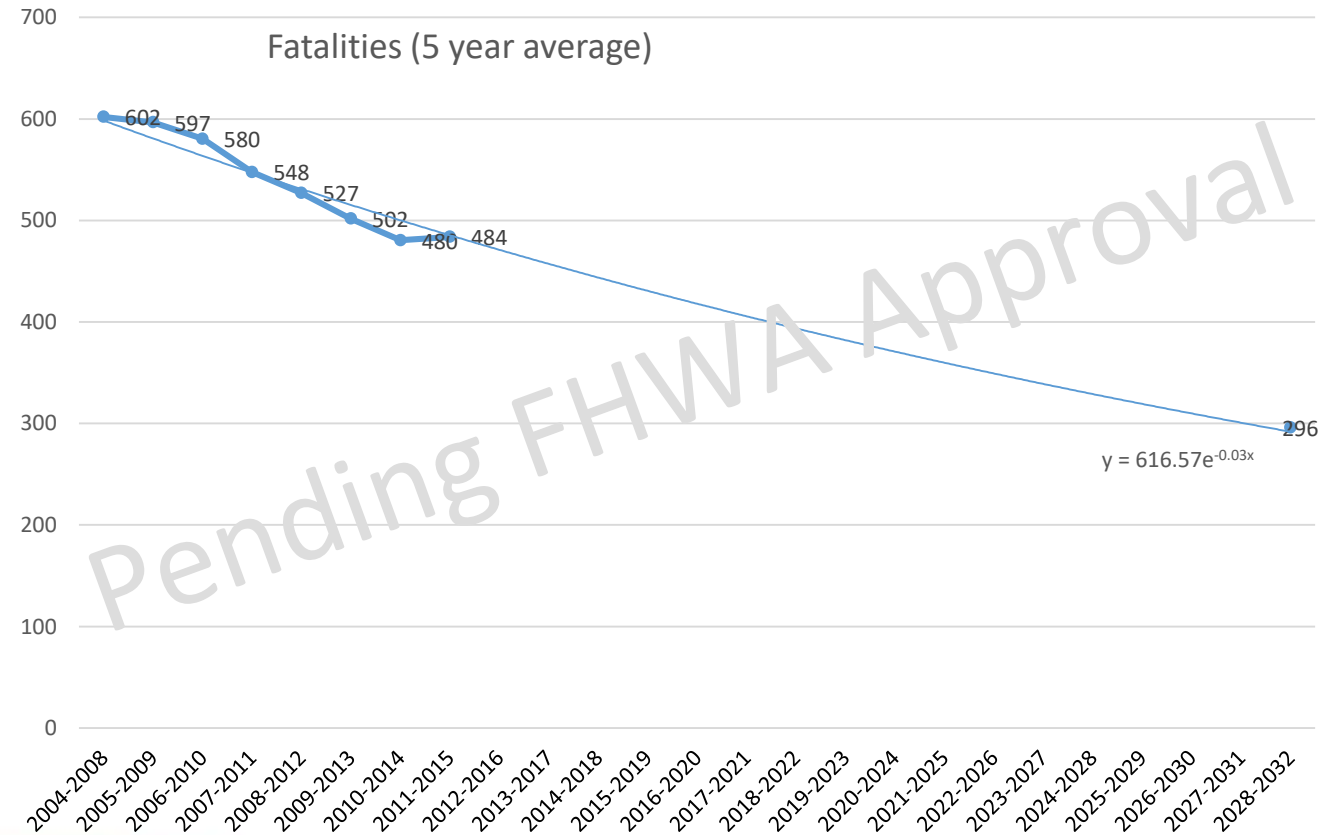
PM 1. Safety	Number of fatalities
	Number of serious injuries
	Fatalities/100 million VMT
	Serious injuries/100 million VMT
	Non-motorized fatalities & serious injuries

# PM 1. State Methodology: Fatalities (STSI)

**Toward Zero Deaths (TZD) Fixed  
end point (half of 2008 numbers  
by 2030)  
Exponential trend line fitted**

**Interim yearly goals**

**2016- 443  
2017 - 430  
2018 - 417  
2019 - 405  
2020 - 393**

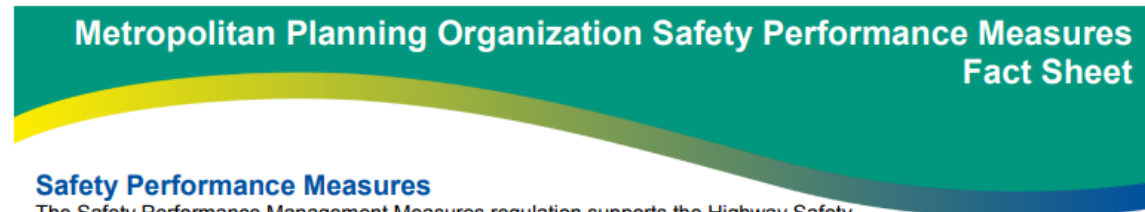




# PM 1. Safety and MPO Target Setting

## Top 5 - MPO HSIP Safety Performance Targets

1. All MPOs must set a target for each of the 5 HSIP Safety PMs
2. MPOs may adopt State's targets, develop their own, or use combination
3. MPOs must establish targets by **Feb 27, 2018**
4. MPO report targets to the State DOT
5. State targets are assessed annually for significant progress. MPOs targets are not.



### Safety Performance Measures

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures. This document highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.

### How do MPOs establish HSIP targets?

Coordination is the key for all stakeholders in setting HSIP targets. Stakeholders should work together to share data, review strategies and understand outcomes. MPOs must work with the State DOT. MPOs should also coordinate with the State Highway Safety Office, transit operators, local governments, the FHWA Division Office, National Highway Transportation Safety Administration (NHTSA) Regional Office, law enforcement and emergency medical services agencies, and others. By working together, considering and integrating the plans and programs of various safety stakeholders, MPOs will be better able to understand impacts to safety performance to establish appropriate HSIP targets. Coordination should start with the Strategic Highway Safety Plan (SHSP). More information on the SHSP is available at <http://safety.fhwa.dot.gov/hsip/shsp/>.

HSIP Safety Targets Established by MPOs	
1	Number of fatalities
2	Rate of fatalities
3	Number of serious injuries
4	Rate of serious injuries
5	Number of non-motorized fatalities and non-motorized serious injuries

# PM 2. Infrastructure Condition

PM 2. Bridge	Percentage of NHS bridges classified as in	good condition
		poor condition
PM 2. Pavement	Percentage of pavement on the	Interstate System in good condition
		non-Interstate NHS in good condition
	Percentage of pavement on the	Interstate System in poor condition
		non-Interstate NHS in poor condition

Maryland State Highway Administration  
**Statewide Transportation Asset  
Management Plan**  
Under Development

# PM 3. System Performance

PM 3. System Performance, Freight Movement, and Air Quality	Percent of person-miles traveled on the	Interstate System that are reliable
		non-Interstate NHS that are reliable
	Percentage of the Interstate System mileage providing for reliable truck travel times	
	Annual Hours of peak-hour excessive delay per capita	
	Percent of Non-SOV Travel	
	On-road mobile source emissions reduction	

# FHWA Resources

[www.planning.dot.gov](http://www.planning.dot.gov)

[www.fhwa.dot.gov/tpm](http://www.fhwa.dot.gov/tpm)

[//safety.fhwa.dot.gov/hsip/shsp/](http://safety.fhwa.dot.gov/hsip/shsp/)

[//ops.fhwa.dot.gov/perf measurement](http://ops.fhwa.dot.gov/perf_measurement)

## TPM Toolbox

This website is the home of the FHWA  
Transportation Performance  
Management Toolbox.

[Learn more about the TPM Framework](#)

[www.fhwa.dot.gov/tpm/](http://www.fhwa.dot.gov/tpm/)  
MDOT - <http://arcg.is/1r04uH>

# Performance & Planning

[MDMap21FAST@mdot.state.md.us](mailto:MDMap21FAST@mdot.state.md.us)

- Single point of contact with MDOT
  - General and specific SME questions

Meredith Hill

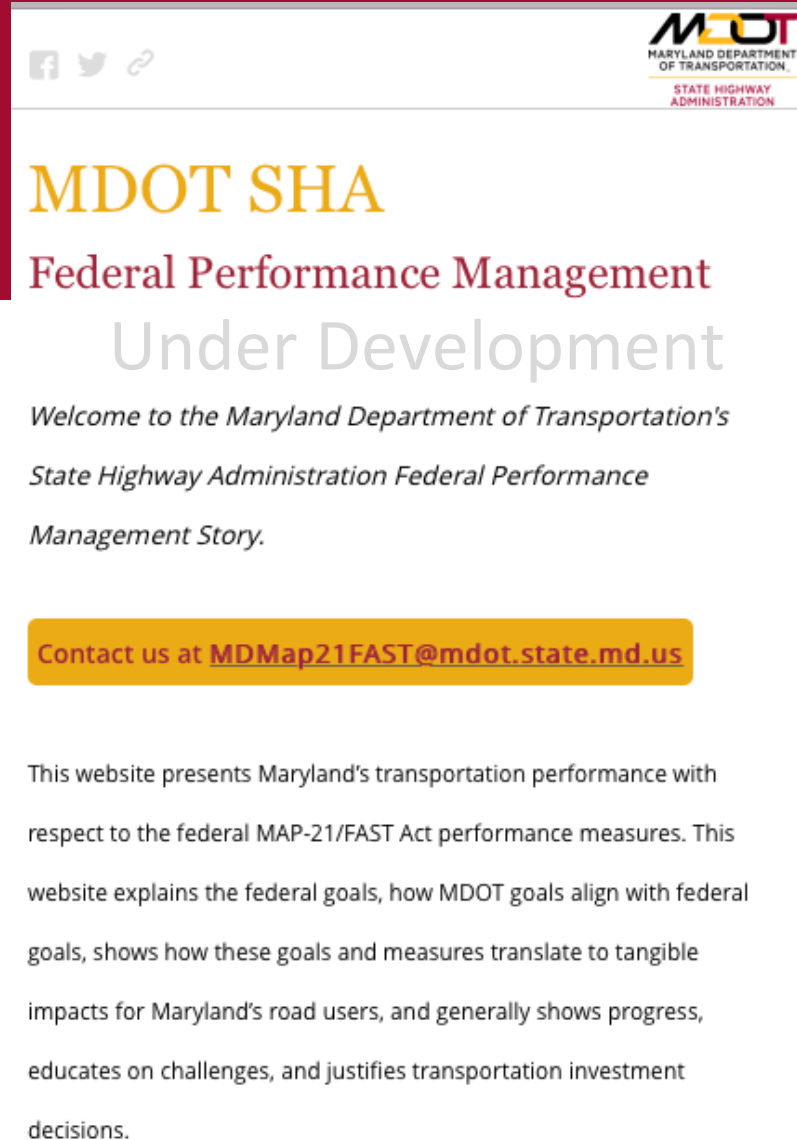
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410-545-8739

[www.fhwa.dot.gov/tpm/](http://www.fhwa.dot.gov/tpm/)  
MDOT - <http://arcg.is/1r04uH>



The screenshot shows the top portion of a website for MDOT SHA. At the top right is the MDOT logo with the text 'MARYLAND DEPARTMENT OF TRANSPORTATION' and 'STATE HIGHWAY ADMINISTRATION'. Below the logo are social media icons for Facebook, Twitter, and a link icon. The main heading reads 'MDOT SHA' in large orange letters, followed by 'Federal Performance Management' in dark red and 'Under Development' in light grey. A welcome message in italics reads: 'Welcome to the Maryland Department of Transportation's State Highway Administration Federal Performance Management Story.' Below this is an orange button with the text 'Contact us at [MDMap21FAST@mdot.state.md.us](mailto:MDMap21FAST@mdot.state.md.us)'. At the bottom, a paragraph of text describes the website's purpose: 'This website presents Maryland's transportation performance with respect to the federal MAP-21/FAST Act performance measures. This website explains the federal goals, how MDOT goals align with federal goals, shows how these goals and measures translate to tangible impacts for Maryland's road users, and generally shows progress, educates on challenges, and justifies transportation investment decisions.'