

## PERFORMANCE MEASURES

A key feature of MAP-21 is the establishment of a performance and outcome based transportation program. This is a significant change from the previous transportation legislation (SAFETEA-LU). The objective of this performance and outcome-based program is for states and MPOs to invest resources in projects that collectively will make progress toward the achievement of national goals. The SWMPC began preliminary discussions with the committee members regarding this topic once MAP-21 legislation was passed. SWMPC found it prudent to take a step back from the process and develop a listing of those areas in which further investigation and data collection would be beneficial to the member agencies. SWMPC staff will wait for federal regulations to be released and then proceed with formal selection and review of performance measures for the region based on those regulations. The following section will provide information on the focus of measures in MAP-21 legislation and then a review of factors that the MPO may want to further investigate after release of US DOT national measures and state targets.

### NATIONAL PERFORMANCE MEASURES

MAP-21 requires the U.S. Secretary of Transportation, in consultation with states, MPOs, and other stakeholders, to establish national performance measures. MAP-21 establishes national performance goals for the Federal-aid highway program in seven areas:

**Table 6 - National Performance Goals**

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

The U.S. Department of Transportation (DOT) is to establish such measures within **18 months of** enactment of MAP-21. The timeline for completion would be March 2014.

The MPO is currently coordinating with the local agencies in order to prepare for the implementation of the national performance goals listed above in Table 6.

1. **Safety** – The MPO is currently working with the local road and transit agencies to identify problematic areas in the region to better understand how the MPO could improve safety for motorists and non-motorized transportation users.
2. **Infrastructure condition** – The MPO is working with local road agencies on the identification of PASER ratings that help to identify when preventative maintenance work should be done.
3. **Congestion reduction** – As there are little to no areas of congestion in the study area, those areas that have been identified in this plan will be discussed further in the implementation of the plan through a subcommittee.
4. **System reliability** – As the MPO areas continues to recover from the 2008 recession, the MPO will monitor areas with development pressure and will be proactive in discussions with local road and transit agencies on how to ensure that the movement of people can continue efficiently.
5. **Freight movement and economic vitality** – The MPO continues to monitor and gain information regarding the movement of freight commodities within the region.
6. **Environmental sustainability** – the MPO is continuously working with local watershed and environmental groups to reduce the potential impacts to species and environmentally sensitive areas identified in the Environmental Mitigation section of this plan.
7. **Reduced project delivery delays** – MPO staff continue to work with MDOT and other agencies to ensure that projects move forward following regulatory changes at the state and federal levels that would slow down project delivery.

## STATE PERFORMANCE TARGETS

Within one year of the US DOT final rule on performance measures, states will set performance targets in support of those measures. States may set different performance targets for urbanized and rural areas. The timeline for completion would be March 2015. To ensure consistency each state must, to the maximum extent practicable:

- Coordinate with an MPO when setting performance targets for the area represented by that MPO;
- Coordinate with public transportation providers when setting performance targets in an urbanized area not represented by an MPO.

## MPO PERFORMANCE TARGETS

Within 180 days of states or providers of public transportation setting performance targets, MPOs are to set performance targets in relation to the performance measures. The target for this to be complete would be September 2015. To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant state and public transportation providers when setting performance targets. The targets are required in the Long Range Transportation Plan according to §1201; 23 USC 134(i)(2)(B).

- Reporting on progress-Requires states to report on the condition and performance of the NHS; the effectiveness of the investment strategy document in the state asset management plan for the NHS; progress toward achieving performance targets; and the ways in which the state is addressing congestion at freight bottlenecks. [§1203; 23 USC 150(e)]. States and MPOs will report to DOT on progress in achieving targets.
- Performance Measures- the use of evidence (data) to determine progress toward specific defined objectives.

As the SWMPC and NATS Committee members watch the development of these actions, we will incorporate changes into the long range plan to meet the newly developed federal and state measures. It should be noted that the current MAP-21 legislation expires on September 30, 2014, well before these requirements can be fulfilled.

## FACTORS FOR FURTHER INVESTIGATION

As SWMPC staff began to navigate through the concepts of performance measures, it became clear that SWMPC and the Committee members wanted to identify issues of importance for the MPO to investigate. SWMPC along with NATS Committee members decided to only focus on the factors that the MPO can impact directly through the MPO committee structure. It is the hope that the review of the factors that the MPO can directly impact will help in determining baseline conditions then measurement can begin once it is clear what the MPO will be tasked with measuring. As federal regulations from the FHWA and FTA are released, the SWMPC will update this section of the LRP to reflect the changes that have been implemented.

Each factor listed below highlights information regarding: Why the issue is important; How SWMPC plans to measure the factor/gather information; and how the MPO process can impact this (if at all).

- 1. Review the number of signals that could be optimized throughout the study area**
  - a. Optimized signals reduce travel time, allowing people to get to their destinations more efficiently and have the potential for assisting in economic activity. In addition, there are air quality benefits that arise when cars do not have to start and stop constantly.
  - b. SWMPC will use average daily traffic information to see the highest traveled roadways and look to use the Transportation Improvement Programs to see when signal projects had been done.
  - c. The MPO has direct review authority on the development of signal projects, as local STP and CMAQ funds can be used for these types of projects.
  
- 2. Preserve agricultural and commercial economies by ensuring that transportation projects enhance and do not prevent the long term movement of products to local and regional markets.**
  - a. The agricultural market is integral to the local economic health of the region and the tourism industry.
  - b. SWMPC will gather information on the total amount of agricultural products being produced in the NATS region and how they are transported to local and regional markets. SWMPC will work with farm cooperatives, MSU Extension, and others to acquire this information.
  - c. The MPO has direct review authority on federal aid roadways where long distance travel would happen for the distribution of agricultural products.
  
- 3. Review and inventory infrastructure connections (such as sidewalks, bus stops, bicycle lanes, paved shoulders) to key destinations identified by community members and local officials.**
  - a. Providing non-automobile access to destinations throughout the region is important due to the aging demographics of Michigan and specifically the study area.
  - b. SWMPC will inventory key destination areas, as identified by transit ridership logs, community outreach efforts, and discussions with local government agencies.
  - c. The MPO has review authority on the allocation of federal highway and federal transit funds. When projects are proposed, SWMPC transportation staff can provide data and other supplemental information to the committee members before a project is approved. A greater emphasis can be placed on creating connections within the transportation network.
  
- 4. Identify and inventory the NATS environmental justice populations that can access fixed route transit within a ¼ miles walking radius.**
  - a. Providing non-automobile access to destinations throughout the region is important due to the aging demographics of Michigan and specifically the study area.
  - b. SWMPC will inventory key destination areas as identified by transit ridership logs, community outreach efforts, and discussions with local government agencies within the environmental justice populations.
  - c. The MPO has review authority on the allocation of federal highway and federal transit funds. When projects are proposed, SWMPC transportation staff can provide data and

other supplemental information to the Committee members before a project is approved. A greater emphasis can be placed on creating connections within the transportation network.

**5. Identify roadways in the region that receive traffic volumes under design capacity and conduct studies on roadway redesigns.**

- a. As the population and average daily traffic count of roadways have decreased, the excessive capacity of roadways has not changed. Redesigning the roadways with pedestrians in mind will help to ensure that the transportation system meets the needs of all users. This policy would be in line with the State of Michigan's Complete Streets Policy.
- b. Identify roadways that have excessive capacity, in number of lanes or lane width that could be restriped to provide a complete street. Use volume/capacity ratios to determine roadways that have excess capacity.
- c. The MPO has review authority on the allocation of federal highway funds. When projects are proposed, SWMPC transportation staff can provide data and other supplemental information to the Committee members before a project is approved. A greater emphasis can be placed on creating connections within the transportation network.

**6. Reduce passenger vehicle miles traveled by providing alternative modes of transportation.**

- a. Allowing people to travel by different means such as by walking, biking, rail or using transit has been identified as a priority by the public and the NATS Committee members to ensure an interconnected transportation system.
- b. SWMPC staff will develop an inventory of the total miles traveled by modes of transportation (rail, transit, biking, walking, and passenger cars) in the region. Sources used will include, but are not limited to, commuting data from MDOT, Census Transportation Planning Package (CTPP), Rideshare, schools, the review of train travel data along the Blue Water and Wolverine lines.
- c. The MPO has review authority on the allocation of federal highway funds. When projects are proposed SWMPC transportation staff can provide data and other supplemental information to the Committee members before a project is approved. A greater emphasis can be placed on creating connections within the transportation network.

**7. Identify and inventory bicycle and pedestrian crash hot spots.**

- a. Making our entire transportation system safe for all users can help people more easily reach their daily activities safely, whether they are able to use an automobile or not.
- b. SWMPC will inventory crash statistics from the asset management database, MI state policy crash reports, MDOT, those identified by community outreach efforts, and discussions with local government agencies.
- c. The MPO has review authority on the allocation of federal highway funds. When projects are proposed, SWMPC transportation staff can provide data and other supplemental information to the Committee members before a project is approved. SWMPC staff could

encourage greater participation in the preliminary engineering and design of projects near the identified hot spots.

**8. Identify and inventory the number of traffic crash injuries/fatalities.**

- a. Making our entire transportation system safe for all users can help people more easily reach their daily activities, whether they are able to use an automobile or not. According to the National Highway Traffic Safety Administration (NHTSA)'s National Center for Statistics and Analysis, rural fatal crashes accounted for 57 percent of all traffic fatalities.
- b. SWMPC will inventory crash statistics from the asset management database, MI state policy crash reports, MDOT, those identified by community outreach efforts, and discussions with local government agencies.
- c. The MPO has review authority on the allocation of federal highway funds. When projects are proposed, SWMPC transportation staff can provide data and other supplemental information to the Committee members before a project is approved. SWMPC staff could encourage greater participation in the preliminary engineering and design of projects near the identified hot spots.

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RESOURCES FOR PERFORMANCE MEASURES

SWMPC will continue to participate in learning opportunities and discussions as more information regarding performance measures becomes available. There are several resources that committee members and SWMPC staff can utilize to gain more knowledge. What follows is a brief listing of some of those resources.

- Federal Highway Administration (FHWA) <http://www.fhwa.dot.gov/MAP21/>
- Federal Transit Administration (FTA) <http://www.fta.dot.gov/map21/>
- National Association of Regional Councils (NARC) <http://narc.org/issueareas/transportation/>
- National Association of Development Organizations (NADO) <http://www.nado.org/>
- Association of Metropolitan Planning Organizations (AMPO) <https://www.ampo.org/>