

## MoDOT Statewide Safety Targets

August 2018 (reported in HSP and HSIP)

Targets based on 5-year rolling average from CY 2015-2019:

<b>Performance Measure</b>	<b>5-Year Rolling Average (2013-2017)</b>	<b>5-year Rolling Average Statewide Target for CY2019</b>
Number of Fatalities	854.4	872.3
Fatality Rate per 100 Million VMT	1.176	1.160
Number of Serious Injuries	4756.4	4433.8
Serious Injury Rate per 100 Million VMT	6.566	6.168
Number of Non-Motorized Fatalities and Serious Injuries	441.3	445.4

Targets based on 9% fatality reduction, 5% serious injury reduction, 1% VMT increase and 4 % non-motorized reduction



## Missouri DOT/ FHWA/ NHTSA Annual Safety Target Setting Coordination

January 2018

FAST Act/ MAP-21 was the first transportation reauthorization bill requiring annual target setting collaboration between State DOTs and planning partners on national performance measures. Targets are required to be established annually for five safety performance measures using five-year rolling averages. Targets must be established first by State DOTs, then by each MPO, with the choice of MPOs adopting state targets or establishing their own for:

1. Number of Fatalities;
2. Rate of Fatalities per 100 Million Vehicle Miles traveled (VMT);
3. Number of Serious Injuries;
4. Rate of Serious Injuries per 100 Million VMT; and
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The first three performance measures must be reported in the Highway Safety Plan (HSP) for NHTSA. All five performance measures must be reported in the Highway Safety Improvement Program (HSIP) for FHWA. When targets are not met, the State DOT must spend the full HSIP allocation in one fiscal year and submit an HSIP implementation plan to FHWA detailing how the State DOT plans to meet its targets.

### **Annual Safety Target Setting Collaboration with Partners:**

Sept. – Oct. 2016	MoDOT shared, solicited feedback and gained consensus from the MPOs on the safety target setting coordination process during the monthly partner collaboration calls.
Mar. 2018	MoDOT Safety staff calculates data for each performance measure statewide, as available. Meet with MoDOT Executive Team.
Apr. 9, 2018	MoDOT calculates 2013-2017 data trends for each safety performance measure by statewide and by MPO, as available. MoDOT shares data with MPOs, FHWA, NHTSA, and FMCSA with discussion on data, assumptions and challenges for setting targets during the monthly partner collaboration call.
Apr. – May 2018	MoDOT solicits target setting feedback from partners by email.
May 14, 2018	MoDOT and MPOs finalize assumptions to use for CY2019 targets during the monthly partner collaboration call.
By July 1, 2018	MoDOT applies assumptions to safety data for three safety performance measures and submits targets to NHTSA through HSP. MoDOT shares targets with planning partners through email and monthly partner collaboration calls.
By Aug. 31, 2018	MoDOT applies assumptions to safety data for final two safety performance measures and submits targets for five measures to FHWA through HSIP. MoDOT shares targets with planning partners through email and monthly partner collaboration calls.

<b>MoDOT Sponsored Group TAM Plan State Fiscal Year 2019 Targets</b> (State Fiscal Year 2019 - July 1, 2018 - June 30, 2019)		
Equipment: Non-revenue support-service and maintenance vehicles (exceeding \$50,000 at purchase)		N/A
<b>Rolling Stock: Revenue vehicles by mode and ULB:</b>		
Automobiles, Minivans, Vans	8 years	45%
Cutaways	10 years	45%
Buses	14 years	45%
<b>Facilities</b>		
Administrative, passenger stations (buildings) and parking facilities	30% with a condition rating below 3.0 on FTA's TERM Scale	
Maintenance facilities	25% with a condition rating below 3.0 on FTA's TERM Scale	
<b>Infrastructure</b>		
Only rail fixed-guideway, track, signals and systems		N/A



## Missouri DOT/ FTA/ Partner Transit Target Setting Coordination

February 2018

The National Transit Asset Management (TAM) System Final Rule (49 U.S.C. 625) requires all agencies that receive federal financial assistance under 49 U.S.C. Chapter 53 and own, operate or manage capital assets used in the provision of public transportation create a TAM plan. Agencies are required to fulfill this through an individual or group plan. Group plans are designed to collect TAM information about groups (typically smaller subrecipients of 5311 programs) that do not have a direct financial relationship with FTA. Annual targets must be set for four transit performance measures:

1. Equipment: Percentage of non-revenue support-service and maintenance vehicles (exceeding \$50,000 at purchase) that met or exceeded FTA Useful Life Benchmarks (ULB)
2. Rolling Stock: Percentage of revenue support vehicles by mode that have met or exceeded FTA ULB.  
The following asset classes include:
  - Van (VN), automobile (AO), Minivan (MV) – 8 year ULB
  - Cutaway (CU) – 10 year ULB
  - Bus (BU and BS) – 14 year ULB
3. Infrastructure: Only rail fixed guideway, tracks, signals and systems (only applicable to Bi-State METRO and KC Streetcar Authority)
4. Facilities: Percentage of maintenance and administrative facilities; and passenger stations (buildings) and parking facilities rated below a 3.0 on FTA Transit Economics Requirement Model (TERM) Scale. The scale has the following values: 5 – Excellent, 4 – Good, 3 – Adequate, 2 – Marginal, 1 – Poor

Transit targets must be evaluated with option to adjust every year. Targets must be reported in the National Transit Database (NTD) and submitted to FTA. Annual reporting must include inventory of equipment exceeding \$50k at purchase, rolling stock (revenue vehicles) and facility condition assessment (if applicable).

### **Transit Target Setting Collaboration with Partners:**

Oct. 2016	MoDOT conference call with transit agencies, MPOs and FTA to discuss FTA TAM rule and future targets, performance measures and coordination process.
Dec. 9, 2016	MoDOT emailed MPOs, 5307 and 5311 providers regarding the inventory for MoDOT TAM plan along with detailed information regarding all asset classes and TERM Scale; information provided about initial target setting with feedback requested.
Dec. 30, 2016	MoDOT submitted initial transit targets to FTA Region VII, due January 1, 2017.
Aug. 2017	Presentation of MoDOT TAM Plan with additional emphasis on TAM Plan facility condition assessment at the Missouri Public Transit Association (MPTA) annual conference in Springfield, MO.
July 2018	MoDOT staff compiles annual fiscal year inventory and facility condition assessment for each performance measure. Meet with MoDOT Executive Team.
By Aug. 15, 2018	MoDOT shares data and yearly targets with transit agencies, MPOs and FTA with discussion on data, assumptions in partner collaboration call.
Aug. – Sept. 2018	MoDOT solicits target setting feedback from partners by email.
Oct. 1, 2018	MoDOT shares targets with transit agencies, MPOs and FTA through email and monthly partner collaboration calls.
By Oct. 31, 2018	MoDOT submits annual targets in the National Transit Database (NTD).

## **Sharing Group TAM Plans**

Transit asset management is one part of larger local, regional and statewide multimodal transportation planning and funding efforts. Another of the performance management focused rules to come out of MAP-21 and FAST is the Statewide and Nonmetropolitan Transportation Planning and Metropolitan Planning Rule, referred to as the Planning Rule (23 CFR 450, 23 CFR 771, 49 CFR 613). Sponsors should be aware of the following Planning Rule requirements for MPOs and State DOTs, and should be prepared to share the group plan with these organizations.

## **Metropolitan Planning Organizations and State Departments of Transportation**

In addition to the performance measure targets submitted to NTD, the Planning Rule requires that State DOTs and MPOs establish performance targets that address the performance measures or standards established in the TAM Final Rule for the region for which they are responsible. These targets should be coordinated to the maximum extent practicable with providers of public transportation. MPOs are required to establish performance targets 180 days after the transit agencies establish their performance targets, so it is important that sponsors maintain communication with these groups.

To aid in the MPO and Statewide planning process, the group plan sponsor must make the group plan, targets and supporting materials available to the State DOTs and MPOs that program projects for any participants of the group plan.