

AMERICAN ASSOCIATION OF  
STATE HIGHWAY AND  
TRANSPORTATION OFFICIALS

**AASHTO**  
THE VOICE OF TRANSPORTATION

# Data Issues for Transportation Planners: STAA

*Janet Oakley*

*AASHTO*

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# The Future of Surface Transportation: The Current Environment

- Sea change in views on investments
- Some groups opposed to new highway investment
- Congress focusing on climate change\energy issues
- General view that the programs are broken and need much greater accountability

# AASHTO Goals for the Next Authorization

- Major reforms
- Multimodal solutions
- Restructure Program to directly address 6 National Objectives
- Accountability for Results



# Process Reform

- National Goals
- State and Metropolitan Performance Based Planning and Management
- Measuring and Reporting with Accountability for Results

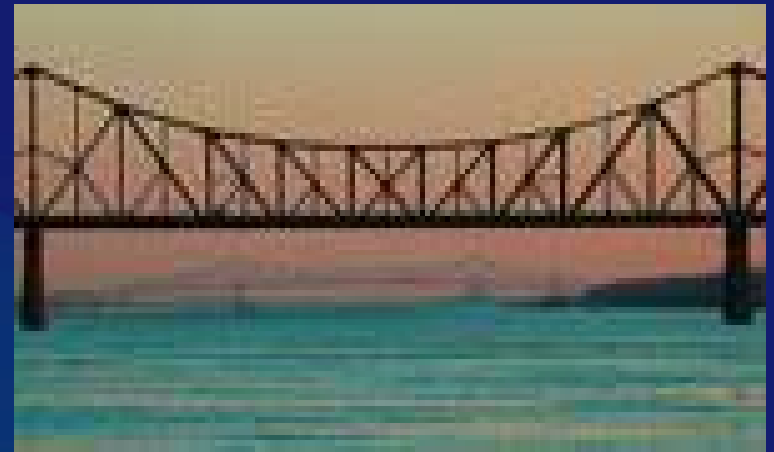


# The Surface Transportation Authorization Act of 2009

## REFORM

- Program Consolidation to focus on national objectives
- Performance-based, outcome-driven investment decisions with accountability for results
- Expedited Project Delivery
- Finance Reform

## STAA



# STAA Reform Focus

- New Program Eligibility and Performance Requirements +
- New Distribution Formulas and Criteria?? (Maybe) +
- New Plans, Models, Methodologies +
- Performance Targets, Monitoring, Measuring, Reporting

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New and Expanded Data Collection, Monitoring, Analyses, Reporting

# Freight Improvement Program

- State Freight Plans
  - Trends, needs, issues, policies, strategies and performance measures, secondary freight routes
- Performance Measures and Targets
  - Speed and Reliability, access to broader markets
- Secondary Freight Routes
  - Designation, inventory, inspection, and evaluation of (physical and engineering characteristics, traffic volumes, heavy vehicle use, legal load limits)
- Freight Corridor Analyses
  - Modes, facilities, volumes, performance, costs associated with congestion and delay, economic benefits (jobs, businesses and GDP impacts)

# Highway Safety Improvement Program, Investment Plan & Strategic Highway Safety Plan

- SHS Plans – Consistent with current law
- Performance Measures and Targets
  - Reduction in annual highway fatalities and serious injuries
- Investment Plan
  - Allocation of funds by facility, functional class and ownership, type of project
- Annual State Reports – fatalities, injuries, incidents, how funds are administered, number and types of projects funded with HSIP funds and consistency with investment plan, progress in meeting targets, high risk rural road improvements, highway rail crossing improvements
- Roadway Inventory Data
  - Secretary will define roadway inventory data elements and deadline for compliance

# Safety

## NHTSA and FMCSA

- NHTSA Safety Programs – 14 targets
  - Highway fatalities and serious injuries
  - Impaired driving related fatalities and injuries
  - Occupant Protection
  - Speeding related fatalities
  - Motorcycle safety measures
  - Pedestrian safety measures
  - Bicycle safety measures
- Motor Carrier Safety
  - Targets for enforcement activities, data quality and other benchmarks to reduce fatalities and crashes involving commercial vehicles

# CMAQ

- Evaluation and assessment of sample projects to determine direct and indirect impacts on air quality and congestion
- National Clearinghouse
  - Information on TCMs and projects receiving funding
  - Technical assistance on effective strategies and best practices
- Report to Congress

# Critical Asset Investment Program

- Data collection to monitor condition is eligible
- Performance Measures
  - Bridges – total deck area of Bridges on the IS and NHS rated as structurally deficient
  - Highways – Initially, lanes miles on the IS and rated as in fair or poor condition and on the NHS rated as in poor condition ( initially, using International Roughness Index (e.g., >170 = Poor; >94 = Fair)
- CAI Plans
  - Condition of highways and bridges on IS and NHS
  - Multiyear investment strategy including federal, state, local or private funds
- Annual reports

# Metropolitan Mobility and Access Projects of National Significance

- Discretionary Programs
- Performance based
- Approved by Council on Intermodalism
- ARRA Tiger Grants Model???

# Safe Routes to School

- Data collection comprehensive plan
  - Standardized form (with national non-profit) – student participation, safety, vehicle traffic reduction
  - Evaluation measures (with EPA and CDC) on the effectiveness relating to health and the environment

# Ferry Program

- National Ferry Database
  - BTS
  - Routes, vessels, passengers and vehicles, funding sources
  - Consistency with FTA National Transit Database

# Office of Livability

- Administer TE, Safe Routes to School, scenic byways, rec trails, US Bike Route System program,
- Develop mode share targets and timelines for sustainable modes and supports projects, programs and activities in support of those targets
- Develop and disseminate best practices
- Develop statistical and analytical capabilities to determine trips by mode, economic, public health and environmental benefits derived from trips by sustainable modes, future benefits that could be achieved by an increase in trips by sustainable modes



# National Transportation Strategic Plan #1

- Project-specific plan
  - Criteria for inclusion
    - ❖ State identified projects Ability to generate national economic benefits, improve mobility, create intermodal links
  - Projects of national, regional and statewide significance
  - Interconnectivity
  - Potential High-Speed Rail and Short Sea Shipping Routes
  - Project Cost Estimates
- Not tied to funding



# National Transportation Strategic Plan #2

- USDOT will develop or define the statistics that *“States shall use in development of statewide strategic long-range transportation plans...”*
  - 20 year population growth projections
  - 20 year projections of annual average daily truck flows from the Freight Analysis Framework
  - 20 year projections from HPMS of estimated peak period congestion
  - HPMS and FAF estimates of traffic volumes on highways projected to be moderately or highly congested in 20 years
  - 20 year HPMS and FAF projections for highway bottlenecks

# National Strategic Transportation Plan #3

- 20 year projections of –
  - ❖ transit use in urbanized areas (ridership growth, revenue vehicle miles, projected capacity and condition)
  - ❖ aviation passenger enplanements and cargo ton miles
  - ❖ Increases in unmanned aerial system and general aviation active aircraft and hours flown
  - ❖ Capacity constrained airports and congested air traffic routes
  - ❖ Passenger demand for suborbital space tourism
  - ❖ Demand on major freight lines
  - ❖ Shipping traffic at US ports

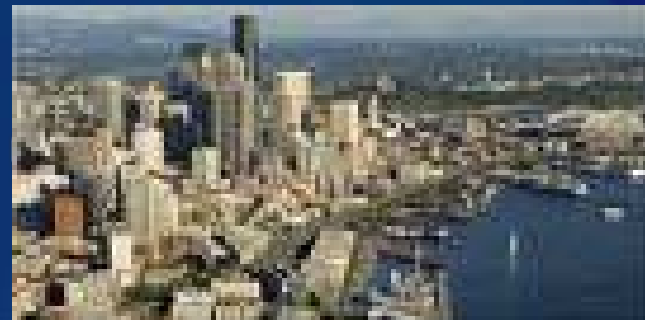


# Metropolitan and Statewide Planning

- USDOT will establish performance metrics 1 year after enactment
- GHG Reduction Process
  - Targets and Strategies
  - EPA establishes models, methods
  - Address sources of surface transportation related GHGS and contribute to achievement of reduction goals (set by EPA)
  - Include efforts to increase transit ridership, walking, biking and other nonmotorized transportation
- National MPO Database – national reporting systems and database for structural, financial, operating, planning, programming and performance information *using a uniform system of accounts... "The Secretary may request and receive appropriate information from any source."*

# Scope of the Metropolitan and Statewide Planning Process

- Add
  - Promote sustainability and livability, reduce surface transportation related GHGs, reduce reliance on foreign oil, adapt to the effects of climate change
  - Improve public health
  - Promote consistency between planned projects and State and local planned growth and economic development patterns, *including housing and land use patterns*



# Metropolitan and Statewide Planning Performance Measures

- Based on data in the MPO Database
- Based on best practices of MPO and statewide performance management systems and strategies
- Measure degree to which the plan
  - Reduces congestion
  - Improves mobility and safety
  - Increases state of good repair of assets
  - Decreases emissions and energy consumption
  - Is consistent with land use plans
  - Increases connectivity of and access to the surface transportation system



# Metropolitan Planning Performance Measures

## Areas Over 1 Million Pop.

Degree to which the plan is developed through and assessment of --

- Land use patterns that support improved mobility and reduced dependency on SOV trips
- Adequate housing supply for all income levels
- Impacts on farmland, natural resources and air quality
- Reduction of GHGs
- Increase in water and energy conservation and efficiency
- Improvement in the livability of communities

# Statewide Strategic Long Range Plans

- 20 year horizon
- The *“state shall consider the data and statistics disseminated by the Secretary...”*
- Projects of statewide, regional and national significance across all modes
- Congested airports (1% of delayed operations) – measures to alleviate congestions through expanded or additional facilities
- Congested freight rail corridors (operate at or exceed capacity) – measures to provide relief for congested corridors
- Navigable inland waterways – plans to use to facilitate efficient and reliable transportation
- Project interconnectivity – for freight and passengers among facilities and modes
- Project cost estimates
- Two years to update plans to comply

# Policy Challenges for Data

- Integration and Synchronization of Plans, Planning Processes – AND Data
- Performance Metrics for Programs and Plans
  - What, when, where, how to collect, cost to collect
- New Data Inventory and Analyses Requirements



# Next Steps on the Road to Reauthorization

- Extension of Current Programs and Removal of \$8.7 Billion Rescission
- Deliver economic recovery projects
- Sustain progress on advancing performance management
- Continued coordination and coalition building
- Set up education and advocacy
- Funding Options – look under every rock!!!!



# Questions?

Janet Oakley

[joakley@aaashto.org](mailto:joakley@aaashto.org)

202-624-3698

