

# USDOT Safety Target Setting Process

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Transportation and Air Quality Committee  
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# FAST Act Roadway Performance Rulemaking



## Safety (PM1)

- ✓ Effective date: April 14, 2016
- ✓ State target deadline: August 31, 2017
- ✓ MPO target deadline: February 27, 2018

## Pavement / Bridge Condition (PM2)

- ✓ Effective date: May 20, 2017
- ✓ State target deadline: May 20, 2018
- MPO target deadline: November 16, 2018**

## Reliability / Congestion / CMAQ (PM3)

- ✓ Effective date: May 20, 2017
- ✓ State target deadline: May 20, 2018
- MPO target deadline: November 16, 2018**



## Interstate System

$\geq$  50% of Pavement in Good Condition

4-year target 

$\leq$  5% of Pavement in Poor Condition

4-year target 

## Non-Interstate National Highway System (NHS)

$\geq$  40% of Pavement in Good Condition

4-year target 

$\leq$  12% of Pavement in Poor Condition

4-year target 



## National Highway System (NHS)

≥ 60% of Bridges in Good Condition

2 and 4-year targets ↑

≤ 10% of Bridges in Poor Condition

2 and 4-year targets ↓





## Interstate System

- ≥ 73% of Person Miles Traveled that are Reliable 2-year target ↓
- ≥ 67% of Person Miles Traveled that are Reliable 4-year target ↓

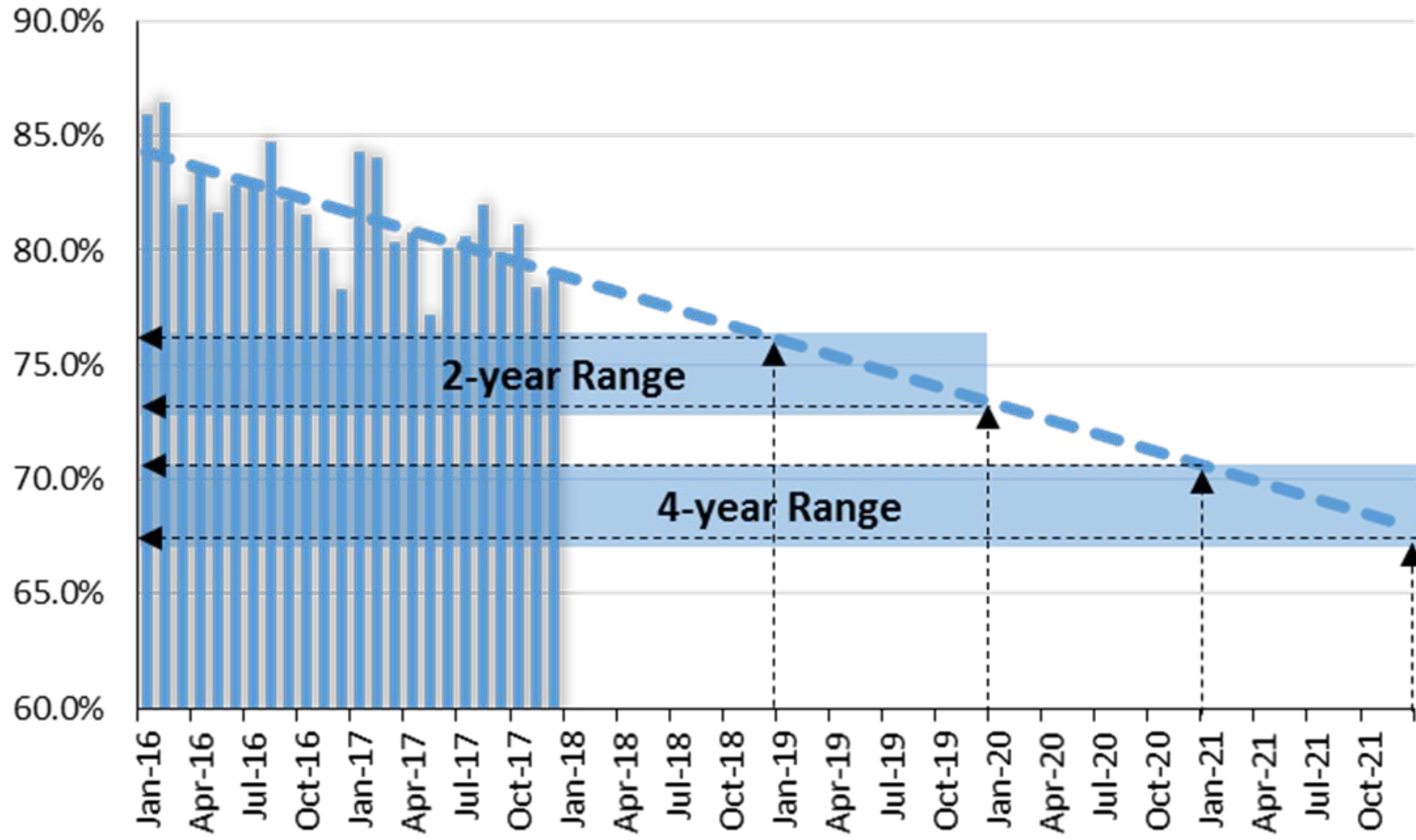
## National Highway System (NHS)

- ≥ 81% of Person Miles Traveled that are Reliable 2-year target ↓

## Truck Travel Time Reliability Index

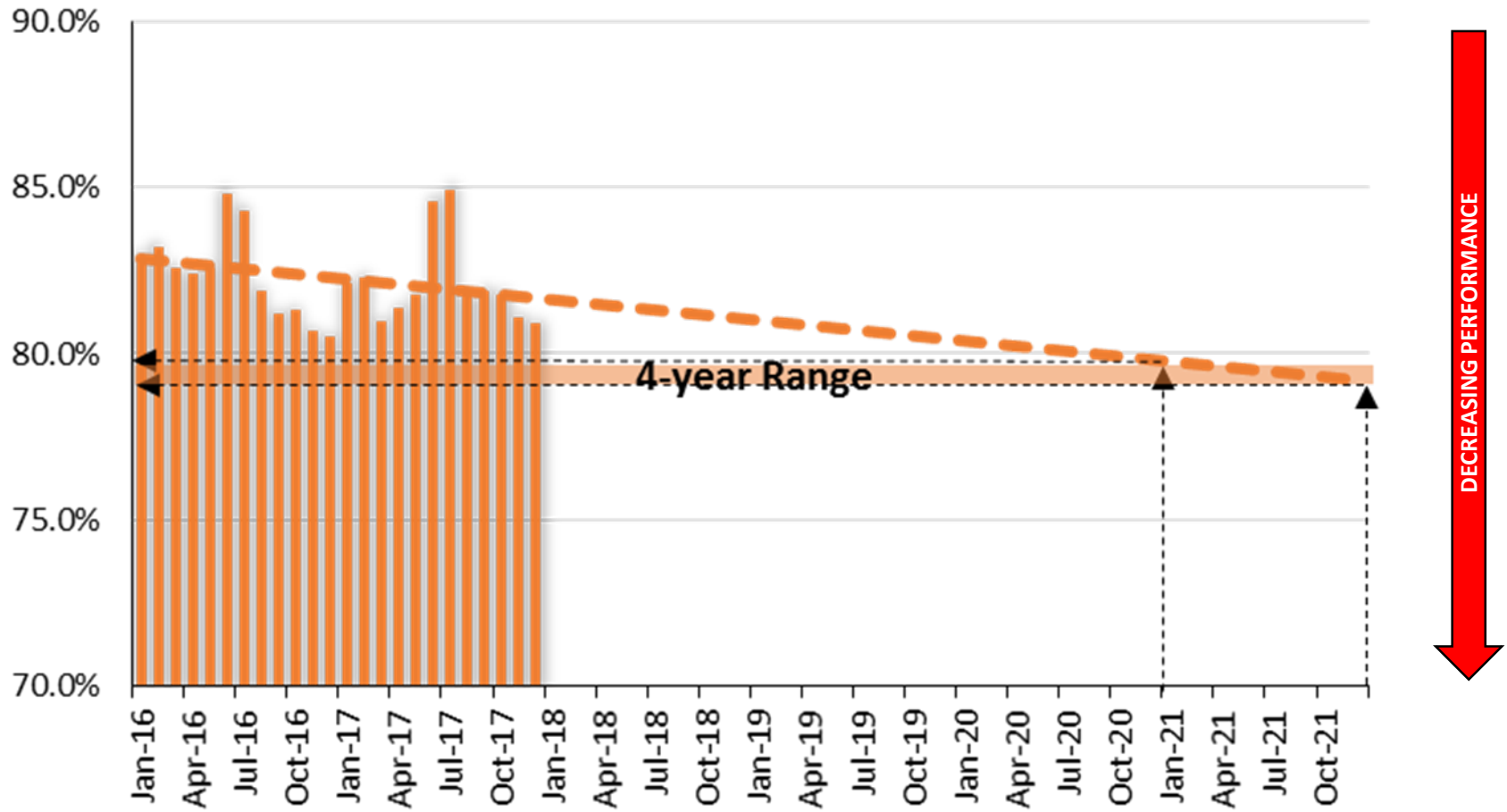
- ≤ 1.66 (66% longer than in free flow conditions) 2-year target ↑
- ≤ 1.78 (78% longer than in free flow conditions) 4-year target ↑

# Interstate Reliability Trendline

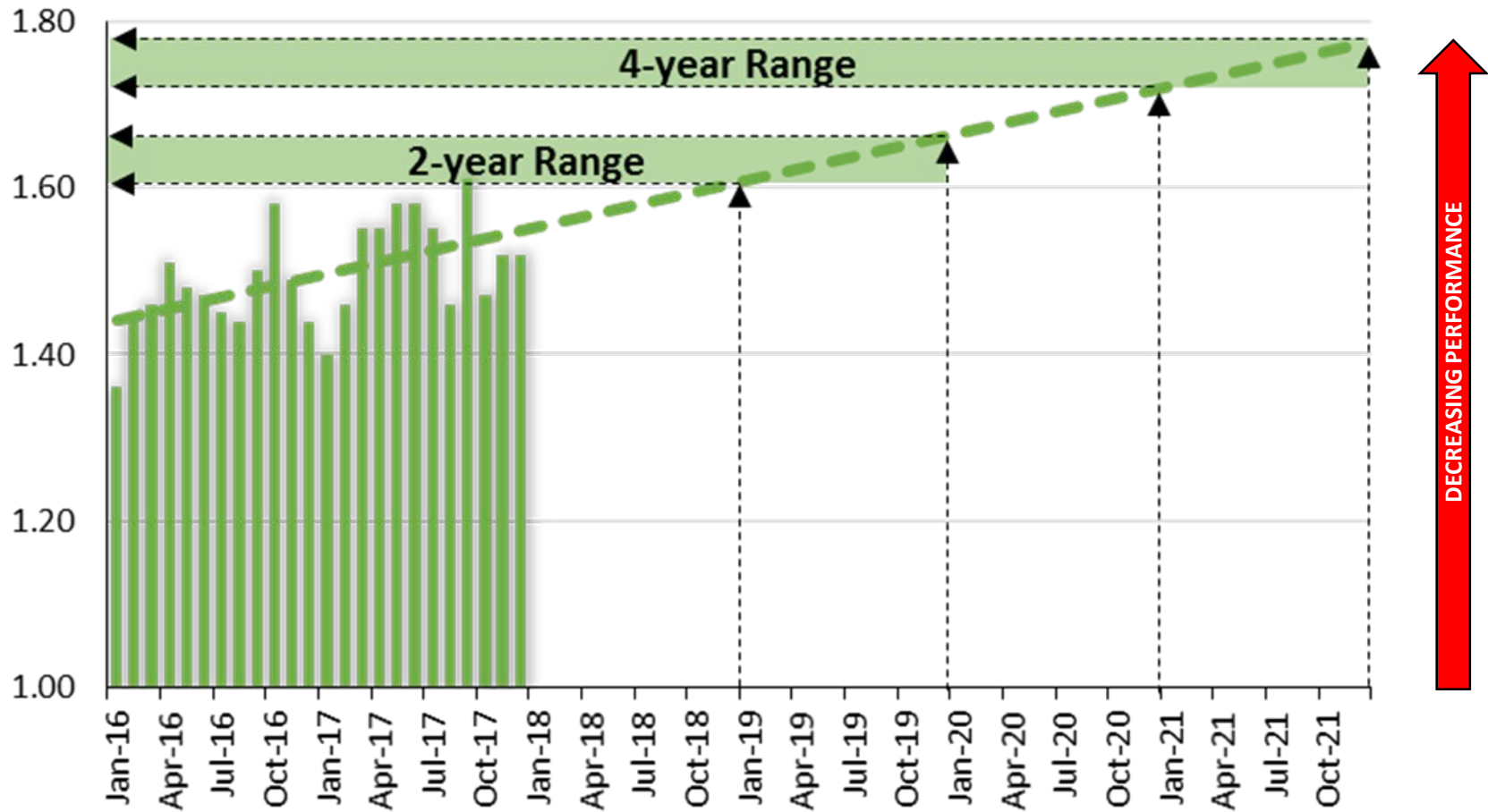


DECREASING PERFORMANCE

# Non-Interstate NHS Reliability Trendline



# Truck Travel Time Reliability Trendline





# State Roadway Congestion Targets



## All Roadways

≤ 24.6 Annual Hours of Peak-Hour Excessive  
Delay per Capita\*

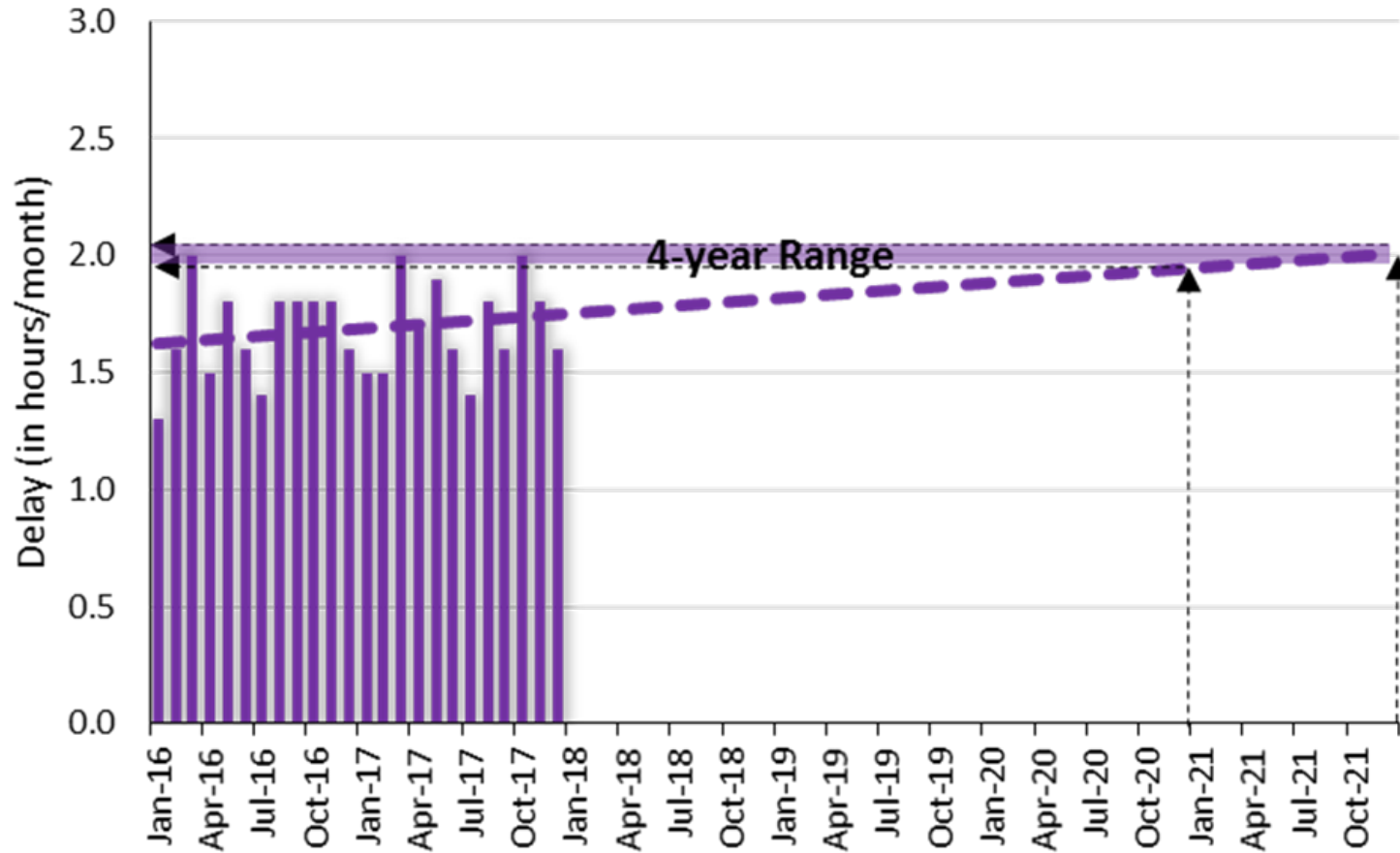
4-year targets ↑

≥ 22.1% of Travel by Non-Single Occupant Vehicle

2 and 4-year targets ↑

\* Within Georgia, only applicable to Atlanta urbanized area

# Peak Hour Excessive Delay Trendline





## Total Emissions Reduction

≥ 205.7 kg/day VOC

2-year targets 

≥ 386.6 kg/day VOC

4-year targets 

≥ 563.3 kg/day NOx

2-year targets 

≥ 1085.0 kg/day NOx

4-year targets 

*\* State target calculations reflect Atlanta region CMAQ project implementation impacts*

# Previous Committee Direction to Staff

- **Assuming continuation of negative trends results in undesirable targets**
- **For this initial cycle of target setting, agree to “program projects to support achievement of state targets”**
- **Investigate the feasibility and desirability of setting additional complementary measures and targets**
  - What are our specific regional issues?
  - Do we have good data to quantify the problem(s)?
  - How do we define targets?
  - Can we make meaningful progress towards the target with the resources at our disposal?