

Congestion, Reliability and Mobility – Implementation of MAP-21 Performance Measures

Purpose and Responsibilities

- Document current practices for Michigan congestion reporting (MDOT, TMA CMPs, and small MPO processes)
- Identify current data sources being used in the reporting and measuring of congestion, reliability and mobility
- Review of MAP-21 proposed rules and provide comments to USDOT
- Identify different training needs to educate MDOT and MPOs on how to develop and implement processes
- Identify additional data needs and costs for collecting/maintaining data in order to implement processes
- Develop collaborative process between MDOT and MPOs to establish targets and to implement performance measures in Michigan
- Implement final MAP-21 rules as they pertain to congestion, reliability and mobility.

Action Items

1. Create a foundation group (Statewide Congestion Management Group) to scope out the ideas for implementing MAP-21 proposed rules for congestion, reliability and mobility performance measures.
2. Discuss MDOT and MPOs' current processes and items currently performed.
 - a. Identify how MDOT and MPOs are currently utilizing the different resources in their decision making processes.
 - b. Identify current data sources and tools being utilized for state and MPO congestion, reliability and mobility analysis.
3. Identify gaps in what is currently available vs. what is desired in order to move to next level.
4. Begin discussing future directions (anticipating what MAP-21 may be requiring).
5. Develop white paper incorporating findings from steps 2-4.
6. Have training session with Florida DOT to learn best practices.
7. Receive MAP-21 draft proposed rules.
8. Review and provide comments to core team on MAP-21 proposed rules.
9. With the proposed rules in mind, identify goals and objectives for a final process and/or products.
10. Identify gaps in what is available vs. what is needed.
11. Identify potential players (or partners) in how to implement the new process.
12. Develop timeline for implementation.

13. Receive MAP-21 final rules for congestion, reliability and mobility performance measures.
14. Make any necessary modifications to proposed process identified in steps 8-11.
15. Begin implementation of the final process developing new performance targets (MDOT has 18 months and MPOs have additional 6 months).
16. Complete target setting for MDOT and MPOs.
17. Implementation and Monitoring of Process

Proposed Timeline

October 2015: Step 1

November 2015 – May 2016: Steps 2-6

November 30, 2015 – February 29, 2016 – Steps 7-8

June 2016 – October 2016: Steps 9-12

November 2016: Step 13*

December 2016: Step 14*

January 2017 – April 2018: Steps 15 and 16 (MDOT targets)*

May 2018 – October 2018: Steps 15 and 16 (MPO targets)*

November 2018 – forward: Step 17*

* Dates are not firm, and will be adjusted according to USDOT implementation process

2017 UPWP – Performance Measures and Congestion

MPOs will work cooperatively and collaboratively with MDOT and the Statewide Congestion Management Group:

1. To provide information that they currently perform for congestion analysis,
2. To provide feedback on products and processes developed as part of the Statewide Congestion Management Group, and
3. To work with MDOT in the review of draft proposed rules for System Performance when they become available to provide comments and feedback on the processes.
4. To work with MDOT in the development of a pavement condition performance measure target for the NHS.

TMA's shall sign user agreements with MDOT Office of Operations and Field Services to gain access to the RITIS platform, and to begin reviewing the different system performance measures using the HERE vehicle probe data for their regions.