National Transportation Performance Measures and State Targets in the TIP (UPDATED)

Federal regulations (23 CFR 450.326(d) stipulates that "the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets." To achieve this requirement this section is being added to the FY18-21 TIP for the VLMPO area to describe what effect the projects identified in the TIP will have on addressing the national safety performance measures and achieving the state performance targets. As of the adoption of this amendment, the national safety performance measures have been set and are reflected in the CCV Aspirational Goals and Transportation Objectives section of the 2045 Transportation Vision Plan.[1] The state has also set its safety, infrastructure, and reliability targets; no other state targets have been developed at this time. For a complete listing of the National Performance Measures, Goals, and State Targets see the 2040 Transportation Vision Plan and its amendments.

Table 1. Safety Performance Measures and State Targets

National Safety Performance Measures	State Safety Targets (2014-2018 moving avg.)
# of Fatalities	1,593
Rate of Fatalities per 100 million VMT	1.32
# of Serious Injuries	19,642
Rate of Serious Injuries per 100 Million VMT	16.318
Total # of Non-motorized Fatalities and Serious Injuries	1,027

The VLMPO staff recommended that the VLMPO Policy Committee adopt and support the state targets for the safety performance measures (see Table 1). The targets were adopted by the Policy Committee on February 22, 2018. VLMPO Staff also recommend that the VLMPO Policy Committee adopt the state targets for the infrastructure, reliability, and freight performance measures (see Table 2.)

Table 2. Infrastructure, Reliability, and Freight Performance Measures and State Targets

National Infrastructure, Congestion, Reliability, and Freight Performance Measures (PM2 & PM3)	State Infrastructure, Congestion, Reliability, and Freight Targets
(P) % Good Interstate	>= 50%
% Poor Interstate	<= 5%
% Good Non-Interstate NHS	>= 40%
% Poor Non-Interstate NHS	<= 12%
(B) % Good	>= 60%
% Poor	<= 10%
% Person-miles traveled on the Interstate (2 and 4 year targets)	2-year: 73%; 4-year: 67%
% Person-miles traveled on non-Interstate NHS (2 and 4 year targets)	2-year: NA; 4-year: 81%
TTTR Index (2 and 4 year targets)	2-year: 1.66; 4-year: 1.78

The projects included in the FY18-21 TIP work to improve safety in the region and help to meet the state safety and infrastructure performance targets through improving the design and engineering of several roadways and bridges in the region. Design improvements that are proposed in the TIP include:

- Improvements to highway interchanges that will provide safer intersections

[1] See Goals 1, 5, 9, 11, 15, and 18.

(including proposed roundabouts) for traffic exiting/entering highways and cross roads.

- Proposed passing lanes that allow for safe passage of slow moving vehicles (ex: agricultural equipment) on collector roadways.
- Intersection improvements either as stand-alone projects (like converting signalized intersections to roundabouts) or as a part of other corridor projects (like adding turning lanes to a roadway).
- Construction of sidewalks and bicycle facilities along roadways in our region that improve the safety of bicyclists and pedestrians.
- Bridge construction, replacement, and preservation will reduce risk associated with structurally deficient, temporarily shored, or fracture critical structures in order to maintain safety and increase the percentage of bridges in good condition.

All of these proposed design improvements will help reduce crashes, fatalities and serious injuries on the roadways in the VLMPO area thereby helping the state to achieve its targets.