

## **Addressing Safety Performance Targets in MPO Transportation Improvement Plans (TIPs)**

### **Background**

Pursuant to MAP-21 (and carried through into the FAST Act), MPOs must employ a transportation performance management approach in carrying out their federally-required planning and programming activities. Chapter 23 part 150(b) of the *United States Code* [23USC §150(b)] includes the following seven national performance goals for the Federal-Aid Highway Program:

- Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure Condition – To maintain the highway infrastructure asset system in a state of good repair.
- Congestion Reduction – To achieve a significant reduction in congestion on the National Highway System.
- System Reliability – To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practice

On the public transportation side, transportation performance management shall be utilized to advance the general policy and purposes of the public transportation program as included in 49USC §5301(a) and (b).

The OCTC TIP was developed and is managed in cooperation with NYSDOT, Orange County, and the Metropolitan Transportation Authority (MTA). It reflects the investment priorities established in the OCTC Long Range Transportation Plan, which incorporates comments and input from affected agencies and organizations and the public.

TIPs “shall include, to the maximum extent practicable, a description of the anticipated effects of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities to those performance targets” [23USC §134(j)(2)(D)]. Metropolitan transportation plans (MTPs) adopted or amended after the following dates must include performance targets for the associated measures:

- May 27, 2018 – Highway Safety Improvement Program (HSIP) and Highway Safety
- October 1, 2018 – Transit Asset Management
- October 1, 2018 – Public Transportation Safety Program
- May 20, 2019 – Pavement and Bridge Condition

- May 20, 2019 – System Performance/Freight/Congestion Mitigation & Air Quality Improvement Program

MPOs that do not adopt or amend their MTP prior to these dates are still required to support statewide performance targets or establish their own for the measures discussed above, and include “a description of the anticipated effects of the transportation improvement program toward achieving” said targets. This portion of the 2017-2021 TIP meets these requirements of 23USC §134(j)(2)(D).

### **HSIP and Highway Safety**

#### *Performance Targets*

On March 15, 2016, FHWA published the final rule for the HSIP and Safety Performance Management (Safety PM) Measures in the *Federal Register* with an effective date of April 14, 2016.

The 2017 New York Strategic Highway Safety Plan (SHSP) is intended to reduce “the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in New York State.” The SHSP guides NYSDOT, the MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across New York State. The NYSDOT Highway Safety Improvement Program (HSIP) annual report documents the statewide performance targets.

The OCTC agreed to support the NYSDOT statewide 2018 targets for the following Safety PM measures based on five year rolling averages per Title 23 Part 490.207 of the *Code of Federal Regulations* August 15, 2017 via Resolution 2017-09:

- Number of Fatalities: 1,086
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT): 0.87
- Number of Serious Injuries 10,854
- Rate of Serious Injuries per 100M VMT: 8.54
- Number of Nonmotorized Fatalities and Serious Injuries: 2,843

#### *Anticipated Effects*

Safety is a critical component of the OCTC’s mission, and the projects on the TIP are consistent with the need to address safety. Safety is a primary consideration in the selection of projects to be included in the OCTC TIP.

Projects found on the OCTC TIP are consistent with the need to address safety and align with the OCTC Long Range Transportation Plan goals and recommendations, such as, to “build adequate, safe, balanced, and efficient multimodal transportation for motorized and non-motorized users at reasonable cost to the people of Orange County and New York State” and to “maximize transport system safety through improved design, construction and operations.” Safety is a primary consideration of projects being considered for addition to the OCTC TIP. The TIP is developed by the OCTC in cooperation and coordination with NYSDOT and other member agencies.

All projects submitted for consideration to be included on the OCTC TIP during each TIP/STIP cycle are evaluated against multiple criteria, including safety. The TIP also includes projects that are not primarily

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intended to address safety issues, but will result in addressing said safety issues as a part of completion of the overall project. The TIP also includes projects outside of the HSIP program that are expected to show a safety benefit overall.

The TIP includes projects programmed with HSIP funds and other fund sources that are expected to materially benefit the safety of the traveling public on roadways throughout the metropolitan planning area.

The OCTC TIP has been reviewed and the anticipated effect of the overall program is that it will contribute to progress made in addressing the safety performance targets established by the State.