

## PERFORMANCE MEASURES IN THE TRANSPORTATION IMPROVEMENT PROGRAM

### INTRODUCTION

As part of the latest federal transportation bills, MAP-21 and the FAST ACT, it is a requirement to incorporate performance based planning and programming into the development of the Metropolitan Planning Organization (MPO) Long-Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP). The Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning; Final Rule further defined the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the 23 CFR 490 performance measures targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets (23 CFR 450.326(d)).

Federal funding is provided for a wide range of transportation-related activities, including projects on higher function local roads not on the State Trunk Highway system, and local safety improvements. The program is funded through the federal Fixing America's Surface Transportation Act (FAST Act).

23 USC 150: National performance measure goals are:

- **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 practices

More information on the National performance measure goals can be viewed at the Federal Highway Administration website link listed below.

<https://www.fhwa.dot.gov/tpm/about/goals.cfm>

East Central Wisconsin Regional Planning Commission as staff for the designated Metropolitan Planning Organization (MPO) for the Fond du Lac Urbanized Area has been planning using performance measures since the MPO planning process began for the Fond du Lac area. The Long Range Transportation/Land Use Plan for 2050 addressed performance measures as a new requirement as a part of the federal MAP-21 transportation legislation. Staff at the MPO has been tracking and updating data as it becomes available. The goals identified above have been incorporated into the policies and performance measures monitored in the LRTP. The Long Range Transportation/Land Use Plan was adopted on October 7, 2015 and can be viewed at the following link to the MPO website.

[http://www.ecwrpc.org/wp-content/uploads/2017/01/FDL\\_LRP\\_2015.pdf](http://www.ecwrpc.org/wp-content/uploads/2017/01/FDL_LRP_2015.pdf)

Performance measures for the Fond du Lac MPO Area were also in part developed out of aligning similar recommendations/strategies from the Appleton (Fox Cities) Congestion Management Process (CMP) document. There are strong similarities between the objectives outlined in the CMP to that of the TIP and LRTP for the Fond du Lac area which naturally facilitate its integration into the larger transportation planning process. It is also important that there be an agreed upon level of consistency of the goals and objectives between the TIP and LRTP. The TIPs consequently impact which projects are initiated in both the short and long term future, which ultimately impacts the status of the LRTP. It is vital that these plans work together to meet the demands of the regional transportation network.

East Central has always used appropriate scoring criteria for ranking and selecting projects for the Surface Transportation Block Grant – Urban Program (STBG-U) in the Transportation Improvement Program. The ranking criteria for these federal programs use scoring systems that are tied to the LRTP goals and policies. The TIP evaluates short range projects based on criteria that include: plan consistency, preservation of existing systems, pavement condition, capacity needs, safety, multimodality, freight, transit improvements, bike/pedestrian improvements and planned capital improvement programming. Projects will be scored on a set number of points for each category, resulting in a project ranking and recommendation list for the TIP. The Transportation Improvement Program for the Fond du Lac Urbanized Area – 2018 can be viewed at the following link.

<http://www.ecwrpc.org/wp-content/uploads/2017/01/2018-Fond-du-Lac-TIP.pdf>

## **SETTING TARGETS FOR PERFORMANCE MEASURES**

According to the requirement for the federal performance measure management process, targets are set for national performance measures on a schedule based on when the measures were finalized. In this case, the Wisconsin Department of Transportation must report to the USDOT on the progress in achieving the targets for each measure. The Wisconsin Department of Transportation is the first to set their performance measure targets in coordination with MPOs, from there the MPOs can choose to set their own targets or support the measures WisDOT have adopted. In Wisconsin, most MPOs have chosen to follow and support WisDOT and their performance measure targets.

The U.S. Department of Transportation established five performance measures for the Highway Safety Improvement Program (HSIP) within the National Performance Management Measures Highway Safety Improvement Program. The Wisconsin Department of Transportation (WisDOT)

established statewide calendar year 2018 targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209; and that was approved at the state level on August 31, 2017. The WisDOT targets are:

- Number of fatalities < 556.1 (2% reduction from 2012-'16 average)
- Rate of fatalities < 0.917 per 100 million vehicle miles traveled (VMT) (2% reduction from 2012-'16 average)
- Number of serious injuries < 3,023 (5% reduction from 2012-'16 average)
- Rate of serious injuries < 4.997 per 100 million VMT (5% reduction from 2012-'16 average)
- Number of non-motorized fatalities and non-motorized serious injuries < 343.3 (5% reduction from 2012-'16 average)

The City of Fond du Lac MPO Policy Board agreed to adopt the targets and they were approved by formal resolution (01-18) on February 7, 2018. Staff will work closely with the Wisconsin Department of Transportation and will plan and program projects so that they contribute toward the accomplishment of the WisDOT's calendar year 2018 HSIP targets. Performance measures such as pavement and bridge condition, travel time reliability on the National Highway System, truck travel time reliability, transit vehicle and facilities condition will be set in the next update cycle and will continue to be monitored in the future Transportation Improvement Programs (TIPs).

## **LINK OF INVESTMENTS TO PERFORMANCE MEASURES**

Federal planning requirements for metropolitan planning organizations for the long range transportation plan (LRTP) and transportation improvement programs (TIPs) are to include a description of the effects of these documents towards meeting the transportation system performance measure targets that were established. The next section outlines projects with investment priorities to those with safety benefits to the transportation system. Projects are programmed in the first 4 years of the TIP will assist WisDOT in achieving the safety performance measure targets. As more performance measures are developed a more thorough analysis will be adopted.

## **ANALYSIS OF SAFETY PROJECTS IN THE TIP**

### **Highway Safety Improvement (HSIP) Projects**

There is one Highway Safety Improvement Program project scheduled in the Fond du Lac Urbanized Area in the four-year program (2018-2021). The project located at the Rolling Meadows Drive and WIS 23 intersection, is also part of a larger resurfacing project on WIS 23 from Rosendale to I-41.

## **Railroads Projects**

There is a railroad crossing project at the at-grade crossing of USH 45/CTH B with Canadian National tracks in the Village of Eden. This project will install new automatic flashing lights with gates and constant warning time circuitry, pavement markings and stop lines. This project is scheduled for 2018.

## **Major Reconstruction Projects**

The 2018-2021 TIP contains one reconstruction project that will improve safety to the transportation system.

The Wisconsin Department of Transportation (WisDOT) is proposing improvements to a 19-mile stretch of WIS 23 from US 151 to County P in Fond du Lac and Sheboygan counties. In this area, WIS 23 is a critical east-west connector between two Interstate highways, I-41 in Fond du Lac and I-43 in Sheboygan, serving freight and local, regional, and statewide traffic. The majority of WIS 23 from US 151 to County P is a rural, 2-lane highway, with significant safety, access, and operational concerns. Improvements are being considered to address these concerns.

## **Surface Transportation Block Grant Program – Urban Projects**

The 2018-2021 TIP contains one project that is programmed for construction in the City of Fond du Lac. The Military Road project from Hickory Street to Western Avenue will be constructed in 2021. The existing pavement from 1949 is in poor condition and beyond standard maintenance repairs. Some of the deficiencies include: pavement cracking, surface deterioration, and sunken panels. Existing geometry at Military & Western could be improved. The project scope includes 3 intersections currently with traffic signals and one could be a candidate for replacement with a roundabout. There is a mainline Canadian National railroad crossing with in the project limits and there will be new automatic flashing lights with gates and constant warning time circuitry, pavement markings and stop lines installed as part of the project. Fond du Lac Area Transit operates bus routes and stops with in the project limits. This project will continue to serve transit users. Sidewalk currently exists along the entire project and would be replaced as part of this project. There are no on street bike lanes or accommodations currently, but adding bike lanes will be strongly considered. Current on street parking will be evaluated and would likely need to be removed to accommodate on street bike lanes. There is a bike trail crossing with in the project limits that is part of the Fond du Lac Loop.

## **Pedestrian/Bicycle Safety Education Programs**

East Central Wisconsin Regional Planning Commission also runs a federally funded regional Safe Routes to School Program that has 157 schools that participate. This program is funded through the Transportation Alternatives Program (TAP) and has an extensive pedestrian and bicycle safety education curriculum.