



TIP ACTIONS

Transportation Improvement Program
New Jersey TIP (FY2020-2023)
Pennsylvania TIP (FY2021-2024)



Mercer County's Electronic Traffic Control Devices Inventory

Mercer County | Remove Project from TIP

- **TIP Amendment**
- **Action:** Remove the FY21 \$225,000 STBGP-TRENTON funded Planning Study project, Mercer County's Electronic Traffic Control Devices Inventory, from the TIP.
- **Reason:** The removed project will make funding available for other projects.
- **Background:**
 - This is a Planning Study/Inventory project.
 - Project cannot advance without adequate staff in the county.



TIP ACTION | Proposed - NJ

Request RTC Recommendation of TIP Amendment

- **Mercer County's Electronic Traffic Control Devices Inventory**
Remove the FY21 \$225,000 STBGP-TRENTON funded Planning Study project from the TIP.

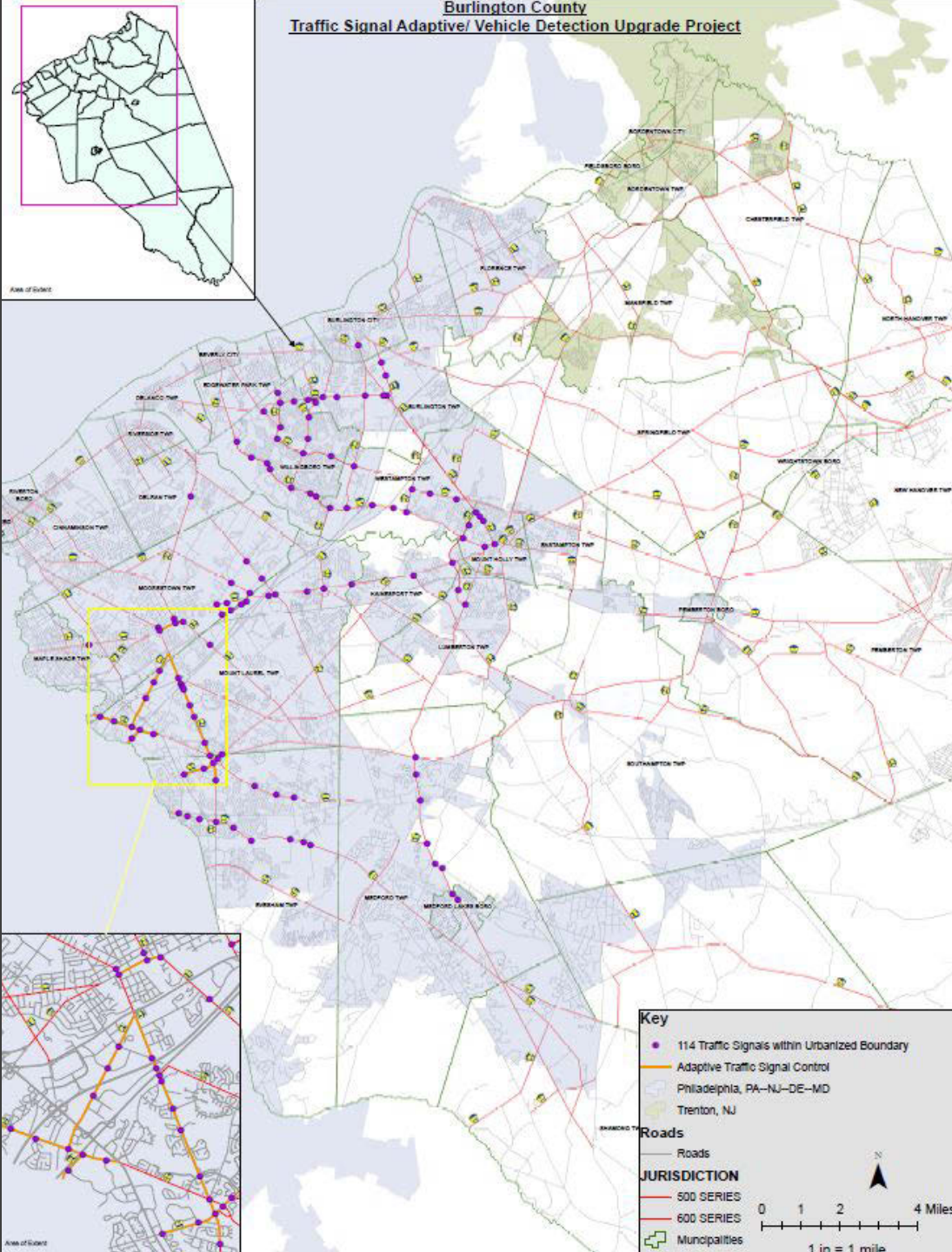
Traffic Signal Adaptive/Vehicle Detection System

Burlington County | Add a New Project to TIP

- **TIP Amendment**
- **Action:** Add a new \$3.8 million (M) STBGP-PHILA funded project, Traffic Signal Adaptive/Vehicle Detection System Upgrade, to the TIP for FY21 Construction (CON).
- **Reason:** Spend available STBGP-PHILA funds in FY21. Federal funds are “use it or lose it”.
- **Background:**
 - Funds made available due to the delay of another project.
 - One of 3 local “Quick Obligation” projects chosen for CON in FY21.

Traffic Signal Adaptive/Vehicle Detection System, Burlington County

Burlington County Traffic Signal Adaptive/ Vehicle Detection Upgrade Project

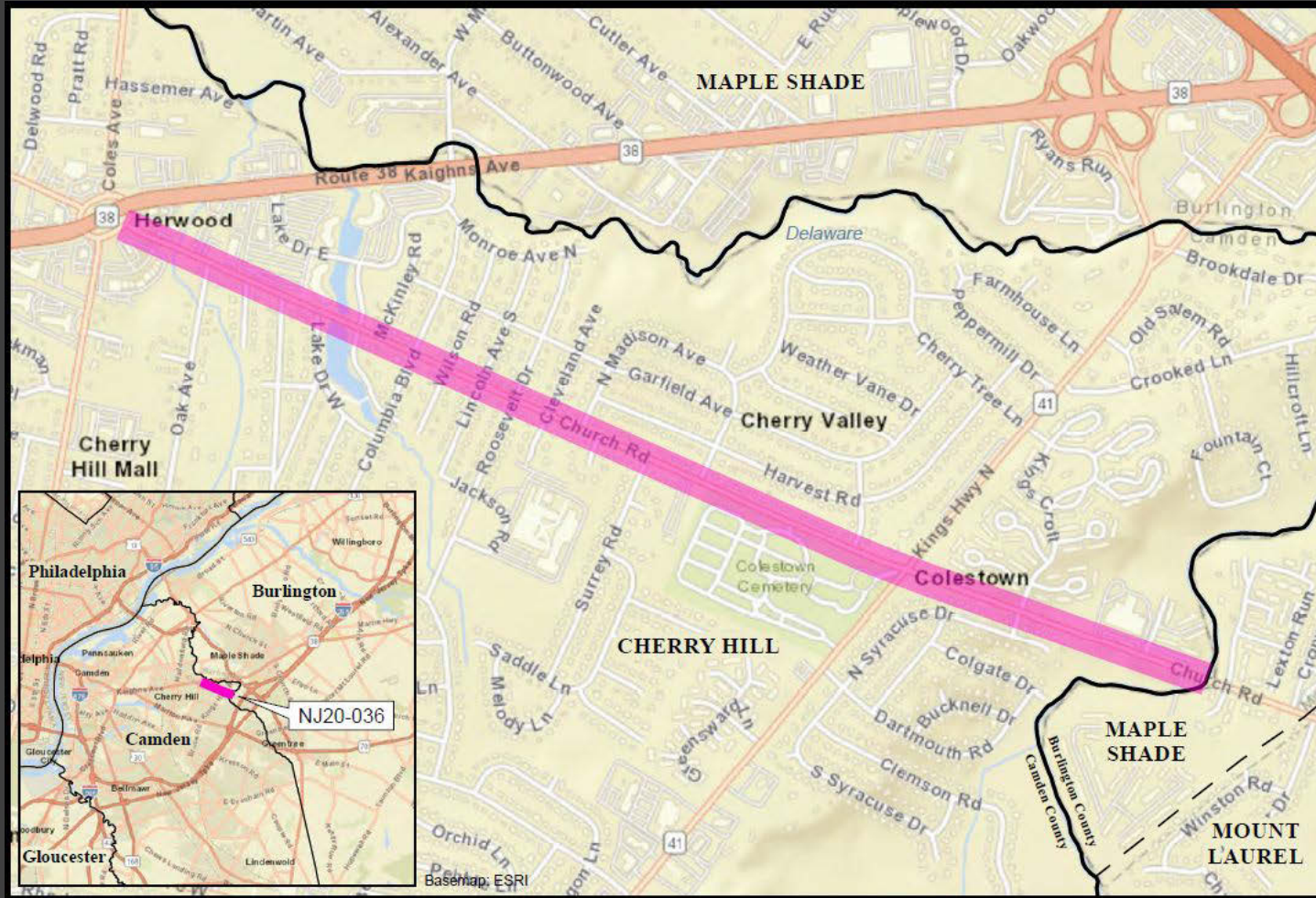


CR 616 (Church Rd), Vicinity of NJ 38 to Camden County Line

Camden County | Add a New Project to TIP

- **TIP Amendment**
- **Action:** Add a new \$5.186 M STBGP-PHILA funded project, CR 616 (Church Rd), Vicinity of NJ 38 to Camden County Line, to the TIP for FY21 CON.
- **Reason:** Spend available STBGP-PHILA funds in FY21. Federal funds are “use it or lose it”.
- **Background:**
 - Funds made available due to delay of another project.
 - One of 3 local “Quick Obligation” projects chosen for CON in FY21.

CR 616 (Church Rd), Vicinity of NJ 38 to Camden County Line

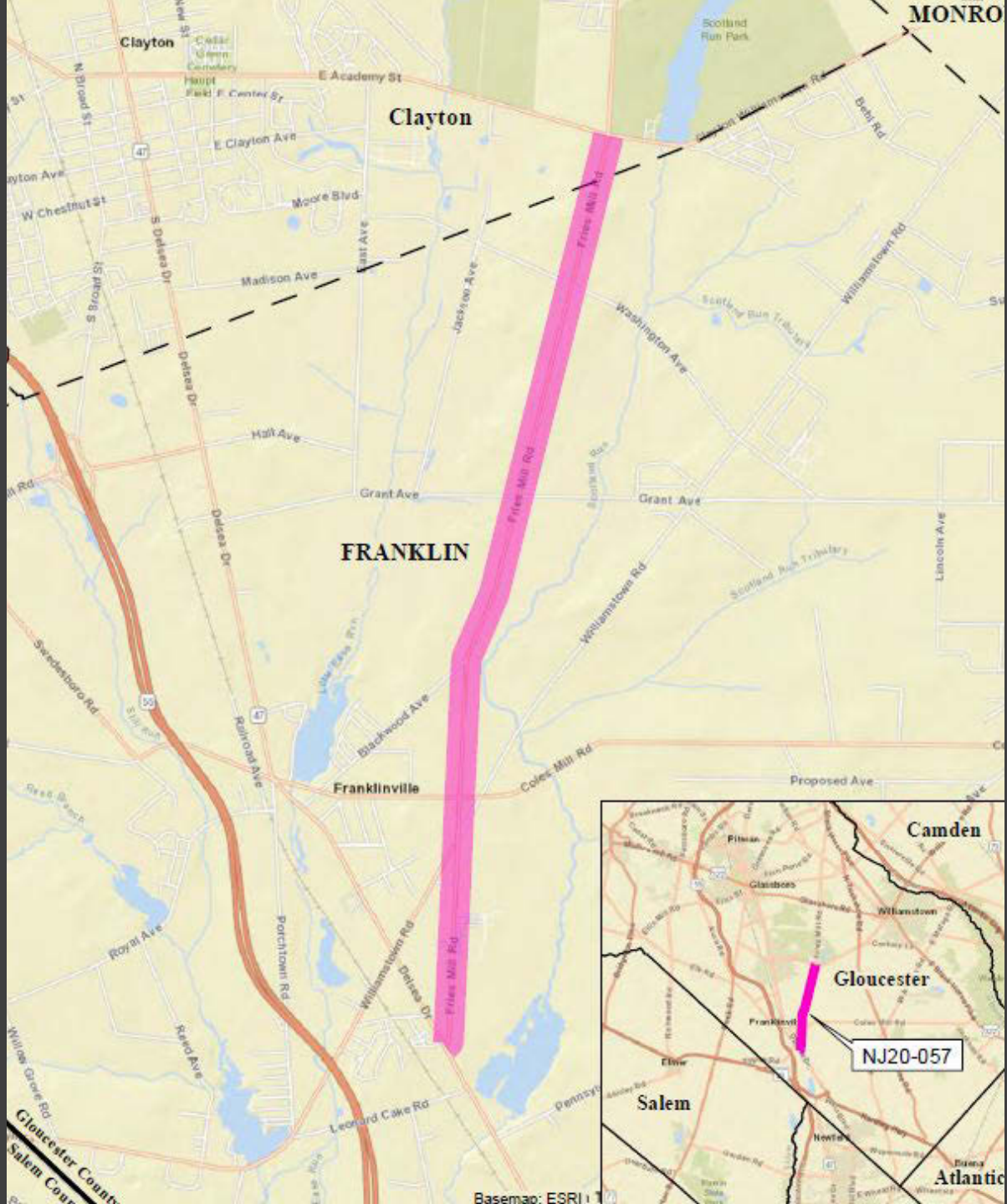


CR 655 (Fries Mill Rd), CR 610 (Clayton-Williamstown Rd) to NJ 47 (Delsea Drive)

Gloucester County | Add a New Project to TIP

- **TIP Amendment**
- **Action:** Add a new \$3.7 M STBGP-PHILA funded project, CR 655 (Fries Mill Rd), CR 610 (Clayton-Williamstown Rd) to NJ 47 (Delsea Drive), to the TIP for FY21 CON.
- **Reason:** Spend available STBGP-PHILA funds in FY21. Federal funds are “use it or lose it”.
- **Background:**
 - Funds made available due to the delay of another project.
 - One of 3 local “Quick Obligation” projects chosen for CON in FY21.

CR 655 (Fries Mill Rd),
CR 610
(Clayton-Williamstown
Rd) to NJ 47 (Delsea
Drive),
Gloucester County





TIP ACTIONS | Proposed - NJ

Request RTC Recommendation of TIP Amendments

Add New Projects to the TIP:

- 1. Traffic Signal Adaptive/Vehicle Detection Upgrade**
Add a new \$3.8 M STBGP-PHILA funded project for FY21 CON.
- 2. CR 616 (Church Rd), Vicinity of NJ 38 to Camden County Line**
Add a new \$5.186 M STBGP-PHILA funded project for FY21 CON.
- 3. CR 655 (Fries Mill Rd), CR 610 (Clayton-Williamstown Rd) to NJ 47 (Delsea Drive)**
Add a new \$3.7 M STBGP-PHILA funded project for FY21 CON.

Route 295/42/I-76, Direct Connection, Contract 4

Camden County | Cost Increase

- **TIP Amendment**

- **Action:** Increase the total CON cost by \$99.872 M from \$220.57 M to \$320.442 M, accordingly:

- Increase the TIP's First-Four Years by \$14.43 M from \$95.57 M to \$110 M:
 - FY22: Reduce \$32.749 M NHFP-HWY and \$12.821 M NHPP funds to zero;
 - FY23: Increase \$34.528 M NHFP-HWY by \$8.811 M to \$43.339 M NHFP-HWY; and increase \$15.472 M NHPP by \$51.189 M to \$66.661 M NHPP.
- Increase the TIP's Out-Years by \$85.442 M from \$125 M to \$210.442 M:
 - FY24: Increase \$31.78 M NHFP-HWY by \$5.602 M to \$37.382 M NHFP-HWY; and increase \$43.22 M NHPP by \$19.398 M to \$62.618 M NHPP;
 - FY25: Increase \$37 M NHFP-HWY by \$13.677 M to \$50.677 M NHFP-HWY; and increase \$13 M NHPP by \$46.765 M to \$59.765 M NHPP.

Route 295/42/I-76, Direct Connection, Contract 4

Camden County | Cost Increase

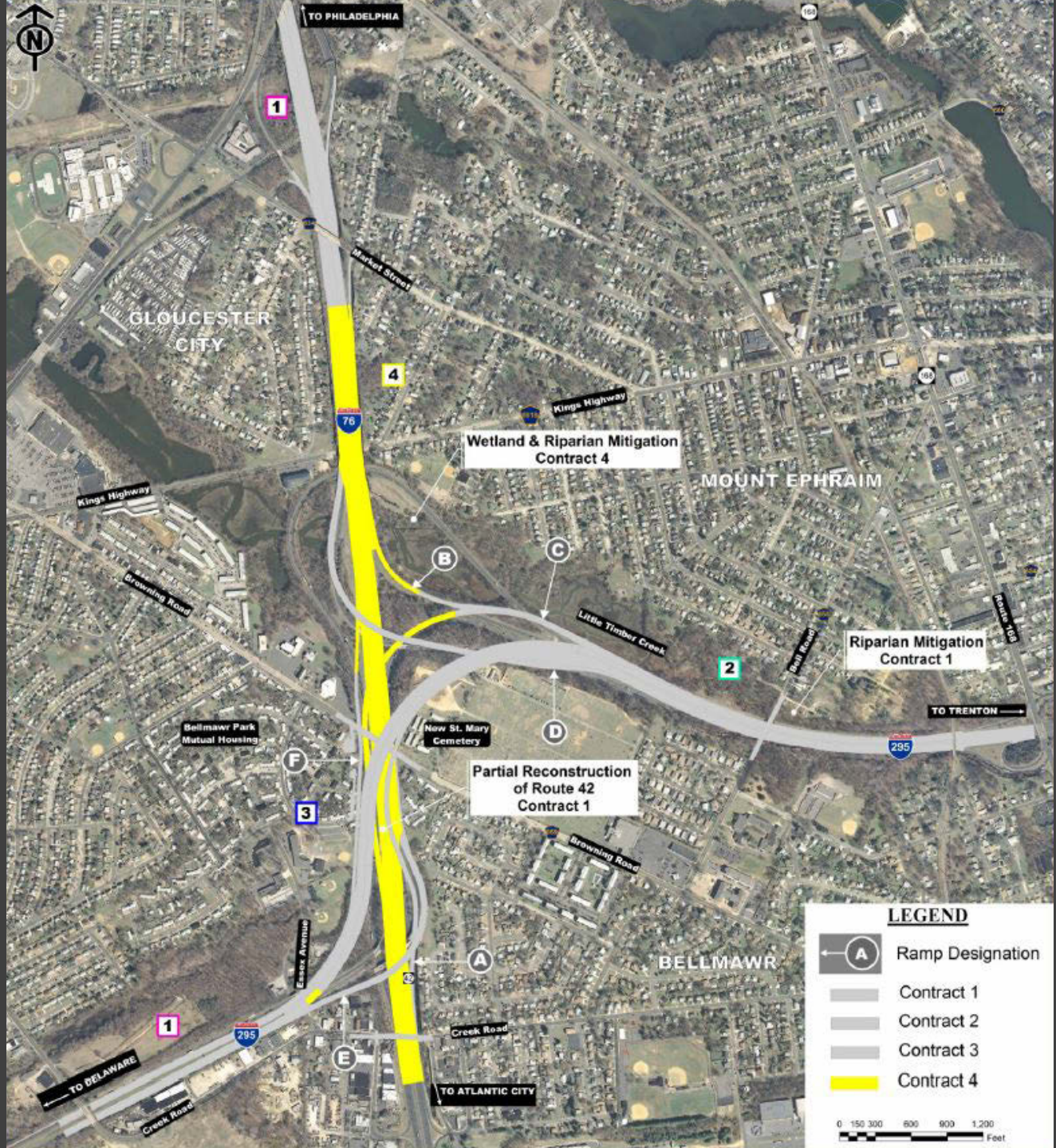
- **Reasons:**

- Construction (Structures) - \$58.379 M additional
- Construction (Roadway) - \$17.673 M additional
- Related additional costs (contingencies, mobilization, inflation, etc.)

- **Background:**

- This is the last of four contracts of South Jersey's largest federally funded transportation project (est. \$900 M total), I-295/I-76/Route 42 Interchange Direct Connection.
- This last contract includes the completion of work along I-76/42/295 NB, Ramp B, and the remainder of Ramp C and Ramp F.

Route 295/42/I-76, Direct Connection, Contract 4 Camden County





TIP ACTION | Proposed - NJ

Request RTC Approval of TIP Amendment

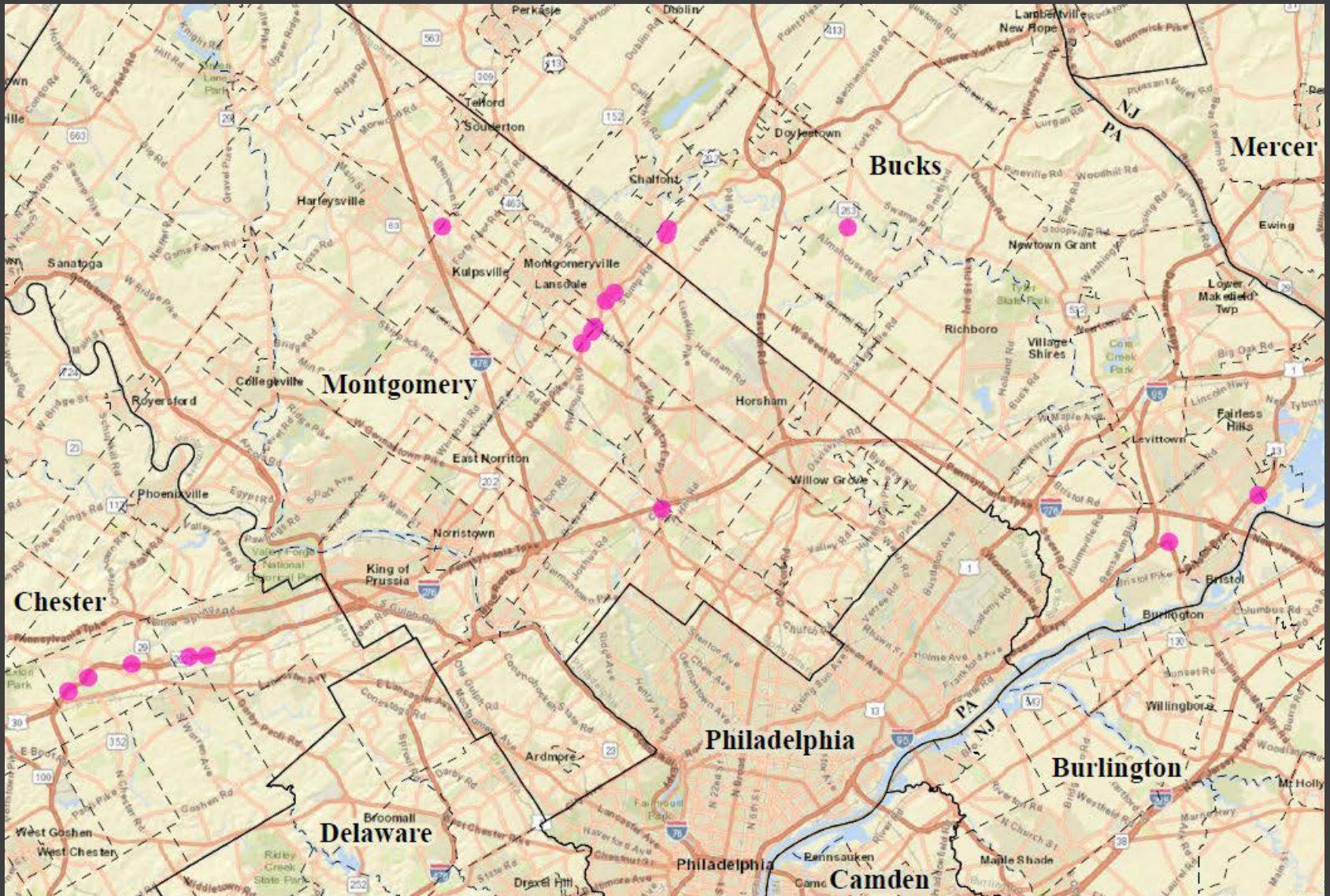
- **Route 295/42/I-76, Direct Connection, Contract 4**
- Increase the total CON cost by \$99.872 M from \$220.57 M to \$320.442 M, accordingly:
 - Increase the TIP's First-Four Years by \$14.43 M from \$95.57 M to \$110 M:
 - FY22: Reduce \$32.749 M NHFP-HWY and \$12.821 M NHPP funds to zero;
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 - Increase the TIP's Out-Years by \$85.442 M from \$125 M to \$210.442 M:
 - FY24: Increase \$31.78 M NHFP-HWY by \$5.602 M to \$37.382 M NHFP-HWY; and increase \$43.22 M NHPP by \$19.398 M to \$62.618 M NHPP;
 - FY25: Increase \$37 M NHFP-HWY by \$13.677 M to \$50.677 M NHFP-HWY; and increase \$13 M NHPP by \$46.765 M to \$59.765 M NHPP.

Stormwater Management Site Repair 2020

Various Counties | Add New Breakout Project to PA TIP

- **TIP Amendment**
- **Action:** Add a new \$1.5 M State 581 funded breakout project, Stormwater Management Site Repair 2020, to the TIP for FY22 (\$750,000 State 581) and FY23 (\$750,000 State 581) CON.
- **Reason:** This project will allow PennDOT to remain in compliance with existing NPDES permits that have been issued for the listed project sites.
- **Background:**
 - Breakout project from the Stormwater Permits/Environmental Mitigation Line Item (MPMS #106649).
 - 17 stormwater control measures across Bucks, Chester, and Montgomery Counties for reconstruction work.

Stormwater Management Site Repair 2020, Locations





TIP

PA

TIP ACTION | Proposed - PA

Request RTC Recommendation of TIP Amendment

- **Stormwater Management Site Repair 2020**
Add a new \$1.5 M State 581 funded breakout project to the TIP for FY22 (\$750,000 State 581) and FY23 (\$750,000 State 581) CON

Substations and Power Improvements

SEPTA | Add New Project to TIP

- **TIP Amendment**

- **Action:** Add a \$170,000 FTA Section 5312 funded Regional Rail Wire Scan project to the Substations and Power Improvements program for FY21 Engineering/Right-of-Way/Construction (ERC).

- **Reason:** Deployment of an automated scanning technology to assess the condition of a portion of the overhead contact system wires.

- **Background:**

- These are additional funds to the region.
- Amendment only increases federal dollars; state and local match funds are already programmed in the Substations and Power Improvements Program.
- Total Program Cost: \$31,798,000
(\$9,600,000 FTA Section 5307/\$170,000 FTA Section 5312/\$21,309,000 State 1514/\$710,000 Local).





TIP

PA

TIP ACTION | Proposed - PA

Request RTC Recommendation of TIP Amendment

- **Substations and Power Improvements**
Add a new \$170,000 FTA Section 5312 funded Regional Rail Wire Scan project to this program for FY21 ERC.



Thank You

Connect With Us!



www.dvrpc.org/TIP



DVRPC FY 2022

Unified Planning Work Program

DVRPC RTC Meeting | January 12, 2021
John Ward | Deputy Executive Director



DVRPC FY22 UPWP Development

- **Outreach process started August/September 2020**
- **Stakeholders submitted ideas September/October**
- **Board Work Program Committee met in October to select projects**
- **Staff worked with stakeholders to refine scopes and identify funding in November**
- **Staff presented Draft document to Board in December for review and comment**
- **Board to adopt Final FY22 UPWP in January 2021**
- **Deliver to funding agencies for approval by March 2021**

DVRPC FY22 UPWP Development

- **What's New for FY 2022**
 - **New Program Areas**
 - **Socioeconomic and Land Use Analytics**
 - **Mobility Analysis and Design Program (in name only)**
 - **New Project Initiatives**
 - **Regional Housing Initiatives Study – Smart Growth Program Area**
 - **SEPTA Regional Rail Equity and Fare Structure Analysis**
 - **Climate Change Vulnerability Analysis – Heat Vulnerability in Mont. Co.**
 - **Impacts of the Pandemic on Regional Travel**
 - **Future Impacts of e-commerce retail and Distribution**
 - **NJ Local HSIP Program Assistance**

DVRPC FY22 UPWP Development

- **What's New for FY 2022**
 - **Funding Uncertainties**
 - **Move PA SRHPP Pass-Thru funding to the PA TIP for FY22**
 - **Decrease in funding from the TIP from FY 2021**
 - **Overall budget decreased by 6.9% from FY 2021 due mostly to the hiatus of the TCDI Program and the NJ Local Concept Development Program**
 - **DVRPC's Internal Budget increased by 2.02%**

DVRPC FY22 UPWP Development

- **Addresses federal requirements from the FAST Act**
- **Reflects the Policy Direction provided by the DVRPC Board**
- **Developed jointly with member governments and Federal Agencies**

DVRPC FY22 UPWP Development

- **Aim is to Include the recommended priority idea from each Board Member**
- **Advances a diverse and comprehensive set of planning activities**
- **Several projects are subject to competitive funding programs which will not be fully decided upon until Spring 2021**
- **Some projects require approval from other outside funding sources such as the TIP which will go before the Board in January 2021**

DVRPC FY22 UPWP Development

Funding Sources

Core Formula Federal Funds from FAST Act

PA State Funds (Matching Funds)

Member Government Contributions (Matching Funds)

Public and Foundation Grants

TIP

Competitive Programs

DVRPC FY22 UPWP Development

Three Key Parts of the Document

Table 2

Program Area and Project Descriptions (Chapter 2)

Pass Through Program (Chapters Three and Four)

- Supportive Regional Highway Planning Program**
- Transit Support Program**

DVRPC FY22 UPWP Development

Comments Received

- **Federal Highway Administration – PA Division**
- **Sierra Club - Southeastern Pennsylvania Group**
- **Chester Residents Concerned for Quality Living**
- **General Public (3)**
- **Internal Review**

DVRPC Draft FY22 UPWP Development

Questions?

DVRPC FY22 UPWP Development

Action Proposed

- **That the RTC recommends that Board adopt the FY22 Unified Planning Work Program, authorize the Executive Director to submit applications and documentation as may be required to fund the program and enter into, negotiate and execute all required contracts and agreements pending the resolution of any outstanding comments and issues including funding allocation issues.**
- **Further, that the RTC recommends that the Board approve the actions to amend or modify the FY2020 TIP for NJ and the FY2021 TIP for PA to fund select projects as required.**

Personal
Delivery
Device



T RANSPORTATION P ERFORMANCE M ANAGEMENT

DVRPC Regional Technical Committee | 1.12.2021

TPM is a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

- Is a regular on-going process that is systematically applied
- Provides key information to help decision makers to understand the consequences of investment decisions across transportation assets or modes
- Improves communications between decision makers, stakeholders and the traveling public
- Ensures targets and measures are developed in cooperative partnerships and based on data and objective information

FHWA

- Roadway Safety (PM1)

- Infrastructure Condition (PM2)
 - Pavement
 - Bridges

- System Performance (PM3)
 - NHS Reliability
 - Freight Reliability
 - CMAQ
 - Congestion
 - Emissions

FTA

- Transit Asset Management

- Transit Safety

TPM Requirements for States/Transit Operators & MPOs

- Set “Targets” & Report on Progress
 - MPOs can either develop their own targets or support the States’/Transit Operators’
- Incorporate Measures into the Planning Process
- Develop Agreements between Planning Partners

TRANSPORTATION **P**ERFORMANCE **M**ANAGEMENT: **T**RANSIT **S**AFETY



TRANSIT SAFETY TARGETS: FATALITIES AND INJURIES

	NJ TRANSIT	DRPA/PATCO	SEPTA ⁺
FATALITIES (Number / Rate)	Light Rail (River Line): 1 / 0.79* Bus: 4 / 0.055*	0 / 0**	-- / 0.0173**
INJURIES (Number / Rate)	Light Rail (River Line) Passenger Injuries: 4 / 3.18* Employee Injuries: 0 / 0* Bus Customer Injuries: 244 / 3.35* Employee Injuries: 423 / 7.99***	41 / 1**	<u>Passenger Injuries</u> Bus: -- / 5.53** Trolley Bus: -- / 5.75** Heavy Rail (MFL): -- / 0.79** Heavy Rail (BSL): -- / 0.40** Heavy Rail (NHSL): -- / 3.48** Light Rail: -- / 6.48** Commuter Rail: -- / 0.69** <u>Employee Injuries</u> -- / 3.28***

* per Million Miles **per 100,000 Miles ***per 200,000 Work Hours

⁺ SEPTA has only submitted rates, not numbers, for their Fatalities and Injuries targets



TRANSIT SAFETY TARGETS: SAFETY EVENTS

SAFETY EVENTS (Number / Rate)

NJ TRANSIT

Light Rail (River Line)

Collisions: 12 / 9.53*

Fire Events: 2 / 1.59*

Bus

Collisions: 264 / 3.63*

Fire Events: 12 / 0.16*

DRPA/PATCO

50 / 1**

SEPTA⁺

Vehicle Accidents

Bus: -- / 8.18**

Trolley Bus: -- / 9.51**

Heavy Rail (MFL): -- / 0.09**

Heavy Rail (BSL): -- / 0.07**

Heavy Rail (NHSL): -- / 2.30**

Light Rail: -- / 8.38**

Commuter Rail: -- / 0.07**

Station Accidents

Heavy Rail (MFL): -- / 1.59**

Heavy Rail (BSL): -- / 0.56**

Heavy Rail (NHSL): -- / 0.72**

Light Rail: -- / 1.01**

Commuter Rail: -- / 0.95**

Safety Events

Bus: 595

Trolley Bus: 13

Heavy Rail: 132

Light Rail: 104

Commuter Rail: 3

* per Million Miles

**per 100,000 Miles

⁺ SEPTA has only submitted rates, not numbers, for their Vehicle Accidents and Station Accidents targets



TRANSIT SAFETY TARGETS: SYSTEM RELIABILITY

SYSTEM RELIABILITY
(Mean Distance in Miles
between Major Service Failures)

NJ TRANSIT	DRPA/PATCO	SEPTA
Light Rail (River Line): 6,284	230**	Heavy Rail (MFL): 85,000
Bus: 135.45*		Heavy Rail (BSL): 130,000
		Heavy Rail (NHSL): 35,000
		Light Rail (City): 8,000
		Light Rail (MSHL): 20,000
		Commuter Rail: 30,000

* per Million Miles

** Total Failures

- Recommend that the DVRPC Board support the NJ TRANSIT, DRPA/PATCO, and SEPTA Transit Safety targets and the transit agencies' efforts at achieving those targets.


TRANSPORTATION **P**ERFORMANCE **M**ANAGEMENT:
INFRASTRUCTURE **C**ONDITION (**PM**₂)
AND **S**YSTEM **P**ERFORMANCE **PM**₃)



INFRASTRUCTURE CONDITION TARGETS: PAVEMENT

Performance Measure	2017 Baseline		2-Year (2019) Performance		2-Year Target		4-Year Original Target		4-Year Adjusted Target	
	NJ	PA	NJ	PA	NJ	PA	NJ	PA	NJ	PA
% of Interstate Pavement in Good Condition			62.1	71.5			50	60	--	--
% of Interstate Pavement in Poor Condition			1.8	0.4			2.5	2	--	--
% of Non-Interstate NHS Pavement in Good Condition	41.9	47.8	44.4	49					--	--
% of Non-Interstate NHS Pavement in Good Condition (Full Distress + IRI)			33	37.6	25	35	25	33	--	--
% of Non-Interstate NHS Pavement in Poor Condition	26.5	15.9	26.9	15.2					--	--
% of Non-Interstate NHS Pavement in Poor Condition (Full Distress + IRI)			10.7	2	2.5	4	2.5	5	15	--

 New Jersey


 Pennsylvania



INFRASTRUCTURE CONDITION TARGETS: BRIDGES

Performance Measure	2017 Baseline		2-Year (2019) Performance		2-Year Target		4-Year Original Target		4-Year Adjusted Target	
	NJ	PA	NJ	PA	NJ	PA	NJ	PA	NJ	PA
% of NHS Bridges in Good Condition	21.7	23.7	22.1	27	19.4	25.8	18.6	26	21.3	--
% of NHS Bridges in Poor Condition	6.5	5.1	6.8	5.1	6.5	5.6	6.5	6	6.8	--

 New Jersey


 Pennsylvania



SYSTEM PERFORMANCE TARGETS: NHS RELIABILITY

Performance Measure	2017 Baseline		2-Year (2019) Performance		2-Year Target		4-Year Original Target		4-Year Adjusted Target	
	NJ	PA	NJ	PA	NJ	PA	NJ	PA	NJ	PA
% of Person Miles Traveled on the Interstate that are Reliable	82.1	89.8	80.6	89.9	82	89.8	82	89.8	--	89.5
% of Person Miles Traveled on the Non-Interstate NHS that are Reliable			86.2	88.5			84.1	87.4	--	--

 New Jersey


 Pennsylvania



SYSTEM PERFORMANCE TARGETS: FREIGHT RELIABILITY

Performance Measure	2017 Baseline		2-Year (2019) Performance		2-Year Target		4-Year Original Target		4-Year Adjusted Target	
	NJ	PA	NJ	PA	NJ	PA	NJ	PA	NJ	PA
Truck Travel Time Reliability	1.82	1.35	1.89	1.36	1.9	1.34	1.95	1.34	--	1.4

 New Jersey


 Pennsylvania



SYSTEM PERFORMANCE TARGETS: CMAQ CONGESTION & EMISSIONS

Performance Measure	2017 Baseline		2-Year (2019) Performance		2-Year Target		4-Year Original Target		4-Year Adjusted Target	
	NJ	PA	NJ	PA	NJ	PA	NJ	PA	NJ	PA
Annual Pk Hrs Excessive Delay:										
Phila UZA			14.6	14.6			17.2	17.2	--	--
NYC UZA			22.3				22		--	--
% Non-SOV Travel:										
Phila UZA	27.9	27.9	28.2	28.2	28	28	28.1	28.1	--	--
NYC UZA	51.6		51.6		51.6		51.7		--	--
Total Emission Reductions:										
PM 2.5	9.572	25.870	162.02	143.21	4.29	10.76	8.52	20.49	--	--
NOx	244.301	971.78	1,500.52	971.05	114.401	337.7	231.85	612.82	--	--
VOCs	44.493	302.38	157.75	231.78	17.682	109.46	36.324	201.73	--	--
CO		1,135.4		2,969.64		567.7		1,135.4		250

 New Jersey

 Pennsylvania

- Recommend that the DVRPC Board support the NJ DOT and PennDOT revised interim period statewide Pavement Infrastructure, Bridge Infrastructure, NHS System Performance, Freight System Performance, and CMAQ Congestion and Emissions targets and the state DOTs' efforts at achieving those targets.

TRANSPORTATION **P**ERFORMANCE **M**ANAGEMENT: **T**RANSIT **A**SSET **M**ANAGEMENT

TRANSIT ASSETS

- Transit operators are responsible for developing a TAM Plan that monitors system condition, sets performance targets, and prioritizes investments to achieve state-of-good-repair targets
- Transit operators annually submit system condition data and performance targets for the following year to the NTD
- Operators also submit an annual narrative that provides a description of any change in condition of the system from the previous year and describes progress made toward meeting the performance targets



TRANSIT ASSET MANAGEMENT TARGETS: % OF REVENUE VEHICLES THAT MEET OR EXCEED ULB

NTD CATEGORY	2020 TARGET	2020 PERFORMANCE	2021 TARGET
SEPTA			
Articulated Bus	0 %	0 %	0 %
Bus	10 %	17.9 %	15 %
Heavy Rail Passenger Car	0 %	0 %	0 %
Light Rail Vehicle	100 %	100 %	100 %
Commuter Rail Locomotive	0 %	0 %	0 %
Commuter Rail Passenger Coach	0 %	0 %	0 %
Commuter Rail Self-Propelled Passenger Car	66 %	66 %	66 %
Cutaway Car	0 %	0 %	0 %
Trolley Bus	0 %	0 %	0 %
Vintage Trolley/Streetcar	100 %	100 %	100 %
DRPA/PATCO	0 %	0 %	0 %
NJ TRANSIT			
Articulated Bus	20 %	95.4 %	0 %
Automobile	52.76 %	27.06 %	6 %
Over-the-Road Bus	46.4 %	52.01 %	27 %
Bus	0 %	19.32 %	24 %
Cutaway Car	1.5 %	23.61 %	64.36 %
Light Rail Vehicle	0 %	0 %	0 %
Minivan	4.35 %	8.4 %	5 %
Commuter Rail Locomotive	6.37 %	6.37 %	7.5 %
Commuter Rail Passenger Coach	17.94 %	17.94 %	16.7 %
Commuter Rail Self-Propelled Passenger Car	100 %	100 %	100 %
Sport Utility Vehicle	0 %	0 %	0 %
Van	1.53 %	0 %	2 %

Draft Pending FTA Approval, Not Intended for Public Circulation



TRANSIT ASSET MANAGEMENT TARGETS: % OF NON-REVENUE VEHICLES THAT MEET OR EXCEED ULB

NTD CATEGORY	2020 TARGET	2020 PERFORMANCE	2021 TARGET
SEPTA			
Automobiles	50 %	41 %	50 %
Trucks and Other Rubber Tire Vehicles	25 %	33 %	25 %
Steel Wheel Vehicles	55 %	49 %	55 %
DRPA/PATCO	28 %	16 %	22 %
NJ TRANSIT			
Automobiles	40 %	77.05 %	0 %
Trucks and Other Rubber Tire Vehicles	50.63 %	34.26 %	64.24 %
Steel Wheel Vehicles	24.1 %	25.81 %	33.9 %

Draft Pending FTA Approval, Not Intended for Public Circulation



TRANSIT ASSET MANAGEMENT TARGETS: AVERAGE CONDITION OF FACILITIES

NTD CATEGORY	2020 TARGET	2020 PERFORMANCE	2021 TARGET
SEPTA			
Passenger Facilities	5 %	2 %	5 %
Administrative /Maintenance Facilities	5 %	4 %	5 %
DRPA/PATCO			
Passenger Facilities	0 %	7.7 %	0 %
Administrative/Maintenance Facilities	0 %	0 %	0 %
NJ TRANSIT			
Passenger/Parking Facilities	0 %	3.45 %	4 %
Administrative/Maintenance Facilities	0 %	3.12 %	4 %

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TRANSIT ASSET MANAGEMENT TARGETS: % OF TRACK SEGMENTS W/ PERFORMANCE RESTRICTIONS

NTD CATEGORY	2020 TARGET	2020 PERFORMANCE	2021 TARGET
SEPTA			
Commuter Rail	10 %	3 %	10 %
Heavy Rail	10 %	1.6 %	10 %
Streetcar Rail	5 %	1.1 %	5 %
DRPA/PATCO	0.76 %	0.32 %	0.43 %
NJ TRANSIT			
Commuter Rail	1 %	0.94 %	1 %
Light Rail	4.1 %	2.38 %	2.38 %
Hybrid Rail	0.43 %	0.18 %	0.18 %

Draft Pending FTA Approval, Not Intended for Public Circulation

- Recommend that the DVRPC board support the NJ TRANSIT, DRPA/PATCO, and SEPTA annual Transit Asset Management targets and the transit agencies' efforts at achieving those targets.

TRANSPORTATION **P**ERFORMANCE **M**ANAGEMENT: **R**OADWAY **S**AFETY (PM1)

HIGHWAY SAFETY

- 4 out of 5 targets must be met, or have better performance than the baseline
- Penalty for not meeting targets or making significant progress:
 - State DOT must submit an HSIP Implementation Plan
 - Use obligation authority equal to the HSIP apportionment for the prior year, only for highway safety projects
- Assessment of Significant Progress began in December 2019



ROADWAY SAFETY PERFORMANCE AND TARGETS

Performance Measure	2013-2017 Baseline		2015-2019 Target		2015-2019 Actual/ New Baseline		Met Previous Target?		2017-2021 Target	
	NJ	PA	NJ	PA	NJ*	PA	NJ	PA	NJ	PA
Number of Fatalities	577.6	1,185.6	605	1,146.3	582.6	1,154.8	Y	N	574	1,088.2
Fatality Rate per 100 M VMT	0.761	1.179	.780	1.121	0.756	1.135	Y	Y	.740	1.059
Number of Serious Injuries	1,092.5	3,588.4	1,101.4	3,971.2	1,469.2	4,166.6	N	N	2,124.8	4,551.2
Serious Injury Rate per 100 M VMT	1.439	3.569	1.422	3.883	1.9	4.097	N	N	2.724	4.431
Number of Non-motorized Fatalities and Serious Injuries	379.1	629.8	393.9	698.4	463.7	741.6	N	N	588.5	800.8

* Data is preliminary

- Recommend that the DVRPC Board support the NJ DOT and PennDOT annual statewide Roadway Safety targets and the state DOTs' efforts at achieving those targets.

TPM Web Page

<https://dvrpc.org/TPM/>

