

[Effective May 24, 2018, the narrative to the DCTC's FFY 2017-2021 TIP is revised to include this section on the implementation of safety projects that help meet statewide safety performance targets. This addendum was discussed at the DCTC's Planning Committee meeting on May 23, 2018.]

Performance Planning and Targets

Pursuant to MAP-21 (and carried through in the current federal transportation law, the FAST Act), Metropolitan Planning Organizations (MPOs) must employ a transportation performance management approach in carrying out their federally-required planning and programming activities. 23 USC 150(b) includes seven national performance goals for the Federal-Aid Highway program:

1. Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure Condition – To maintain the highway Infrastructure asset system in a state of good repair.
3. Congestion Reduction – To achieve a significant reduction in congestion on the National Highway System.
4. System Reliability – To improve the efficiency of the surface transportation system.
5. 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.
6. Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.

7. 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 agency work practices.

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

Background

The DCTC developed the TIP in cooperation with its member agencies (e.g. NYSDOT, MTA, etc.). It reflects the investment priorities established by the DCTC in its long-range Transportation Plan, which incorporated comments and input from affected agencies/organizations and the public. As per federal guidance in 23 USC 134(j)(2)(D), 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.” Transportation Plans adopted or amended after the following dates must include performance targets for these associated measures:

1. May 27, 2018 – Highway Safety Improvement Program (HSIP) and Highway Safety

2. October 1, 2018 – Transit Asset Management
3. October 1, 2018 – Public Transportation Safety Program
4. May 20, 2019 – Pavement and Bridge Condition
5. May 20, 2019 – System Performance/Freight/Congestion Mitigation & Air Quality Improvement Program

MPOs that do not adopt or amend their Transportation Plan 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 addendum to the DCTC’s TIP meets the requirements of 23 USC 134(j)(2)(D).

HSIP and Highway Safety Performance Targets

In March 2016, the Federal Highway Administration (FHWA) published its final rule for the HSIP program and Safety Performance Management Measures in the Federal Register, with an effective date of April 14, 2016. NYSDOT subsequently completed its 2017 New York Strategic Highway Safety Plan (SHSP) in August 2017, with the intent to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in the State. The SHSP guides NYSDOT, MPOs, and other partners in addressing safety, and defines a framework for carrying out safety improvements across the State. NYSDOT’s Annual HSIP Report documents its statewide performance targets.

On November 9, 2017, the DCTC agreed to support the following NYSDOT statewide 2018 safety performance targets

(via DCTC Resolution #17-08), which were based on five-year rolling averages as per 23 CFR 490.207:

1. Number of Fatalities: 1,086
2. Rate of Fatalities per 100M Vehicle Miles Traveled (VMT): 0.87
3. Number of Serious Injuries: 10,854
4. Rate of Serious Injuries per 100 million VMT: 8.54
5. Number of Non-motorized Fatalities and Serious Injuries: 2,843

Anticipated Effects

The DCTC places a significant focus on improving transportation safety. The projects recommended in the Transportation Plan and programmed on the TIP reflect this focus, and safety stands as a primary consideration in the selection of any project.

Safety Projects in Moving Dutchess 2 (Transportation Plan)

Although many of the recommendations in *Moving Dutchess 2* are not specifically listed under “safety,” the DCTC believes all of the Transportation Plan’s recommendations are safety projects: a repaired sidewalk removes a tripping hazard, a new turn lane prevents a rear-end collision, a fixed pothole keeps a vehicle in its travel lane, and a new bus makes it easier for a customer to climb aboard. We therefore view all of the Plan’s recommendations as having some type of safety benefit.

Moving Dutchess 2 recommends 22 location-specific safety projects that seek to improve transportation safety on federal-aid eligible roads. These include a variety of measures such as realigning roads, installing traffic warning signs, improving sight distances, and installing traffic calming devices at high crash locations. The Plan also recommends system-wide safety activities such as sign replacements, special surface treatments, guiderail replacements, the installation of centerline rumble strips, and pedestrian countdown timers.

The DCTC estimates that its safety recommendations will require almost \$94 million to implement, representing eight percent of available federal highway funding through 2040. Some of the recommended projects will require sponsors to secure funds through the HSIP program, but also through State and local sources. For example, Dutchess County intends to use local funds to realign CR 16 (N. Quaker Ln.) in Hyde Park to correct safety deficiencies identified in a Safety Assessment completed by the DCTC.

Safety and Project Selection in the TIP

As specified in its Bylaws, the DCTC uses a variety of project selection criteria to evaluate and prioritize new projects proposed for inclusion in the TIP. The criteria support the goals and recommendations identified in *Moving Dutchess 2* and various other plans completed by the DCTC. The project selection criteria also complement criteria used by NYSDOT and other member agencies.

The DCTC's project selection criteria use a point-based system to evaluate potential projects, providing more weight to projects that advance key focus areas such as improving transportation safety and security. For example, the DCTC awards points to projects that have the following characteristics:

1. Identified by a member agency as being critical to improving the safety or security of the travelling public.
2. Identified as a strategy in NYSDOT's Strategic Highway Safety Plan.
3. Improves the capacity of federal, state, and local agencies to respond to emergencies or disasters.
4. Uses signal pre-emption technology for emergency response vehicles.

Safety Projects in the TIP

The TIP includes five HSIP-funded projects that we believe will materially benefit the safety of the traveling public in Dutchess County. These projects have either recently been completed in 2017 or are scheduled for completion in 2018. In total, they represent over \$9 million in HSIP funding to improve safety in Dutchess County:

1. PIN 80PS02 – Pedestrian Safety Action Plan (PSAP) implementation on State highways (NYSDOT). Total HSIP: \$1.7 million.
2. PIN 839324 – Route 376/Robinson Ln./Lake Walton Rd. intersection reconstruction (NYSDOT). Total HSIP: \$3.5 million.

3. PIN 876145 – Installation of 58 pedestrian countdown timers in the City of Beacon. Total HSIP: \$462,000.
4. PIN 881288 – Route 376 special surface treatment in the Towns of LaGrange and Wappinger (NYSDOT). Total HSIP: \$1.7 million.
5. PIN 881321 – Special surface treatments on State highways in Dutchess County (NYSDOT). Total HSIP: \$2 million.

Besides HSIP funded projects, the TIP also includes safety focused projects that use federal highway funds from the Surface Transportation Block Grant (STBG) program and Transportation Alternatives Program (TAP):

1. PIN 875538 – CR 9 (Beekman Rd.) realignment from CR 10 (Sylvan Lake Rd.) to the Taconic State Parkway (TSP) in the Towns of Beekman and East Fishkill. Total STBG: \$4.4 million.
2. PIN 875544 – CR 28 (Old Hopewell Rd.) realignment from Route 9 to CR 94 (All Angels Hill Rd.) in the Town of Wappinger. Total STBG: \$5.9 million.
3. PIN 875545 – CR 93 (Myers Corners Rd.) realignment from Route 376 to CR 94 (All Angels Hill Rd.) in the Town of Wappinger. Total STBG: \$6 million.
4. PIN 893235 – Corbin Rd./Metro-North Railroad rail crossing upgrade in the Town of Pawling (NYSDOT). Total STBG: \$85,000.
5. PIN 876125 – Main St. pedestrian improvements in the City of Beacon. Total TAP: \$766,000.
6. PIN 876126 – East/West Main St. pedestrian improvements in the Village of Wappingers Falls. Total

TAP: \$699,000.

7. PIN 876190 – Route 9 pedestrian improvements in the Town of Hyde Park. Total TAP: \$1 million.

These non-HSIP funded projects total almost \$19 million in additional federal highway funding dedicated to improving safety. When combined with HSIP funded projects, the current TIP invests over \$28 million in federal funds for projects that will improve transportation safety on our roadways. This investment represents well over half of all federal highway funding programmed in the DCTC's TIP.

Overall Safety Determination

Based upon its review of the TIP, the DCTC has determined that the overall program will positively contribute to progress made in addressing the safety performance targets established by the State.