

# PROJECT QUESTIONS: PERFORMANCE TARGETS

Use this guidance to determine which federal performance targets may be influenced by a project to answer the first question on the 'Project Questions' tab in the eTIP. Please keep in mind that the performance targets are not mutually exclusive. Many projects included in the TIP have the potential to influence multiple targets.

The question, as presented in the eTIP, will prompt you to select all applicable options from a list of eight performance target areas:

- Highway safety
- Transit safety
- Transit asset condition
- Pavement condition
- Bridge condition
- Travel reliability/congestion
- Non-SOV travel
- Emissions reduction (CMAQ funded projects only)

Each section below describes the project work types that may impact each performance target area. This information is only intended as guidance and programmers should use their judgement, based on availability and understanding of specific project details, when determining if a project has the potential to impact each target area.

## Highway Safety

Highway safety performance is measured by the number and rates of motorized and non-motorized fatalities or serious injuries. Many projects in the TIP contain scope elements that can influence these measures.

Projects with any of the following may influence this target area:

- A project type of Safe Routes to Schools or Safety
- Funding, in whole or in part, from:
  - Federal - Highway Safety Improvement Program (HSIP),
  - Rail-Hwy Safety,
  - Safe Routes to School,
  - State - Grade Xing Protection, or
  - ICC – RR Safety.
- Any of the following Work Types:
  - [A-BAR] – Safety – Barriers
  - [A-BEA] – Safety – Beacons

- [A-FNC] – Safety – Fencing
- [A-GRD] – Safety – Guardrails
- [A-LTS] – Safety – Lighting
- [A-MED] – Safety – Median Projects
- [A-OPT] – Safety – Opticom equipment
- [A-OTH] – Safety – Other
- [A-PMRK] – Safety – Pavement Marking
- [A-RRXING] – Safety – Railroad Crossing Improvement
- [A-SHDR] – Safety – Shoulder Improvements
- [A-SKIDT] – Safety – Skid Treatments
- [E-SRTS] – Safe Routes to School
- [H-ALIGN] – Highway/Road – Vertical/Horizontal Alignment (e.g. Clearance)
- [H-RRGS] – Highway/Road – Railroad Grade Separation

Projects with other Work Types, such as intersection improvements, highway or bridge reconstruction, maintenance or expansion, bicycle or pedestrian work, or traffic signals may also influence safety targets based on specific design details that may add or provide improved vehicle, bicycle, or pedestrian safety.

## Transit Safety

Transit safety performance is measured by the number and rates of transit fatalities, serious injuries, worker assaults, vehicle collisions, and major events as defined by the National Transit Database.

Projects with the following Work Types may influence this target area:

- [C-MAINT] Rail Stations – Maintain, Rehabilitate, Replace
- [C-MOD] Rail Stations – Modernize, Replace
- [F-SPTV] Facility – Signal Priority for Transit
- [J-REP] Rolling Stock - Replace Existing Vehicles
- [R-IMP] Rail Line – Improve Line
- [R-MAINT] Rail Line – Maintain, Rehabilitate, Replace
- [J-REHAB] Rolling Stock – Rehabilitate Vehicles
- [J-REP] Rolling Stock – Replace Existing Vehicles
- [O-OPS] Operations – Transit Operating Assistance
- [U-COMM] CPS – Communications
- [U-CPSIMP] CPS – Improvement
- [U-CPSMAINT] CPS - Maintenance
- [X-MOD] Transfer Facility – Modernize, Repair

Additionally, Railroad Grade Separation (H-RRGS) and Railroad Crossing Improvement projects at rail lines that are used by Metra or CTA may influence this target.

## Transit Asset Condition

Transit condition performance is measured by the useful life benchmark (ULB) for vehicles (bus and rail), miles of rail with track performance restrictions, and percent of transit facilities—including maintenance buildings, administrative buildings, stations, and parking facilities—that are in poor condition.

Projects with the following Work Types may influence this target area:

- [J-EXP] Rolling Stock – Expand Fleet
- [J-REP] Rolling Stock - Replace Existing Vehicles
- [R-EXP] Rail Line – Extend Line
- [C-MOD] Rail Stations - Modernize, Replace
- [M-MAINT] Multi-Modal Center – Maintain, Rehabilitate, Replace
- [R-IMP] Rail Line - Improve Line
- [R-MAINT] Rail Line – Maintain, Rehabilitate, Replace
- [V-MAINT] Vehicle Facility – Maintenance
- [R-NEW] Rail Line – New Line
- [X-MOD] Transfer Facility - Modernize, Replace

## Pavement Condition

Pavement condition performance measures apply to the interstate system and the non-interstate National Highway System (NHS). Road maintenance, modernization, or expansion projects on either of these systems should indicate they can influence this target area.

More specifically, projects with the following Work Types may influence this target area:

- [H-AL] Highway/Road – Add Lanes
- [H-EXT] Highway/Road – Extend Road
- [H-INTRC] – Intersection Reconstruction
- [H-IRS] Highway/Road – Intermittent Resurfacing
- [H-PATCH] Highway/Road – Pavement Patching
- [H-RCINKND] Highway/Road - Reconstruct In Kind
- [H-RCNST] Highway/Road – Reconst with Change in Use or Width of Lane
- [H-RS] Highway/Road – Resurface (With No Lane Widening)
- [H-WRS] Highway/Road – Widen Lanes and Resurface
- [I-RCNST] – Interchange Reconstruction

## Bridge Condition

Bridge condition performance measures apply to bridges on the NHS system. Performance in this area is measured by the percentage of bridge deck area of NHS bridges that are in “poor” condition. Projects on the NHS system that include any of the following work types may affect the bridge deck condition.

Projects with the following Work Types may influence these targets:

- [B-DECK] Bridge Deck - Repair/Rehab
- [B-HYD] Bridge Deck - Hydro-Demolition
- [B-NEW] Bridge/Structure - New
- [B-OVR] Bridge Deck - Overlay
- [B-PCHF] Bridge Deck - Full Depth Patching
- [B-PCHP] Bridge Deck - Partial Depth Patching
- [B-PNT] Bridge/Structure - Paint
- [B-SUP] Bridge Superstructure - Repair/Rehab
- [B-SUB] Bridge Substructure - Repair/Rehab
- [B-RECNFG] Bridge/Structure - Reconst/Rehab Chng in Lane Use/Widths
- [B-Repair] Bridge/Structure - Reconst/Rehab No Chng in #/Width of Lane
- [B-REPLACE] Bridge/Structure – Replace
- [I-RCNST] – Interchange Reconstruction

## Travel Reliability/Congestion

Travel reliability and congestion performance is measured by percentage of person miles traveled that are considered reliable and peak hour excessive delay on the interstate system and the non-interstate NHS. Many projects contain scope elements that can influence these measures.

Projects with the following may influence this target area:

- A project type of Intelligent Transportation Systems, Signal Systems, or Road Operations
- Any of the following Work Types:
  - [E-MODE] Travel Demand Management
  - [C-IMP] Station - Improve with Change in Service
  - [H-HOT3] Highway/Road - HOT 3-plus Lanes
  - [H-HOV] Highway/Road - HOV Lanes
  - [H-INFO] Highway/Road – Directional/Informational Signs
  - [H-RRGS] Highway/Road - Railroad Grade Separation
  - [R-EXP] Rail Line – Extend Line
  - [R-IMP] Rail Line - Improve Line
  - [R-NEW] Rail Line – New Line
  - [T-EXP] Bus Routes - Major Expansion
  - [T-IMP] Bus Routes – Major Service Improvement
  - [T-NEWSVC] Bus Routes – New Service
  - [S-MOD] Signals – Modernization
  - [S-TIM] Signals – Interconnects and Timing

Projects with other work types, such as highway expansion, corridor improvements, intersection or interchange improvements, and improvements to transit transfer facilities may also influence travel reliability/congestion targets based on specific design details or project locations.

## Non-SOV Travel

The non- single occupancy vehicle (non-SOV) travel performance is measured by the share of trips by non-SOV modes, including carpooling, public transit, and walking. Data for this target is derived from Census American Community Survey (ACS) data.

Projects with the following may influence this target area:

- A project type of Intelligent Transportation Systems, Signal Systems, or Road Operations
- Any of the following Work Types:

[C-IMP] Station - Improve with Change in Service

[C-MOD] Rail Stations - Modernize, Replace

[C-NEW] Station – New

[E-BIKEIMP] Improve Bicycle Facility

[E-BIKEMAJNT] Maintain Bicycle Facility

[E-BIKENEW] New Bicycle Facility

[E-PEDIMP] Improve Pedestrian Facility

[E-PEDMAINT] Maintain Pedestrian Facility

[E-PEDNEW] New Pedestrian Facility

[E-SharedMaint] Maintain Pedestrian Facility

[E-SharedModern] Improve Shared Path Facility

[E-SharedNew] New Shared Use Path

[H-HOT3] Highway/Road - HOT 3-plus Lanes

[H-HOV] Highway/Road - HOV Lanes

[R-EXP] Rail Line – Extend Line

[R-IMP] Rail Line - Improve Line

[R-NEW] Rail Line – New Line

[T-EXP] Bus Routes - Major Expansion

[T-IMP] Bus Routes – Major Service Improvement

[T-IMPSVC] – Bus Route – Improve Service

[T-NEWSVC] Bus Routes – New Service

## Emissions Reduction

The emissions reduction measure is related only to projects funded with CMAQ. If a project has any CMAQ funding, select this option.