

PERFORMANCE MEASURES

Performance measurement is a strategic approach that uses system information to make investments and policy decisions to achieve goals set for the multimodal transportation system in the French Broad River MPO planning area. Performance-Based Planning and Programming refers to the transportation agencies’ application of performance management as standard practice in the planning and programming processes. The goal of Performance Based Planning and Programming is to ensure transportation investments are based on the ability to meet established goals.

NATIONAL GOALS

Through the federal rulemaking process, the Federal Highway Administration (FHWA) is requiring state DOTs and MPOs to monitor the transportation system using specific performance measures. These measures are associated with the national goal areas prescribed in MAP-21 and the FAST Act. The following list describes national goals for highway performance, but the French Broad River MPO can take on additional measures beyond what is listed:

Goal Area	Goal
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
System Reliability	To improve the efficiency of the surface transportation system
Freight Movement and Economic Vitality	To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment

For each goal area, FHWA and FTA will set a number of metrics required to be tracked with State DOTs and MPO adopting targets.

SAFETY TARGETS

NCDOT was required to evaluate and report on safety targets for the five required measures in August, 2017. MPOs in North Carolina were required to accept and support the state’s safety targets or create their own within 180 days. The French Broad River MPO Board passed safety targets to the region that supported the state’s targets but noted that due to insufficient data from the state, the MPO largely lacked the ability to set and monitor its own targets.

The targets established by the State of North Carolina, and supported by the French Broad River MPO, are as follows:

1. Reduce total fatalities by 5.10 percent each year from 1,340.6 (2012-2016 average) to 1,207.3 (2014-2018 average)
2. Reduce the fatality rate by 4.75 percent each year from 1.228 (2012-2016 average) to 1.114 (2014-2018 average)
3. Reduce total serious injuries by 5.10 percent each year from 2,399.8 (2012-2016 average) to 2,161.2 (2014-2018 average)
4. Reduce the serious injury rate by 4.75 percent each year from 2.191 (2012-2016 average) to 1.988 (2014-2018 average)
5. Reduce the total non-motorized fatalities and serious injuries by 5.30 percent each year from 438.8 (2012-2016 average) to 393.5 (2014-2018 average)

ADDITIONAL TARGETS AND PERFORMANCE MEASURES

Additional targets and performance measures will be considered and adopted by the French Broad River MPO in accordance with NCDOT and USDOT requirements. This amendment serves to increase awareness of the French Broad River MPO's plan to continue to monitor and adopt system performance measures and transition to a performance-based planning and programming approach, as required by MAP-21 and the FAST Act.