

## MEMORANDUM

**TO:** GTC Planning Committee Members & Alternates  
**FROM:** James Stack, Executive Director /s/  
**DATE:** May 3, 2018  
**SUBJECT:** Proposed Council Resolution 18-22 (Amending the *2017-2020 Transportation Improvement Program* by adding a section addressing Performance Measures to Chapter 2)

### Background – National Performance Measures

The Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act of 2012 directed the U.S. Department of Transportation to establish a set of Performance Measures to increase the accountability and transparency of the federal highway and transit programs and improve project decision-making through performance-based planning and programming through the rulemaking process. The Fixing America's Surface Transportation Act (FAST Act) of 2015 continued the performance management and performance-based planning and programming requirements of MAP-21 with minor changes.

The Final Rules established national Performance Measures across four subject areas (see Table 1) which require that state Departments of Transportation (DOTs) and providers of public transportation must:

- establish performance targets that reflect the measures;
- report on progress towards achieving those targets;
- develop performance based plans for safety and asset management; and
- implement a performance based approach to planning and programming.

23 U.S.C. § 134 (B)(i)(1) requires that each Metropolitan Planning Organization (MPO), such as GTC, establish Performance Targets that address the Performance Measures to use in tracking progress toward attainment of critical outcomes for the region. To meet this planning requirement, GTC has already appended the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040* (LRTP 2040) to incorporate Performance Measures for Transit Asset Management and Safety. It is anticipated that the remaining Performance Measures and Targets will be incorporated into the LRTP 2040 in September 2018. Table 1 summarizes key dates associated with each Performance Measure.

**Table 1 – National Performance Measures**

Final Rule	Federal Effective Date	GTC Board Action
Transit Asset Management	March 16, 2016	June 8, 2017
Safety	July 26, 2016	December 14, 2017
Pavement and Bridge Condition	May 20, 2017	September 6, 2018 *
System Performance	May 20, 2017	September 6, 2018 *

\* Anticipated date of GTC Board action

Additionally, 23USC §134(j)(2)(D) states that MPO 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”.

### **Statewide Coordination**

In setting Performance Targets, States must coordinate with MPOs to ensure consistency, to the maximum extent practicable. The New York State Department of Transportation (NYSDOT) coordinated the establishment of safety targets with the 14 Metropolitan Planning Organizations (MPOs) in New York through the New York State Association of Metropolitan Planning Organizations (NYSAMPO). NYSDOT continues to participate on a regular basis in MPO Staff Director conference calls, which provide an opportunity to discuss and coordinate on Performance Target setting as needed.

To that end, NYSAMPO has collaborated with NYSDOT, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) to develop common language that can be used in MPO TIPs across New York State to provide a description of the anticipated effects of the TIP towards achieving the Performance Targets. Any TIP amended or adopted after May 27, 2018 must include such a description for the Safety Performance Measures and Targets. The remaining Performance Measures have specific dates to comply with this requirement. Without the relevant topical description, FHWA and FTA are precluded from approving TIP Amendments or a new TIP after each new deadline.

The following items are provided for your consideration:

1. **Proposed Council Resolution 18-22** (Amending the *2017-2020 Transportation Improvement Program* by adding a section addressing Performance Measures to Chapter 2)
2. **Exhibit 1** – Proposed addition to the *2017-2020 Transportation Improvement Program*, Chapter 2

### ***Recommended Action:***

*Recommend action by the GTC Board on proposed Council Resolution 18-22.*

## GENESEE TRANSPORTATION COUNCIL

### RESOLUTION

**Resolution 18-22 Amending the *2017-2020 Transportation Improvement Program* by adding a section addressing Performance Measures to Chapter 2**

#### WHEREAS,

1. The Genesee Transportation Council (GTC) has been designated by the Governor of New York State as the Metropolitan Planning Organization responsible for transportation planning for the nine-county Genesee-Finger Lakes Region, including the Rochester Metropolitan Planning Area (MPA);
2. Federal regulations require that the urban transportation planning process include the cooperative development of a transportation improvement program, consisting of a staged multi-year program of projects consistent with the metropolitan transportation plan;
3. The *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040* is the current metropolitan transportation plan which guides the planning and development of transportation improvements and their selection for inclusion in the transportation improvement program;
4. GTC adopted the *2017-2020 Transportation Improvement Program (TIP)* on June 8, 2016 and has since amended the TIP;
5. The amended *2017-2020 TIP* is wholly consistent with the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040*;
6. The TIP has been developed in accordance with the adopted *GTC Transportation Improvement Program Procedures Manual* and the *Agreement by and among GTC, New York State Department of Transportation, and Rochester Genesee Regional Transportation Authority*, which identifies and specifies the responsibilities and cooperative procedures for carrying out transportation planning (including without limitation corridor and subarea studies) and programming consistent with Title 23 Section 450 (23 CFR 450) Subpart C of the Code of Federal Regulations;
7. 23 USC §134(j)(2)(D) states that MPO 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”;
8. TIPs adopted or amended after May 27, 2018 must include those targets for the Highway Safety Improvement Program (HSIP) and Highway Safety;

9. GTC agreed to support the NYSDOT statewide 2018 targets for the Safety Measures based on five year rolling averages per Title 23 Part 490.207 of the Code of Federal Regulations on December 14, 2017 via Resolution 17-94;
10. Exhibit 1 provides a narrative of the TIP related to Assessing Performance Measures.

**NOW, THEREFORE, BE IT RESOLVED**

1. That GTC hereby amends the *2017-2020 Transportation Improvement Program (TIP)* for the Rochester Metropolitan Planning Area;
2. The narrative of the TIP is hereby amended as shown in Exhibit 1; and
3. That this resolution takes effect immediately.

**CERTIFICATION**

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on June 14, 2018.

Date \_\_\_\_\_

\_\_\_\_\_  
KEVIN C. BUSH, Secretary  
Genesee Transportation Council

## **Addressing Performance Targets**

### Background

Pursuant to MAP-21 (and carried through into the FAST Act), MPOs must employ a transportation performance management approach in carrying out their federally-required planning and programming activities. Chapter 23 part 150(b) of the *United States Code* [23USC §150(b)] includes the following seven national performance goals for the Federal-Aid Highway Program:

- 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 practice

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

The Genesee Transportation Council *2017-2020 Transportation Improvement Program* (TIP) was developed and is managed in cooperation with NYSDOT and the Rochester Genesee Regional Transportation Authority. It reflects the investment priorities established in the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040* (LRTP 2040), which incorporates comments and input from affected agencies and organizations and the public.

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” [23USC §134(j)(2)(D)]. Metropolitan transportation plans (MTPs) adopted or amended after the following dates must include performance targets for the associated measures:

- May 27, 2018 – Highway Safety Improvement Program (HSIP) and Highway Safety
- October 1, 2018 – Transit Asset Management

- October 1, 2018 – Public Transportation Safety Program
- May 20, 2019 – Pavement and Bridge Condition
- May 20, 2019 – System Performance/Freight/Congestion Mitigation & Air Quality Improvement Program

MPOs that do not adopt or amend their MTP 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 portion of the amended *2017-2020 Transportation Improvement Program* meets these requirements of 23USC §134(j)(2)(D).

### HSIP and Highway Safety

#### *Performance Targets*

On March 15, 2016, FHWA published the final rule for the HSIP and Safety Performance Management (Safety PM) Measures in the *Federal Register* with an effective date of April 14, 2016.

The 2017 New York Strategic Highway Safety Plan (SHSP) is intended to reduce “the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in New York State.” The SHSP guides NYSDOT, the MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across New York State. The NYSDOT Highway Safety Improvement Program (HSIP) annual report documents the statewide performance targets.

The Genesee Transportation Council agreed to support the NYSDOT statewide 2018 targets for the following Safety PM Measures based on five year rolling averages per Title 23 Part 490.207 of the *Code of Federal Regulations* December 14, 2017 via GTC Resolution 17-94:

- Number of Fatalities: 1,086
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT): 0.87
- Number of Serious Injuries 10,584
- Rate of Serious Injuries per 100M VMT: 8.54
- Number of Nonmotorized Fatalities and Serious Injuries: 2,843

#### *Anticipated Effects*

The measures align with the GTC LRTP 2040 Goal #2, “Increase the safety of the transportation system for motorized and non-motorized users”. The projects on the TIP are consistent with the need to address safety.

Safety is a primary consideration in the selection of projects to be included in the TIP. As noted above, GTC works with NYSDOT to cooperatively develop and manage the TIP. Prior to each TIP/STIP cycle, GTC is provided Planning Targets for each Federal formula fund source. All projects submitted for consideration of funding from the Planning Targets are evaluated against

multiple criteria. The extent to which the project improves the safety of the existing transportation system is the highest weighted criterion.

Additionally, projects that are primarily intended to address a safety deficiency are expected to determine the benefit/cost ratio using the detailed analysis described in the NYSDOT Safety Investigations Procedures Manual (TE164a and TE204a) or a comparable quantitative methodology to be considered for HSIP funds. The TIP also includes projects that are not primarily intended to address safety deficiencies but do address such deficiencies as part of the larger project.

The TIP includes projects programmed with HSIP funds and other fund sources that are expected to materially benefit the safety of the traveling public on roadways throughout the metropolitan planning area.

The Genesee Transportation Council TIP has been reviewed and the anticipated effect of the overall program is that it will contribute to progress made in addressing the safety performance targets established by the State.

Transit Asset Management

*Reserved for future use.*

Public Transportation Safety Program

*Reserved for future use.*

Pavement and Bridge Condition

*Reserved for future use.*

System Performance/Freight/Congestion Mitigation & Air Quality Improvement Program

*Reserved for future use.*