

MEMORANDUM

TO: Genesee Transportation Council Members & Alternates
FROM: James Stack, Executive Director /s/
DATE: December 5, 2018
SUBJECT: Proposed Resolution 18-82 (Amending the *2017-2020 Transportation Improvement Program* by adding a section addressing Transit Asset Management Performance Measures to Chapter 2)

Background – National Performance Measures

The Moving Ahead for Progress in the 21st 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, including Transit Asset Management. 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, the GTC Board has adopted the *National Performance Measures Report for the Genesee Finger Lakes Region* to incorporate the respective measures and targets.

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”.

Coordination with State and Regional Entities

In setting Performance Targets, States and transit agencies must coordinate with MPOs to ensure consistency, to the maximum extent practicable. As the only provider of public transportation in our region, RGRTA has identified performance measures are targets that were adopted via their Transit Asset Management Plan (TAMP) on September 30, 2018. Any TIP amended or adopted after October 1, 2018 must include such a description for the Transit Asset Management 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. To that end, the New York State Association of Metropolitan Planning Organizations (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.

The following items are provided for your consideration:

1. **Proposed Resolution 18-82** (Amending the *2017-2020 Transportation Improvement Program* by adding the Transit Asset Management section addressing Performance Measures to Chapter 2)
2. **Exhibit 1** – Proposed addition to the *2017-2020 Transportation Improvement Program*, Chapter 2

Recommended Action:

Approve proposed Resolution 18-82.

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 18-82 Amending Chapter 2 of the *2017-2020 Transportation Improvement Program*

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. The Federal Transit Administration published the final rule on Transit Asset Management (TAM) on July 26, 2016, requiring MPOs to coordinate with transit providers to set

Transit Asset Management performance targets, and integrate those performance targets into their planning documents;

9. The Final Rule on Metropolitan Planning published May 27, 2016 mandates that by June 30, 2017, and each year thereafter the MPO must adopt Transit Asset Management targets;
10. The Final Rule on Metropolitan Planning, states that the MPO has the option to (1) agree to program investments in support of the transit operator's targets, or (2) set their own quantifiable targets;
11. GTC, in consultation with the Rochester Genesee Regional Transportation Authority, the regional transit provider, has decided to agree to program investments in support of the transit operator's performance targets;
12. TIPs adopted or amended after October 1, 2018 must include an assessment of how the TIP makes progress towards the targets for Transit Asset Management;
13. Exhibit 1 provides a narrative to be added to the TIP related to Assessing Performance Measures.

NOW, THEREFORE, BE IT RESOLVED

1. That GTC hereby amends the *2017-2020 Transportation Improvement Program (TIP)* by adding a section addressing Performance Measures to Chapter 2;
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 December 13, 2018.

Date _____

KEVIN C. BUSH, Secretary
Genesee Transportation Council

Addressing Performance Targets

Transit Asset Management

On March 16, 2016, FTA published the final rule for Transit Asset Management in the *Federal Register*.

All transit providers that are recipients or subrecipients of Federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage transit capital assets used in the provision of public transportation are required to develop Transit Asset Management (TAM) Plans to achieve and maintain a State of Good Repair.

The Final Rule on Transit Asset Management requires MPOs to coordinate with transit providers to set TAM performance targets, and integrate those performance targets into their planning documents. The Rochester Genesee Regional Transportation Authority (RGRTA), the Tier I transit provider for this region, established their initial performance targets.

RGRTA submitted its initial TAM Plan to FTA on September 30, 2018. In accordance with the TAM Plan, RGRTA will submit annual reports to the Federal Transit Administration (FTA) with:

- Projected targets for the next fiscal year;
- Condition assessments and performance results; and
- Narrative report on changes in transit system conditions and the progress toward achieving previous performance targets.

The Genesee Transportation Council agreed to support the RGRTA targets for the following Transit Asset Management Performance Measures on June 8, 2017 via Resolution 17-30.

Performance Measure	Quantity	Quantity > ULB	% > ULB	Target (ULB)
Rolling Stock: Percent of revenue vehicles within asset classes that have met or exceeded useful life				
40' Bus	186	0	0%	15%
60' Articulated Bus	30	0	0%	15%
Paratransit IA	53	14	26%	15%
Regional Type III	96	4	4%	15%
Regional Type VI	38	6	16%	15%
Equipment: Percent of vehicles that have met or exceeded useful life				
Non-revenue Cars	22	8	36%	15%
Maintenance Vehicles	13	3	23%	35%
Facilities: Percent of facilities with a condition rating below 3.0 on 1-5 scale				
Condition	12	N/A*	0%	20%

Source: RGRTA for submission to the 2018 National Transit Database

*Not all facilities have been reviewed. Facilities are required to be assessed once per four years.

Anticipated Effects

The measures align with GTC LRTP 2040 Recommendation # 6, "Maintain and improve the condition and functionality of public transportation facilities throughout the region." The projects on the TIP are consistent with the need to address the management of transit assets.

The maintenance of existing assets is a primary consideration of transit projects in the TIP. RGRTA is a member of the TIP Development Committee overseeing the development and management of 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 contributes to the cost-effective maintenance of the existing transit assets is a significantly weighted criterion.

The projects on the TIP align with the ten-year Capital Improvement Plan of RGRTA and are amended annually to reflect changes per the annual Program of Projects.

The TIP includes projects programmed with FTA 5307 and 5339 funds and other fund sources that are expected to materially benefit transit users throughout both the urbanized and rural areas, such as:

- Preventive Maintenance
- Bus replacement; and
- Repair, rehabilitation, and replacement of transit facilities.

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 state of good repair targets established by RGRTA.