

**MEMORANDUM**

**TO:** Genesee Transportation Council Members & Alternates  
**FROM:** James Stack, Executive Director JS  
**DATE:** June 1, 2023  
**SUBJECT:** Amending the *National Performance Measures Report for the Genesee-Finger Lakes Region* and the *FFYs 2023-2027 Transportation Improvement Program* by revising the Pavement and Bridge Condition, System Performance, Freight Performance, and Transit Asset Management Performance Targets / Proposed Resolution 23-15

**Background**

On July 13, 2018, a *Performance Management Agreement between the Genesee Transportation Council, New York State Department of Transportation (NYSDOT), and the Rochester Genesee Regional Transportation Authority (RGRTA)* was executed. This agreement documents the roles and responsibilities of each organization on the implementation of the National Performance Measures in the region. As the designated MPO for the region, GTC has the option of adopting the Targets set by RGRTA and/or NYSDOT and programming projects towards achieving those Targets or to establish different targets. Since 2018, GTC has elected to adopt the RGRTA and NYSDOT targets and agrees to program investments in support of the Performance Measures and Targets listed in this report.

**Current Updates**

On May 18, 2023, the Planning Committee recommended the GTC Board concur with updated Targets concerning pavement and bridge condition, system performance and freight, and transit assets as set by NYSDOT and RGRTA, respectively. Each set of federal Performance Measures and Targets are updated on their own cycle, as shown in *Figure 1*. The updated Targets to be considered under Resolution 23-15 are indicated under "Current Update."

*Figure 1*

<b>Program Area</b>	<b>Targets</b>	<b>Lead Agency</b>	<b>Last Update</b>	<b>Current Update</b>	<b>Next Update</b>
Highway Safety Improvement Program	Fatalities and Serious Injuries	NYSDOT	February 2023	-	February 2024
National Highway Performance Program	Pavements (NHS)	NYSDOT	June 2021	June 2023	February 2025
	Bridges (NHS)				
	Travel Time Reliability				
National Highway Freight Program	Truck Travel Time Reliability	NYSDOT	June 2021	June 2023	February 2025
Urbanized Area Formula	Transit Asset Management	RGRTA	August 2022	June 2023	February 2024
	Transit Safety		June 2021	-	June 2026

## Pavement and Bridge Condition

NYS DOT recently reported the 2022 Full Performance Period (“Period 1”) to FHWA for pavement and bridge performance for the last two years of the four-year performance period, as well as progress toward achieving the four-year targets. NYS DOT also reported the new two-year and four-year targets for the next performance period, 2023 and 2025 respectively (“Period 2”), as shown in [Table 1](#) below.

### *Pavement*

The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate National Highway System (NHS) that are in good or poor condition. The State must establish targets for the entire NHS, even if they do not own the facility. Only the mainline of the highway is evaluated, not ramps, shoulders, etc. FHWA established five pavement condition metrics: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR).

### *Bridge*

The bridge condition measures represent the percentage of bridges, by deck area, on the Interstate and non-Interstate National Highway System (NHS) that are in good condition or poor condition. The measure requires that State DOTs maintain bridges so that the percentage of the deck area of bridges classified as Poor does not exceed 10 percent for three or more consecutive years. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts.

*Table 1 – Pavement and Bridge Condition Targets*

	2017	2018	2019	2020	2021	2022	2023	2024	2025
Period 1	Baseline		Target		Target				
Period 2					Baseline		Target		Target
<b>Percentage of Pavements of the Interstate System in Good Condition</b>									
Annual	-	53.0	51.1	45.5	45.3				
Target	-		-		47.3		53.2		54.3
<b>Percentage of Pavements of the Interstate System in Poor Condition</b>									
Annual		1.2	1.1	0.7	1.1				
Target			-		4.0		1.4		1.7
<b>Percentage of Pavements of the Non- Interstate NHS in Good Condition</b>									
Annual			13.4	18.3	18.9				
Target			14.6		14.7		22.3		20.7
<b>Percentage of Pavements of the Non- Interstate NHS in Poor Condition</b>									
Annual			7.5	7.3	7.6				
Target			12.0		14.3		9.3		10.9
<b>Percentage of NHS Bridges Classified as in Good Condition</b>									
Annual	22.8	24.4	26.0	25.3	25.3				
Target			23.0		24.0		24.1		21.1
<b>Percentage of NHS Bridges Classified as in Poor Condition</b>									
Annual	10.6	10.2	9.6	10.9	11.3				
Target			11.6		11.7		12.5		12.8

Further information regarding the performance targets, methodologies, and regulations can be found in the current [GTC National Performance Measures Report](#) and the [State Performance Dashboard](#) from FHWA.

## System Performance and Freight

NYSDOT recently reported the 2022 Full Performance Period (“Period 1”) to FHWA for System Performance and Freight Performance for the last two years of the four-year performance period, as well as progress toward achieving the four-year targets. NYSDOT also reported the new two-year and four-year targets for the next performance period, 2023 and 2025 respectively (“Period 2”), as shown in [Table 2](#) below.

Further information regarding the performance targets, methodologies, and regulations can be found in the current [GTC National Performance Measures Report](#) and the [State Performance Dashboard](#) from FHWA.

### System Performance

There are two NHS performance measures that represent the reliability of travel times for all vehicles on the Interstate and non-Interstate NHS. FHWA established the Level of Travel Time Reliability (LOTTR) metric to calculate reliability on both the Interstate and non-Interstate NHS. A segment is reliable if its LOTTR is less than 1.5 during all time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable. A LOTTR of 1.5 indicates that the observed travel time is 50 percent longer than the free flow speed. The measures are expressed as the percentage of person-miles traveled on the Interstate and non-Interstate NHS that are reliable.

### Freight

The single freight movement performance measure represents the reliability of travel times for trucks on the Interstate system. FHWA established the Truck Travel Time Reliability (TTTR) Index. A TTTR of 2.0 indicates that the observed travel time is twice as long compared to the free flow speed.

*Table 2 – System Performance and Freight Performance Targets*

	2017	2018	2019	2020	2021	2022	2023	2024	2025
Period 1	Baseline		Target		Target				
Period 2					Baseline		Target		Target
<b>Percent of Person-Miles Traveled on the Interstate that are Reliable</b>									
Annual	83.2	80.7	78.8	86.9	81.6*				
Target			73.1		73.0		75.0		75.0
<b>Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable</b>									
Annual			80.3	86.8	85.7				
Target					63.4		70.0		70.0
<b>Interstate Highway Truck Travel Time Reliability Index</b>									
Annual	1.39	1.43	1.47	1.33	1.39*				
Target			2.00		2.11		2.00		2.00

\*as adjusted by FHWA per NYSDOT

## Transit Assets

GTC includes the Rochester-Genesee Regional Transportation Authority (Tier 1) operating in the planning area. RGRTA’s initial Transit Asset Management (TAM) Plan was adopted on September 30, 2018 and is updated on an annual basis. The TAM Plan reports on projected targets for the next fiscal year as shown in *Table 3*; condition assessments and performance results; and a narrative report on changes in transit system conditions and the progress toward achieving previous performance targets.

The transit asset management performance measures assess the condition in which a transit capital asset can operate at a full level of performance. A capital asset is in a state of good repair when that asset can perform its designed function; does not pose a known unacceptable safety risk; and its lifecycle investments have been met or recovered. Targets are provided for rolling stock, equipment, and facilities.

Further information regarding the performance targets, methodologies, and regulations can be found in the current [GTC National Performance Measures Report](#) and the [FTA Performance Management](#) website, and data regarding the targets can be found in the [National Transit Database Agency Profiles](#).

*Table 3 – Transit Asset Targets*

Asset Category - Performance Measure	Asset Class	Useful Life Benchmark	2023 Target
<b>Rolling Stock</b>			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	40' Bus	12	7%
	60' Articulated Bus	12	0%
	Paratransit IA	4	15%
	Regional Type III	5	15%
	Regional Type IV	7	15%
<b>Equipment</b>			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue Cars	7	24%
	Maintenance Vehicles	Various	58%
<b>Facilities</b>			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Passenger/Parking	n/a	20%
	Administration/Maintenance	n/a	20%

As part of this update, GTC staff will make editorial changes to the *2023-2027 TIP* where there are references to Resolution and/or dates of GTC Board action related to Performance Measures.

The following items are included for your consideration:

1. [Proposed Resolution 23-15](#) (Amending the *National Performance Measures Report for the Genesee-Finger Lakes Region* and the *2023-2027 Transportation Improvement*

*Program* by revising the Pavement and Bridge Condition, System Performance, Freight Performance, and Transit Asset Management Performance Targets)

***Recommended Action:***

*Approve proposed Resolution 23-15, amending the National Performance Measures Report for the Genesee-Finger Lakes Region and the 2023-2027 Transportation Improvement Program.*