

SYSTEM PERFORMANCE REPORT

INTRODUCTION

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
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays.

These goals are described in more detail in Section 2.1 of the SMTC's 2050 Long Range Transportation Plan (LRTP), along with a additional discussion of objectives, performance measures, and targets and how each of these fit into the transportation planning process.

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 SMTC's 2050 LRTP was adopted in September 2015. The LRTP was then amended by the SMTC Policy Committee on December 11, 2018, with a revised financial plan component in response to the SMTC's 2017 FHWA-FTA Certification Review. The adoption of this amendment then prompted the creation of this System Performance Report addendum. Federal rulemaking requires that LRTPs adopted or amended after the following dates must include performance targets associated with these performance measures:

- May 27, 2018 – Highway Safety Improvement Program (HSIP) and Highway Safety
- October 1, 2018 – Transit Asset Management
- May 20, 2019 – Pavement and Bridge Condition
- May 20, 2019 – System Performance/Freight/Congestion Mitigation & Air Quality Improvement Program
- July 20, 2020 – Public Transportation Safety Program.

This System Performance Report addendum describes the baseline condition, adopted targets, and how the SMTC will support programming to make progress towards these targets for Highway Safety and Transit Asset Management. The remaining three performance measures have effective dates after the adoption of this addendum, and will, therefore, be addressed in the next full update of the SMTC's LRTP (due in September 2020).

HIGHWAY SAFETY

As described in Section 2.1 of the SMTC's 2050 LRTP, safety is both part of the planning factors specified by Federal legislation (MAP-21 and its successor, the FAST Act) and one of the national transportation goals. Specifically, the national goal is "to achieve a significant reduction in traffic fatalities and serious injuries on all public roads." To this end, the FAST Act mandates that states demonstrate progress towards these goals through specific performance measures and targets (see page 15 of the 2050 LRTP for a general description of performance measures and targets, and how they relate to each other), and that MPOs either agree to support those targets

or establish MPO-specific targets. The national goals and performance measures are reflected in the transportation system performance goals and objectives of the SMTC’s 2050 LRTP (Table 2.1 in the 2050 LRTP).

Baseline conditions and targets

Safety, including current conditions and trends, is detailed in Section 4.3 of the SMTC’s 2050 LRTP. The Highway Safety Improvement Program Final Rule (23 CFR Part 490) requires States to set targets for five safety performance measures: number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries, and number of non-motorized fatalities and serious injuries. Pursuant to this requirement, the NYSDOT established targets for these performance measures, and the SMTC agreed to support the NYSDOT statewide 2018 targets via Policy Committee Resolution No. 2018-02 (February 16, 2018). These targets are shown in Table 1.

Table 1: Adopted SMTC and NYSDOT 2018 Safety Targets

Measure	NYSDOT 2011-2015 baseline	SMTC 2011-2015 baseline	2018 target
Number of fatalities	1,143	167	1,086
Fatality rate per 100M VMT	0.89	0.65	0.87
Number of serious injuries	11,547	1,738	10,854
Serious injury rate per 100M VMT	8.99	6.79	8.54
Number of non-motorized fatalities and serious injuries	2,872	281	2,843

Note: VMT estimates for SMTC rate calculations provided by NYSDOT Main Office

Per the Final Rule, the Fatality Analysis Reporting System (FARS) must be used for fatality-related measures and the “State motor vehicle crash database” (in New York State, the Accident Location Information System, or ALIS) must be used for the serious injury-related measures. The Final Rule also specifies that all reported measures should be based on a five-year rolling average covering the five-year period that ends in the year for which the targets are established. Therefore, the MPA baseline for 2011-2015 includes data from 2011 through 2015.

Description of progress

The current 2017-2021 TIP includes, for the first time, an “anticipated effects narrative” as required by the FAST Act. This requirement stipulates that the TIP “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)]. All subsequent adopted TIPs will include this narrative in reference to the performance targets detailed above. Future updates of the LRTP will include current data for all of the safety performance measures.

SMTC’s TIP project selection process considers projects of various types, each with their own specific project proposal form: Bicycle/Pedestrian, Bridge, Paving, Safety, and Public Transit. The Safety application form, which is utilized by potential sponsors for solely safety-related capital projects, requires applicants to answer explicit safety relevant questions such as:

- Has a preliminary traffic engineering analysis been completed?
- Does the location have a number of serious injuries and/or fatalities?
- Is a Safety Benefit Evaluation Form (TE 164) attached?

The current TIP anticipated effects narrative states: "...safety is a principal goal of the LRTP. While the remaining project types (i.e., Bicycle/Pedestrian, Bridge, Paving, and Public Transit) have their own application forms, these project types are also evaluated in relation to the safety goal. Responses to the above questions, in addition to the relationship with the LRTP, are used in the evaluation process. This approach provides a clear linkage between the TIP program of projects and the policies, goals, objectives, performance measures and ultimately, performance targets outlined in the LRTP. The TIP includes a number of site specific and systemic 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."

TRANSIT ASSET MANAGEMENT

According to Centro’s Transit Asset Management Plan (TAMP), adopted October 26, 2018: “Transit Asset Management (TAM) is a business model that prioritizes funding based on the condition of transit assets, in order to achieve or maintain transit networks in a State of Good Repair (SGR). In July 2016, the Federal Transit Administration (FTA) issued a final rule requiring transit agencies to maintain and document minimum TAM standards. Federal law requires recipients and sub-recipients of Federal financial assistance to develop a Transit Asset Management Plan that is due to be completed on October 1, 2018.”

The final rule issued by FTA defines the term “state of good repair,” requires that public transportation providers develop and implement TAM plans, and establishes state of good repair standards and performance measures for four transit asset categories: rolling stock, transit equipment, transit infrastructure, and facilities. Table 2 below identifies the federal transit asset performance measures.

Table 2: FTA TAM Performance Measures

Asset Category	Performance Measure and Asset Class
Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
Infrastructure	Percentage of track segments with performance restrictions
Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

Baseline conditions and targets

The Transit Asset Management Rule (49 CFR Part 625) requires transit operators to develop and adopt a TAMP that addresses State of Good Repair for rolling stock, infrastructure, equipment, and facilities. Pursuant to this requirement, the Central New York Regional Transportation Authority (CNYRTA) established targets for these performance measures, and the SMTC agreed to support the CNYRTA’s 2018 targets via Policy Committee Resolution No. 2018-03 (February 16, 2018). These targets, along with the baseline conditions, are shown in Table 3.

Table 3: Adopted SMTC and CNYRTA Transit Asset Management Targets

Asset category		Fleet size	Vehicle age	Default ULB	FY17 performance metric (Percent exceeding ULB)	FY18 Target
Rolling Stock	Over the road	12	4.54	14	0%	0%
	Bus	188	7.083	14	0%	0%
	Cut-a-way	36	4.083	8	0%	0%
Equipment	Auto	21	5.7	8	0%	0%
	Truck	12	4.083	8	0%	0%
Asset category		TERM Average Rating (1-5 scale)		Benchmark	FY17 performance metric (Percent exceeding TERM Basis Rating)	FY18 Target
Facilities	Admin/maintenance	3.26		3	0%	0%
	Passenger parking	3.765		3	0%	0%

Notes:

ULB – Useful Life Benchmark

TERM – Transit Economic Requirements Model

TERM Rating Condition Descriptions:

- Excellent 4.8-5.0 No visible defects, near-new condition
- Good 4.0-4.7 Some slightly defective or deteriorated components
- Adequate 3.0-3.9 Moderately defective or deteriorated components
- Marginal 2.0-2.9 Defective or deteriorated components in need of replacement
- Poor 1.0-1.9 Seriously damaged components in need of immediate repair

Description of progress

As described in Centro’s TAMP, Centro will conduct a full Transit Asset Inventory biannually per Federal regulations and this information will be utilized in the agency’s budget development process and in applications for Federal Highway Flex funds through the MPO process. Future updates of the SMTC TIP after October 1, 2018 will also include references to the TAMP in the anticipated effects narrative.