

MEMORANDUM

TO: Genesee Transportation Council Members & Alternates

FROM: James Stack, Executive Director /s/

DATE: December 5, 2018

SUBJECT: Proposed Resolution 18-81 (Amending the *National Performance Measures Report for the Genesee-Finger Lakes Region*)

Under the National Performance Measures requirements, the Rochester Genesee Regional Transportation Authority (RGRTA) and the New York State Department of Transportation (NYSDOT) are responsible for establishing targets for specific performance measures. GTC has elected to adopt the RGRTA and NYSDOT targets as each performance measure area was finalized. Since RGRTA and NYSDOT have the opportunity, and sometimes obligation, to adjust their performance targets outside of the MPO process, GTC adopted a stand-alone document for the National Performance Measures to provide greater flexibility for GTC to respond to changes made by the "owner" of a performance target without the need to amend the LRTP.

The New York State Department of Transportation (NYSDOT) recently notified the Genesee Transportation Council (GTC) that an error was discovered in the formula used to calculate the 2018 baseline for the Level of Travel Time Reliability measures (LOTTR – Interstate and LOTTR – Non-Interstate NHS). Accordingly, NYSDOT adjusted the 2018 baseline and recalculated the 2020 and 2022 targets for the LOTTR measures. The overall method and underlying data to calculate the measures has not changed.

NYSDOT has requested that GTC revise the LOTTR measure and corresponding targets at the first available opportunity. The *National Performance Measures Report for the Genesee-Finger Lakes Region* presented the LOTTR measures as part of Table 12, the revised figures are presented below:

Table 12 – System Performance Measures & Targets

Performance Measures	Baseline (%) 2018	2 Year Interim Target (%) 2020	4 Year Target (%) 2022
LOTTR Interstate	81.3	73.1	73.0
LOTTR Non-Interstate NHS	77.0	N/A*	63.4

**only a four-year target is required for Non-Interstate NHS*

The Final Rule on Transit Asset Management (TAM) requires MPOs to coordinate with the transit providers to set TAM performance targets. The Rochester Genesee Regional Transportation Authority (RGRTA) adopted their Transit Asset Management Plan (TAMP) on September 30, 2018. Accordingly, GTC is seeking to update previously reported TAM performance measures to reflect the updates brought about by the adoption of RGRTA's TAMP plan as reflected in the following revised table.

Table 4 – Transit Asset Management Measures and Targets

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 the TERM Lite (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.

The following items are provided for your consideration:

1. Proposed Resolution 18-81 (Amending the *National Performance Measures Report for the Genesee-Finger Lakes Region*)

Recommended Action:

Approve proposed Resolution 18-81, amending the National Performance Measures Report for the Genesee-Finger Lakes Region.

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 18-81 *Amending the National Performance Measures Report for the Genesee-Finger Lakes Region*

WHEREAS,

1. The Governor of New York State designated the Genesee Transportation Council (GTC) as the Metropolitan Planning Organization (MPO) responsible for transportation planning in the Genesee-Finger Lakes Region, which includes Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates counties;
2. Title 23, Section 134 of the United States Code requires that each MPO undertake a transportation planning process that shall provide for the establishment and use of a performance-based approach to transportation decision making to support the national goals;
3. Title 23, Section 134 of the United States Code requires that each MPO establish performance targets that address the performance measures to use in tracking progress toward attainment of critical outcomes for the region;
4. Under the National Performance Measures requirements, the Rochester Genesee Regional Transportation Authority (RGRTA) and the New York State Department of Transportation (NYSDOT) are responsible for establishing targets for specific performance measures in the Genesee-Finger Lakes Region;
5. 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;
6. GTC has elected to adopt the RGRTA and NYSDOT targets as each performance measure area was finalized;
7. GTC agrees to plan and program projects that contribute toward the accomplishment of the RGRTA and NYSDOT targets;
8. GTC adopted the *National Performance Measures Report for the Genesee-Finger Lakes Region* to formally incorporate the agreed upon performance targets into GTC's planning documents and planning process;
9. The *National Performance Measures Report for the Genesee-Finger Lakes Region* allows GTC to be able to respond to changes in targets made by RGRTA and/or NYSDOT in the most efficient manner possible;

10. The proposed changes to the *National Performance Measures Report for the Genesee-Finger Lakes Region* are depicted in Exhibit 1 of this Resolution;

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby amends the *National Performance Measures Report for the Genesee-Finger Lakes Region*;
2. That the Council agrees to plan and program projects that contribute toward the accomplishment of the RGRТА and NYSDOT targets; 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

Exhibit 1

The Rochester Genesee Regional Transportation Authority (RGRTA) is the public transportation provider for the region. Under the National Performance Measures requirements, RGRTA and the New York State Department of Transportation (NYSDOT) are responsible for establishing specific performance targets. 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. GTC has elected to adopt the RGRTA and NYSDOT targets as each performance measure area was finalized. Furthermore, GTC agrees to program investments in support of the performance measures and targets listed in this report.

On July 13, 2018, a *Performance Management Agreement between the Genesee Transportation Council, New York State Department of Transportation, and the Rochester Genesee Regional Transportation Authority* was executed. This agreement documents the roles and responsibilities of each organization on the implementation of the National Performance Measures in the region. Since RGRTA and NYSDOT have the opportunity, and sometimes obligation, to adjust their performance targets outside of the MPO process, it was determined that GTC would use this stand-alone document for the National Performance Measures rather than fully integrating them into the most recent Long Range Transportation Plan. Background information on each of the individual National Performance Measures along with the agreed to corresponding targets follows below.



Image credit: RTS

Transit Asset Management

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. Initial TAM Plans are due to FTA by October 1, 2018. **RGRTA's initial Transit Asset Management (TAM) Plan was adopted on September 30, 2018.**

Entities submitting a TAM Plan 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 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. MPO's have the option to either agree to program investments in support of the transit operator's targets or set their own quantifiable targets. The Rochester Genesee Regional Transportation Authority (RGRTA), the Tier I transit provider for this region, established their initial performance targets. On June 8, 2017, GTC formally incorporated the RGRTA performance measures and targets into GTC's planning documents and planning process. **On December 13, 2018 GTC adopted the updated TAM performance measures as reported in the initial TAM Plan adopted by RGRTA on September 30, 2018.**

The transit asset management performance measures assess the condition in which a transit capital asset is able to operate at a full level of performance. A capital asset is in a state of good repair when that asset:

- is able to perform its designed function;
- does not pose a known unacceptable safety risk; and
- its lifecycle investments must have been met or recovered.



Exhibit 1

For age-based assets, the target represents the percentage of assets per class that exceed the RGRТА-defined Useful Life Benchmarks (ULB). RGRТА has opted to adjust the industry-standard Expected Useful Life (EUL) to reflect RGRТА's anticipated useful life based on operational experience. These targets will be used in capital planning to highlight where additional investment is needed.

Rolling Stock

The performance measure for rolling stock is the percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB.

Table 2 – Rolling Stock

Asset	Description	EUL (years)	ULB (years)
40' Bus	RTS fixed-route service	12	12
60' Articulated Bus	RTS fixed-route service	12	12
Paratransit IA	RTS Access service	4	5
Regional Type III	24' rural service bus	5	5
Regional Type VI	29' rural service bus	7	7



Image credit: RTS

Facilities

RGRТА owns **twelve (12)** facilities, including:

- RTS Administration Building
- RTS Operations Building
- RTS Service Building
- **RTS 1372 Site**
- RTS Transit Center
- RTS Access Administration/Maintenance Facility
- RTS Access Bus Storage Facility
- **RTS Access Site**
- **RTS Livingston Administration Building**
- **RTS Livingston Bus Storage**
- RTS Livingston Facility
- RTS Wyoming Facility

The facilities are rated to FTA's Transit Economic Requirements Model (TERM) – Lite scale of 1 (poor) to 5 (excellent). The performance target represents the percentage of assets rated below a 3.

Equipment

The performance measure for non-revenue, support-service and maintenance vehicles equipment is the percentage of those vehicles that have either met or exceeded their ULB.

Note: "Infrastructure" is not included as a major asset class because RGRТА does not own any rail fixed-guideway track, signals or other systems.

Table 3 – Equipment

Asset	Description	EUL (years)	ULB (years)
Non-revenue Cars	Includes road supervisor, pool, and courier cars	7	7
Maintenance Vehicles	Includes service trucks, vans, tow trucks, plows, and payloaders	Various	Various



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