

Section F

Performance Targets

Per the federal rulemaking (section §450.326) effective January 19, 2017, the TIP shall be designed such that once implemented, it makes progress toward achieving the established performance targets. Also, the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require states and MPOs monitor the transportation system using specific performance measures to address national goals and performance areas. The purpose of the performance measures is to address the ten planning factors outlined in MAP-21 and the FAST-Act, and described below.

1. Support the economic vitality of the metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhancing travel and tourism.

This section discusses specific measures in various Transit and Highways performance areas which are being assessed for target setting. The Connecticut Department of Transportation has met its initial target setting due date of January 1, 2017 for Transit Asset Management, and various State target setting due dates (and anticipated due dates) for the remaining measures are scheduled during the years of this TIP. Additional information regarding system performance and targets will be provided as part of the TIP upon their establishment.

Transit Performance Area

The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) are establishing the performance management framework through a series of rules, each of which will contain requirements and deadlines for transit providers, metropolitan planning organizations (MPOs), and state departments of transportation. The rules will establish requirements for MPOs to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents. Topics for the rules relating to transit include transportation asset management and safety, each of which is detailed below.

Transportation Asset Management (TAM)

The FTA Transit Asset Management (TAM) final rule requires transit providers and MPOs to set State of Good Repair (SGR) targets and reset them each year (49 CFR Part 625). Targets for the following four performance measures are required:

- Rolling Stock: Percentage of revenue vehicles (by type) that exceed the Useful Life Benchmark (ULB)
- Equipment: Percentage of non-revenue service vehicles (by type) that exceed the ULB
- Facilities: Percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale
- Infrastructure: Percentage of track segments (rail fixed-guideway only) that have performance restrictions

Transit providers also will have until October 1, 2018 to develop TAM Plans. They must update their TAM Plan at least every four years and should share their TAM Plan, supporting documents of performance targets, investment strategies, and an annual condition assessment with the State and MPO that provides their funding (49 CFR§625.53). Tier I transit providers must each develop an individual TAM Plan, whereas Tier II providers may participate in a group plan facilitated by the State. Provider tiers are defined as follows:

- Tier I: A provider that owns, operates, or manages either (a) 101 or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode, or (b) rail transit
- Tier II: A provider that owns, operates, or manages (a) 100 or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, (b) a subrecipient under the 5311 Rural Area Formula Program, or (c) any American Indian tribe

The Connecticut Department of Transportation (CTDOT) will be preparing a Tier I TAM Plan for the rail, bus, and ferry transit it provides. Within the CRCOG Region, this includes CT **transit** Hartford Division (HNS Management) and the Rocky Hill/Glastonbury Ferry. CTDOT will also develop a group Tier II TAM Plan, which will include the Windham Regional Transit District. The Greater Hartford Transit District (GHTD) is classified as a Tier I provider and will therefore be responsible for preparing an individual TAM Plan.

CTDOT developed SGR targets for both Tier I and Tier II providers in compliance with federal regulations. Although GHTD will not be included in CTDOT's TAM Plans, GHTD assisted CTDOT with the target setting process. As such, GHTD targets match the Tier I

targets being used by CTDOT. The most up to date performance measures, targets, and TAM plans (when available) are available at CRCOG, and information can be provided as requested.

On June 26, 2017, the CRCOG Transportation Committee, acting on behalf of the CRCOG Policy Board, passed a resolution of support endorsing CTDOT's State of Good Repair Performance Targets as the regional performance targets for the MPO.

Safety

When the Public Transportation Agency Safety Plan Final Rule is complete, each transit agency or state DOT will have one year to establish and self-certify their own Public Transportation Agency Plan. Public Transportation Agency Plans will need to be re-certified annually. One of the required elements of these plans will be safety performance targets. It is anticipated that the targets will be required to address the performance measures outlined in the National Public Transportation Safety Plan (January 2017). These measures include:

- Fatalities: Total number of reportable fatalities and rate per total vehicle revenue miles by mode
- Injuries: Total number of reportable¹ injuries and rate per total vehicle revenue miles by mode
- Safety Events: Total number of reportable events and rate per total vehicle revenue miles by mode
- System Reliability: Mean distance between major mechanical failures by mode

MPOs will have one year from the establishment of the transit agency safety targets to establish regional performance targets.

Highway Performance Area

With the FHWA System Performance/Freight/CMAQ Performance Measures Final Rule and Pavement and Bridge Condition Performance Measures Final Rule each taking effect on May 20, 2017, state DOTs have until one year from that effective date to establish performance targets. Each State DOT is directed to coordinate with MPOs when setting targets. Required performance measures are shown in the table on the next page.

¹ The thresholds for "reportable" fatalities, injuries, and events are defined in the Nation Transit Database (NTD) Safety and Security Reporting Manual.

NATIONAL GOAL	PERFORMANCE AREA	PERFORMANCE MEASURE
Safety	Injuries & Fatalities	<ul style="list-style-type: none"> • Number of fatalities • Fatality rate (per 100 million vehicle miles traveled) • Number of serious injuries • Serious injury rate (per 100 million vehicle miles) • Number of non-motorized fatalities and non-traveled) motorized serious injuries
Infrastructure Condition	Pavement Condition	<ul style="list-style-type: none"> • Percentage of pavements on the Interstate System in Good condition • Percentage of pavements on the Interstate System in Poor condition • Percentage of pavements on the non-Interstate National Highway System (NHS) in Good condition • Percentage of pavements on the non-Interstate NHS in Poor condition
Infrastructure Condition	Bridge Condition	<ul style="list-style-type: none"> • Percentage of NHS bridges classified as in Good condition • Percentage of NHS bridges classified as in Poor condition
System Reliability	Performance of the National Highway System	<ul style="list-style-type: none"> • Percent of person miles traveled on the Interstate System that are reliable • Percent of person miles traveled on the non-Interstate NHS that are reliable
Freight Movement /Economic Vitality	Freight Movement on the Interstate System	<ul style="list-style-type: none"> • Truck Travel Time Reliability Index
Congestion Reduction	Traffic congestion	<ul style="list-style-type: none"> • Annual hours of peak-hour excessive delay per capita • Percent of non-single-occupant vehicle travel
Environmental Sustainability	On-Road Mobile Source Emissions	<ul style="list-style-type: none"> • Total emissions reduction

MPOs will have until 180 days after the State DOT establishes their performance targets to establish regional performance targets. CRCOG has been working on data analysis efforts directly tied to System Reliability, Freight Movement, and Congestion Reduction. CRCOG has also been compiling data from the National Performance Management Research Data Set (NPMRDS) to assess travel speed data and congestion. We will continue to work with the data and stakeholders as we better define targets.