

APPENDIX A

NATIONAL GOALS, PERFORMANCE MEASURES & SYSTEM PERFORMANCE REPORT: AN ASSESSMENT OF THE 2040 LONG RANGE TRANSPORTATION PLAN

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SECTION 1 NATIONAL GOALS, PERFORMANCE MEASURES & SYSTEMS MANAGEMENT REPORT

In December 2015, Public Law 114-94 was adopted. The FAST Act as it became known pushed forward specific goals to advance the interest of the United States and its transportation system. The national goals included: (1) Safety - to achieve a significant reduction in traffic fatalities and serious injuries on all public roads; (2) Infrastructure condition - to maintain the highway infrastructure asset system in a state of good repair; (3) Congestion reduction - to achieve a significant reduction in congestion on the National Highway System; (4) System reliability - to improve the efficiency of the surface transportation system; (5) Freight movement and economic vitality - to improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development; (6) Environmental sustainability - to enhance the performance of the transportation system while protecting and enhancing the natural environment; and, (7) Reduced project delivery delays - to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.¹

As a matter of policy, the FAST Act like its predecessor touted performance management as capable of transforming the Federal-aid highway program and the means to realize the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision making through performance-based planning and programming.² And while performance measures (PM) were addressed in MAP-21, the FAST Act established timelines for specific criteria and standards and required state departments of transportation, MPOs, and other stakeholders to actively participate in the rulemaking, target setting,³ implementation of strategies, programs and policies and regular reporting processes as established.⁴

This appendix looks to establish the MPOs efforts to address the goals established by the FAST Act - examining each in turn. And then looking at the performance management measures, before discussing the systems management report.

1.1 National Goals

As stated previously federal legislation established 7 national goals pursuant to 23 U.S.C. 150(b). The legislation also pushed the MPOs to use a performance-based approach in its decision making to support the national goals. In fact, § 450.300(a) and (b) require the designated MPO to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process, including the development of a metropolitan transportation plan and a TIP, that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers) fosters economic growth and development, and takes into consideration resiliency needs, while minimizing transportation-related fuel consumption and air pollution; and, encourages continued development and improvement of metropolitan transportation planning processes guided by the planning factors set forth in 23 U.S.C 134(h) and 49 U.S.C 5303 (h).

¹ 23 U.S.C § 150(b)

² 23 U.S.C § 150(a)

³ 23 U.S.C § 150(d)

⁴ 23 U.S.C § 150(e)

1.2 Goals & Rulemaking

The FAST Act was passed and signed into law in December 2015. Thereafter, the Federal rulemaking process began – a long and tedious process by which Federal agencies are tasked with formulating laws/statutes adopted by Congress. In this case Congress passed a law – the FAST Act - that directed FHWA to take action toward developing certain goals and to establish a schedule for the Agency to follow in issuing rules.

The rulemaking process invites and allows interested stakeholders to participate by publishing an “Advance Notice of Proposed Rulemaking” in the Federal Register. The Advance Notice is a formal invitation to participate in shaping the proposed rule. The Notice of Proposed Rulemaking is the official document that announces and explains the agency’s plan to address a problem or accomplish a goal. All proposed rules must be published in the *Federal Register* to notify the public and to give them an opportunity to submit comments. The process requires a final rule to be published in the Federal Register with an effective date.

The rulemaking process needed to address several inconsistencies between MAP-21 and the FAST Act as written. DOT was required to publish clarifications in the CFR instructing how amendments were added, revised or re-designated regulatory text.⁵ This process inevitably resulted in delays as can be seen in the effective dates established for the State DOTs and the MPOs.

⁵ <http://www.ampo.org/wp-content/uploads/2013/02/23-CFR-450-New-Regulations-Revision-Key.pdf>

SECTION 2 GOALS, MEASURES & MPO ROLE

With the conclusion of the rule making process in April 2016, FHWA established certain performance measures for State DOTs and MPOs to use to carry out Federal-aid highway programs and to assess performance in 7 areas; using 20 performance measures. Federal legislation established: 5 federal-aid highway safety measures (number of fatalities, number of serious injuries, rate of fatalities, rate of serious injuries, and number of non-motorized fatalities and non-motorized serious injuries); 4 pavement measures (percent of interstate pavements in good condition, percent of interstate pavements in poor condition, percent of non-Interstate NHS pavements in good condition, percent of non-Interstate NHS pavements in poor condition); 2 bridge measures (percent of NHS bridge deck area in good condition, percent of NHS bridge deck area in poor condition); 2 reliability measures (percent of person-miles traveled on the interstate that are reliable, percent of person-miles traveled on the non-Interstate NHS that are reliable); 1 freight measure (truck travel time reliability index); 2 CMAQ Traffic Congestion Reduction measures (annual hours of peak hour excessive delay, percent non-SOV travel, and total emissions reduction), and 4 Total CMAQ Emission Reduction measures (total CMAQ emission reductions for: particulate matter at 2.5 micrometers – PM_{2.5} / particulate matter at 10.0 micrometers - PM₁₀ / oxides of nitrogen - NO_x, & volatile organic compounds – VOCs). Specific language regarding the National Performance Management Measures for the Highway Safety Improvement Program can be found in 23 CFR 490 Subpart B. The 5 safety performance measures are identified specifically in 23 CFR 490.207(a)(1-5). Pavement conditions are addressed in 23 CFR 490 Subpart C; the 4 measures are identified in Section 490.307(a)(1-4); Sections 490.309 and 490.311 respectively identify the data requirements and the calculation of pavement metrics. Assessing bridges, 23 CFR Part 490, Subpart D reviews the National Performance Management Measures. Section 490.407(c)(1-2) specifies the performance measures used to assess bridges on the NHS. Travel Time Reliability is addressed in 23 CFR 490 Subpart E with measures identified in Section 490.507(a)(1-2). Freight is addressed in 23 CFR Part 490 Subpart F; Section 490.607 identifies performance measure, while sections 490.609 - 490.613 identify data requirements and calculation metrics. CMAQ traffic congestion reduction measures are addressed in 23 CFR 490.707(a-b), while Total CMAQ emission reduction measures used to assess on-road mobile source emissions are identified in 23 CFR 490.807.

The following MPO Planning requirements^{6,7} are pertinent to the purposes of this Appendix:

- MPOs are required to establish and use a performance-based approach to transportation decision making and development of their respective transportation plans.
- MPOs are required to address the National Goals and performance targets established by FHWA and ODOT to the maximum extent practicable, to ensure consistency with sections 5326(c) and 5329(d) of title 49.
- MPOs will establish performance targets not later than 180 days after the date that the relevant State or public transportation provider establishes performance targets.
- The MPO's long range transportation plan will also include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the established performance targets.
- The MPO's long-range transportation plan will include identification of public transportation facilities and intercity bus facilities.
- The MPO's long range and short-range transportation plans shall provide for facilities that enable an intermodal transportation system, including pedestrian and bicycle facilities intercity buses, intercity bus facilities, and commuter vanpool providers.

⁶ <https://www.fhwa.dot.gov/map21/factsheets/mp.cfm>

⁷ <https://www.fhwa.dot.gov/fastact/factsheets/metropolitanplanningfs.cfm>

- The MPO’s short range Transportation Improvement Program will include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets established in the Plan, linking investment priorities to the performance targets.
- The MPO’s long and short-range plans will include transportation and transit enhancement activities.

The following sections look to discuss more thoroughly the national goals relative to their respective performance measures and a discussion as to the role of the MPO to support FHWA planning requirements relative to the long and short-range plans. The system performance report will be presented in the subsequent section. Table A-1 is provided to ensure a better understanding of what FHWA has accomplished, what ODOT has accomplished and what remains for the MPO to do come into compliance with the planning requirements.

2.1 Highway Safety^{8,9}

FHWA published the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Final Rules in the Federal Register on March 15, 2016, with an effective date of April 14, 2016. The HSIP Final Rule updated the regulations established in 23 CFR 924 for purposes of promoting consistency between the latest Transportation Bills and implement actions required by MAP-21. The HSIP Final Rule added Part 490 to 23 CFR to implement the performance management requirements in 23 USC 150.

Collectively, 23 CFR 490 and 23 USC 150 work to address and establish the safety performance measure (PM) requirements needed to assess serious injuries and fatalities on public roads. The intent of the regulations is to improve data; foster transparency and accountability; and, allow safety issues to be tracked at the national, state, and local levels. Moreover, the requirements establish uniform reporting criteria that will support more informed planning, programming, and decision-making by State DOTs and MPOs - deemed necessary to support the greatest possible reduction in fatalities and serious injuries.

The Final Rule supports the data-driven performance focus of the HSIP. The Final Rule establishes five performance measures to carry out the HSIP based on five-year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million VMT, (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries. These safety performance measures are applicable to all public roads regardless of ownership or functional classification. Of note, safety targets are set annually.

2.2 Highway Safety – Role/Commitment of MPO

The MPO is cognizant of and has worked to integrate the safety performance measures into the 3C - metropolitan planning process inclusive of the MPOs Work Program, 2040 Long Range Transportation Plan, and the pending 2018-2021 Transportation Improvement Program (TIP).

The 2040 Plan recognizes traffic safety as critical goal and works to integrate the safety performance measures and targets into various modal elements of the Plan. The MPOs annual work program incorporates a major portion of available staffing to identify serious injury and fatal crash locations, while promoting and coordinating traffic safety initiatives, and undertaking or supporting traffic engineering services for local governments. Moreover, the MPO’s project selection criteria used in development of the TIP has been revisited to ensure that safety factors

⁸ 23 U.S.C. § 150(b)(1)

⁹ 23 CFR 490.207(a)

**TABLE A-1
PERFORMANCE MANAGEMENT PROGRAM & PERFORMANCE MANAGEMENT MEASURES BY SELECT CRITERIA & MPO REPORTING REQUIREMENTS**

	Rule	Time Period Reported	Final Rule Effective	Calculation	Source	ODOT Targets Established	MPO Targets Established	ODOT Reporting By	MPO Reporting By
1	Number of Fatalities ^{1,2}	Annually	4/14/2016	Number of Fatalities	490.207(a)(1)	8-31 annually	1/25/2018	HSIP Annual Report 2018	2/27/annually
2	Rate of Fatalities ^{1,2}	Annually	4/14/2016	Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)	490.207(a)(2)	8-31 annually	1/25/2018	HSIP Annual Report 2018	2/27/annually
3	Number of Serious Injuries	Annually	4/14/2016	Number of serious injuries	490.207(a)(3)	8-31 annually	1/25/2018	HSIP Annual Report 2018	2/27/annually
4	Rate of Serious Injuries	Annually	4/14/2016	Rate of serious injuries per 100 million Vehicle Miles Traveled (VMT)	490.207(a)(4)	8-31 annually	1/25/2018	HSIP Annual Report 2018	2/27/annually
5	Number of Non-motorized fatalities and non-motorized serious injuries	Annually	4/14/2016	Number of non-motorized fatalities and non-motorized serious injuries	490.207(a)(5)	8-31 annually	1/25/2018	HSIP Annual Report 2018	2/27/annually
6	Percentage of pavements of the Interstate System in Good Condition	4-year	5/20/2017	HPMS	490.307(a)(1)	5/20/2018	10/25/2018	10/1/2018	5/20/2019
7	Percentage of pavements of the Interstate System in Poor Condition	4-year	5/20/2017	HPMS	490.307(a)(2)	5/20/2018	10/25/2018	10/1/2018	5/20/2019
8	Percentage of pavements of the non-Interstate NHS in Good Condition	4-year	5/20/2017	HPMS	490.307(a)(3)	5/20/2018	10/25/2018	10/1/2018	5/20/2019
9	Percentage of pavements of the non-Interstate NHS in Poor Condition	4-year	5/20/2017	HPMS	490/307(a)(4)	5/20/2018	10/25/2018	10/1/2018	5/20/2019
10	Percentage of NHS bridges classified as in Good Condition	4-year	5/20/2017	NBI	490.407(c)(1)	5/20/2018	10/25/2018	10/1/2018	5/20/2019
11	Percentage of NHS bridges classified as in Poor Condition	4-year	5/20/2017	NBI	490.407(c)(2)	5/20/2018	10/25/2018	10/1/2018	5/20/2019
12	Percent of person-miles traveled on the Interstate that are reliable	4-year	2/17/2017	NPMRDS - Level of Travel Time Reliability (LOTR) at each time period < 1.50 / Total Person-Miles	490.507(a)(1)	5/20/2018	10/25/2018	10/1/2018	5/20/2019
13	Percent of person-miles traveled on the non-Interstate NHS that are reliable	4-year	2/17/2017	NPMRDS - Level of Travel Time Reliability (LOTR) at each time period < 1.50 / Total Person Miles	490.507(a)(2)	5/20/2018	10/25/2018	10/1/2018	5/20/2019
14	Truck Travel Time Reliability (TTTR) Index	4-year	2/17/2017	NPMRDS - Sum of Maximum TTTR for each reporting segment / total interstate system miles	490.607	5/20/2018	10/25/2018	10/1/2018	5/20/2019
15	Annual Hours of Peak Hour Excessive Delay (PHED) per capita ³	4-year	2/17/2017	NPMRDS - Travel time at 20 mph or at 60% of the posted speed limit for each reporting segment, whichever is greater	490.707(a)	5/20/2018	10/25/2018	10/1/2018	5/20/2019
16	Percent of Non-Single Occupancy Vehicle (SOV) travel ³	4-year	2/17/2017	ACS Data - Percent of non-SOV travel for an entire urbanized area	490.707(b)	5/20/2018	10/25/2018	10/1/2018	5/20/2019
17 ⁴	Total CMAQ Emission Reductions ³	4-year	2/17/2017	FHWA CMAQ Public Access System – On Road Mobile Source emissions of PM ^{2.5} , PM ¹⁰ , CO, VOC, and NOx	490.807	5/20/2018	10/25/2018	10/1/2018	5/20/2019

Notes: ¹Safety Targets are calculated with FARS and HPMS data.

²Calculated using 5-year rolling averages.

³Based on current MPO area status and size no reporting requirement exists for LACRPC.

⁴FHWA and US EPA recognize 4 independent performance measures to establish Total CMAQ Emission Reductions using criteria pollutant and applicable precursors (PM_{2.5}, PM₁₀, CO, VOC, and NOx) as per 23 CFR 490.807.

have been fully integrated and weighted appropriately. The MPO houses a safe community coalition and employs the 5Es¹⁰ of traffic safety with 51 active members. The MPO facilitates safety review team meetings to review fatal and serious injury crashes on a monthly basis. The MPO attends ODOT District safety review team meetings as well.

Annually, the MPO compiles and distributes crash summary reports tracking crashes by frequency, location, density, severity, type of units/modes, posted speeds, drivers by age/gender, impairments, and crash variations by time, day of week, month of year, lighting conditions, and roadway conditions. The MPO has also incorporated and facilitated roadside safety audits at problematic intersections. The MPO identifies candidate locations for HSP funding with ODOT and local stakeholders. The MPO has also worked with ODOT District and LTAP personnel to program and correctly install signage on local American, Bath, Perry and Shawnee township roads. MPO staff have actively participated in the development of various school travel plans and the programming of Safe Routes to School. The MPO posts 12 specific crash metrics on its website to advance community awareness of safety and crash impacts.¹¹

2.3 Infrastructure Condition & National Highway Performance Program^{12,13,14,15}

MAP-21 legislation issued a challenge to establish and implement new requirements for performance management across the transportation system. As part of performance management, recipients of Federal-aid highway funds are to make transportation investments to achieve performance targets that make progress toward national goals. The Secretary worked with state DOTs to develop an asset management plan and establish the minimum level of condition for Interstate pavements in May of 2017.

FHWA responded under the FAST Act by establishing performance measures to assess pavement and bridge conditions on the Interstate System and non-Interstate National Highway System (NHS) for the purpose of carrying out the National Highway Performance Program. The four measures to assess pavement condition are: (1) Percentage of pavements on the Interstate System in Good condition; (2) percentage of pavements on the Interstate System in Poor condition; (3) percentage of pavements on the NHS (excluding the Interstate System) in Good condition; and (4) percentage of pavements on the NHS (excluding the Interstate System) in Poor condition. The two performance measures for assessing bridge conditions adopted in February 2017 include: (1) Percentage of NHS bridges classified as in Good condition; and (2) percentage of NHS bridges classified as in Poor condition.

2.4 Infrastructure Condition: Role/Commitment of MPO

The MPO is cognizant of and has worked to integrate performance measures for road and bridge infrastructure into the 3C metropolitan planning process inclusive of the MPOs Unified Planning Work Program, 2040 Long Range Transportation Plan, and the current FY 2018-2021 Transportation Improvement Program (TIP).

The 2040 Plan recognizes system preservation as a principal priority and has worked to integrate the performance measures and targets into the MPOs annual work program and FY 2018-2021 TIP. The MPO has worked with ODOT District to review and assess the pavement condition

¹⁰ Engineering, Education, Enforcement, Emergency Medical Services, & Evaluation

¹¹ <http://www.lacrpc.com/transportation/alcohol-impaired-crash-fatalities>. The MPO offers this reference as a sample template of 11 available crash metrics updated annually under "topic center" on the Agency's website.

¹² <https://www.federalregister.gov/documents/2017/01/18/2017-00550/national-performance-management-measures-assessing-pavement-condition-for-the-national-highway>

¹³ U.S.C § 119

¹⁴ U.S.C. § 119(e)

¹⁵ U.S.C. § 150(c) under 23 U.S.C. 119(f)

ratings on higher order roadways of the federal functional classification system across as part of the preparation to every long-range transportation plan and TIP it has produced. In fact, the MPO has touted the advantages of adopting pavement management systems to local governments since 2000. MPO staff worked with local governments to integrate pavement management systems into their long range and strategic planning efforts. The MPO conducted Pavement Condition Studies for the entire street systems in the villages of Beaverdam, Cairo, Elida, Harrod, and Lafayette to support same. And the MPO saluted the efforts of the Allen County Engineer's Office when they undertook and completed a pavement condition analysis of their entire county roadway system. Subsequent to those efforts, the MPO worked with local townships and the Allen County Engineer's Office to replicate the pavement condition study conducted on the county system for the township system using MPO/STP funding. As a result, local governments and the MPO will have much better information to assess, prioritize, and program the most appropriate engineering responses to preserving pavement conditions on the Interstate System, non-Interstate NHS, state and local roadway systems.

The MPO has a GIS-based bridge inventory of local bridges on the National Bridge Inventory as well as those local bridges less than 20 feet in length as established by ODOT and the Allen County Engineer. Collectively, the bridge inventories provide a complete profile of all bridges 10 feet or more and the MPO receives regular updates to ensure a basic understanding of their conditions based on sufficiency ratings. The MPO monitors the sufficiency ratings to determine whether the bridge is structurally deficient or functionally obsolete. And while the MPO has worked to integrate bridge conditions/replacements into the Agency's TIP^{16,17} it has not been as effective at integrating the bridge component into the agency's work program. The MPO has monitored bridge projects, issued floodplain development permits when required, reviewed load limits and occasionally reported out to the public on bridge projects/topics but it has not specifically studied same. The MPO will work with local government and the County Engineering staff to identify the most appropriate way forward.

2.5 Congestion Reduction^{18,19,20,21,22}

As a matter of policy, Congress established the "significant reduction of congestion on the National Highway System" as the 3rd goal of the FAST Act. Performance measures to assess traffic congestion were established in February 2017 and included: (a) Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita; and, (b) Percent of Non-SOV Travel. Traffic congestion is to be measured by the annual hours of PHED per capita on NHS roadways. The threshold for excessive delay is to be based on the travel time at 20 mph or 60% of the posted speed limit travel time, whichever is greater measured in 15-minute intervals. Peak hours are defined as 6-10 a.m. on weekday mornings; the weekday afternoon period is 3-7 p.m. or 4-8 p.m., providing flexibility to DOTs and MPOs. The total excessive delay metric will be weighted by vehicle volumes and occupancy with metrics reported annually for mainline highways on the NHS. Currently, there is no reporting requirement to address congestion due to the small size of the community.

¹⁶ Village of Spencerville - Culvert Construction/Reconstruction/Repair (PID 94426). The existing culvert for petitioned ditch #1138 was undersized and had deteriorated, causing the roadway to flood and deteriorate. The MPO responded with MPO/STP funding to remediate same. The MPO worked with ODOT and the County Engineer to identify appropriate bridges for the Ohio Bridge Project (PID 97506) wherein 7 bridge projects were bundled together, sold and constructed as per 23 U.S.C. § 144(j).

¹⁷ The FY 2018-2021 programmed reveals \$29.7 million of federal/state/local funds have been programmed to specifically replace bridges/culverts. The allocation of MPO funding made available to the LACRPC is limited, most of the bridge/culvert project funding reflect ODOT sponsored projects.

¹⁸ U.S.C. § 150(b)(3)

¹⁹ 23 CFR 490.607

²⁰ 23 CFR 490.707

²¹ 23 CFR 490.711

²² 23 CFR 490.713

2.6 Congestion Reduction: Role/Commitment of MPO

Motorists sometimes complain of traffic delays in the Central Business Districts of Lima and Delphos or at specific signals or railroad grade crossings. The MPO accepts that congestion is spurred by various reoccurring and non-reoccurring factors including: traffic incidents, the presence of work zones, weather and special events. The Agency also recognizes that each can be problematic to residents and businesses; and the MPO accepts the need to work with community stakeholders in order to address same. But the MPO has historically focused most of its resources (annual work program, strategic capital improvement programming (TIP) and more long-range planning) to address physical highway features and bottlenecks that cause intermittent disruptions in traffic flow.

The MPO routinely addresses congestion. Annually the Agency documents 24-hour traffic volumes, establishes vehicle turning movements, and establishes the level of service (LOS) experienced at specific problematic intersections. Thereafter, the MPO analyzes traffic crashes at these intersections and conducts sign, signal warrants, and signal timing recommendations as appropriate, before forwarding same to ODOT and the local officials with roadway jurisdiction and responsibilities for their perusal. On a 3-year revolving basis the MPO undertakes Speed & Delay studies of the Interstate, non-interstate NHS, state route and the Federal-Aid eligible urban and rural roadway system to identify potential hot spots for congestion. Thereafter the MPO compares the results of the Speed & Delay studies to the volume to capacity ratios established by the travel demand model before it conducts safety studies on the corridors experiencing congestion to offer additional insights. The MPO has not documented vehicle occupancy independently of Census data.²³ Nor, has the Agency participated in emergency incident management activities.

However frequent/infrequent, the MPO is cognizant of and has worked to mitigate reoccurring congestion across political subdivisions with local government officials and ODOT. The current TIP will reflect projects and financial commitments of the MPO and ODOT to improve/address traffic flow on SR 65,²⁴ SR 309,²⁵ SR 66 and SR 190.²⁶ The MPO also continues to work with and support local, ODOT, ORDC and PUCO officials to improve safety, reduce blocked crossings, identify functionally obsolete railroad bridges, and construct railroad underpasses to address safety and traffic flow concerns. The current TIP will reflect projects and financial commitments of the MPO, ODOT and ORDC to improve/address traffic flow problems related to necessary rail services.²⁷

2.7 System Reliability^{28,29,30}

System Performance Management regulations require State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish Travel Time Reliability targets for two performance measures to improve the efficiency of the surface transportation system including: (1) Interstate Travel Time Reliability defined as the percent of person-miles traveled on the Interstate that are reliable; and, (2) Non-Interstate Travel Time Reliability

²³ ACS 2012-2016 5-Year Estimates; Commute to Work Table: 8.3% carpoled.,5% public transportation.

²⁴ PID 87188 SR 65 Grand to SR 115 in concert with ODOT, City of Lima, American & Bath townships.

²⁵ PID 107748 signal upgrades along SR 309 with ODOT, ACEO and Village of Elida.

²⁶ PID 108373 corridor upgrades in Delphos, with ODOT and City of Delphos.

²⁷ PID 80441 reflects the Elm St Railroad Grade Separation Project and delays experienced on SR 309. PID 104666 reflects safety upgrades at I-75 Interchange 120 and CSX grade crossing at Breese Road. PID 103648 improves IT/communications between the I&O Railroad and the CF&E RR to eliminate delays on SR 309, SR 81 and SR 65.

²⁸ 23 U.S.C. 150(b)(4)

²⁹ <https://www.federalregister.gov/documents/2016/04/22/2016-08014/national-performance-management-measures-assessing-performance-of-the-national-highway-system>

³⁰ 23 CFR 490.507(a)(2)

defined as the percent of person-miles traveled on the non-Interstate NHS that are reliable. The level of Travel Time Reliability is defined as the ratio of the longer travel times (80th percentile) to a “normal” travel time (50th percentile), using data from the Federal Highway Administration’s National Performance Management Research Data set. Data is collected in 15-minute segments during four peak periods defined as 6-10 a.m. on weekday mornings; a midday period between 10 a.m. - 4 p.m. weekdays, a weekday afternoon period 4-8 p.m., and weekends 6 am – 8 p.m. The measures are the percent of person-miles traveled on the relevant portion of the NHS that are reliable with 1.5 Travel Time Reliability being reliable and more than 1.5 being considered unreliable.

2.8 System Reliability: Role/Commitment of MPO

Land use in the MPOs planning area is roughly 69 percent agricultural or rural residential. Traffic volumes are well documented; and, both peak hour travel and roadway levels of service are fairly well established for the Interstate, non-Interstate NHS and state route systems. However, employment expansion, and output has resulted in VMT growth in isolated areas. Such factors coupled with limited available roadway capacity is negatively affecting travel time reliability on certain roadway segments. Frustration levels are mounting with respect to those manufacturers and freight operators dependent upon just-in-time time processes.

The MPO has targeted localized congestion with updated signal timing or the integration of left turn lanes; it has also worked with transit to improve on-time reliability of its routes. But the MPO has historically looked at change over longer periods of time and developed plans/projects over longer periods. Addressing daily or hourly variability in travel time has not been targeted. And the MPO has been somewhat remiss in this performance area.

Vehicle based travel time data has exploded across fleet management devices, navigation units and cell phones. And, INRIX and NPMRDS now have the ability to deliver travel time data, averaged over 5 minutes by day, month. Travel times are available for freight-only and for all traffic. However, data reliability is suspect across most of Allen County roadways due to density constraints. The MPO has not developed the internal technical capacity to establish or track travel time in real time. Additional resources will need to be focused on this area of performance management. The MPO will need to tap commercial data using fleet and GPS travel times resources to assess the duration, geographic extent and sources of delay. The MPO will need to address travel by variations in speed and directional flows by day and hour rather than simply volumes.

2.9 Freight Movement & Economic Vitality^{31,32,33}

Collectively, MAP-21 and the FAST Act targeted freight movements and economic vitality as a national goal and the improvement of the National Highway Freight Network, essential to strengthening the ability of rural communities to access national and international trade markets, and support regional economic development. Freight movements on the Interstate System are to be assessed with 1 performance measure: Percent of the Interstate System Mileage Providing for Reliable Truck Travel Time. National Goals 3, 4 and 5 are intrinsically linked. Each look at the Interstate and Non-Interstate NHS system. Each examine aspects of congestion and travel time. And each look to maximize the transportation system’s efficiency and effectiveness.

³¹ 23 U.S.C. 150(b)(5)

³² <https://www.federalregister.gov/documents/2016/04/22/2016-08014/national-performance-management-measures-assessing-performance-of-the-national-highway-system>

³³ 23 CFR 490.607(a)

2.10 Freight Movement & Economic Vitality: Role/Commitment of MPO

The Interstate and Non-Interstate NHS system is severely restricted in Allen County and ODOT is charged with jurisdictional responsibility for each of the roadway classifications. But the MPO is cognizant of freight's importance to the region. The MPO has reviewed the State Freight Plan. The MPO has recognized the importance of the freight in the distribution of goods and services in its long-range transportation plans and corridor plans. The MPO has identified and mapped the freight shippers and suppliers, manufacturing and warehousing activities, mapped freight movements and tracked truck crashes. The MPO is also keenly aware that freight movements are multidimensional and include a variety of public and private stakeholders with different perspectives.

The MPO is currently engaged in documenting the extent of freight movements on specific corridors and has worked to document and establish intermodal connectors with ODOT in the MPO's planning area. More recently the MPO has looked to minimize the pinch points in the local and state route system to enhance freight movements. The 2040 Transportation Plan reflects \$219.8 million of freight-friendly projects.

2.11 Environmental Sustainability^{34,35}

The sixth goal of the Fast Act was perhaps the broadest of the goals as it looked to enhance the performance of the transportation system while protecting and enhancing the natural environment. This goal was supported by the foundation established under previous Transportation Bills and the implications of the Clean Water Act, the Clean Air Act and NEPA.

System performance was captured under the performance measures established under goals 1 thru 5 which worked to define safety, infrastructure conditions, and congestion, as well as travel time reliability and delay. In this case and in light of the 7th goal - the natural environment is more strictly interpreted as measures of air quality, automobile emitted pollutants and CMAQ funding to address NAAQS in areas designated as in non-attainment or maintenance. The performance measure for the purpose of carrying out the CMAQ Program and for State DOTs to use to assess on-road mobile source emissions is "Total Emissions Reduction," which is the 2-year and 4-year cumulative reported emission reductions, for all projects funded by CMAQ funds, of each criteria pollutant and applicable precursors (PM_{2.5}, PM₁₀, CO, VOC, and NOx). Currently, there is no reporting requirement to address air quality as the community is currently in attainment.

2.12 MPOs Interests in Environmental Sustainability³⁶

As stated earlier, the Agency supports a number of functions within its planning area including: (1) land use reviews/permitting of zoning, subdivision, exterior maintenance - codes; (2) environmental reviews/permitting of floodplain, stormwater, wetlands, historic and cultural resources, health, and air quality issues; (3) transportation studies regarding traffic impact studies, corridor and intersection level of service analyses, crash analysis, transit operations, pedestrian safety, bicycle plans, etc. These areas of involvement have provided the MPO a unique opportunity to work to advance transportation and a more livable and sustainable region. Examples of the MPO's efforts and support are documented in the Agency's annual work program, short range transportation improvement program, and long range transportation plan.

³⁴ 23 U.S.C. 150(b)(6)

³⁵ https://www.govregs.com/regulations/title23_chapter1_part490_subpartH_section490.807

³⁶ The MPO prepared the Comprehensive Operational Analysis for the ACRTA (2017) and adopted the West Central Ohio Regional Transportation Coordination Plan (2017) for local paratransit and transit operators. The MPO has also adopted a 2040 Active Transportation Plan (2017) that identifies pedestrian and bicycle travel as a critical component of the transportation system and highlights public transportation as a supporting partner.

The Agency accepts its responsibilities to address air quality and serves Allen County Public Health, the Local Emergency Planning Committee, the Allen County Emergency Management Office and the MPO by monitoring source and non-point source emissions. Agency staffers serve in various environmental capacities. And although, the MPO planning area is currently in conformity with NAAQS and both the 2018-2021 TIP and 2040 Transportation Plan meet the budgets established by State Implementation Plan (SIP) the Agency does not take the NAAQS/SIP benchmarks/requirements lightly.

The MPO has actively supported transit and paratransit operations and active transportation in its work program in order to enhance and expand access to transportation services touting public transportation, ridesharing and mobility services as the means to: (1) Provide additional affordable transportation options; (2) Reduce demand for fuel and reduce vehicle emissions; (3) Promote active transportation modes beneficial to public health; (4) Decrease combined transportation and housing costs; (5) Reduce dedicated parking and support more compact development and walkable land use patterns; (6) Minimize the need for vehicle ownership; (7) Improve reliability of highway travel by minimizing traffic congestion and improving air quality; and, (8) Improve community attractiveness and enhance travel and tourism in the CBDs and parks. These points are advocated by members of Activate Allen County to which the MPO is a founding member.

More recently, the MPO has also expressed interest in using mobility services to blend both traditional public transit with taxis, nonprofit transportation paratransit service providers, private for-profit mobility services, and bike sharing services. The MPO believes that the ability to blend and integrate services will result in: (1) a more equitable distribution of federal funds and transportation services; (2) enhanced mobility for all disadvantaged persons regardless of ability; reduction of air pollutants; (3) increased modal choices; (4) a more sustainable urban and suburban design; (5) an enhanced level of personal mental/physical health; and, (6) quite possibly a more sustainable revenue model for public transportation. The MPO and the Transit Authority are investigating the development of a software application in which the Transit Authority would be able to support 3rd party vendors. The MPO looks to advance these issues in the near future in an effort to maximize mobility and the efficiency of transportation options while minimizing environmental impacts associated with vehicle emitted pollutants. The 2040 Transportation Plan reflects \$83.8 million in funding in support of public transit and active transportation projects which maintain existing transit services and will add some 83.8 miles of public walkways, paths and bicycle facilities.

2.13 Reduced Project Delivery Delays^{37,38,39}

The last national goal looks to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices. The FAST Act is replete with references to accelerating project delivery especially those targeting the review of natural, cultural, and historic resources and the approval process involving multiple federal agencies. FHWA's Office has worked to streamline the review process and make the project delivery process more efficient and cost effective thru its Office for Innovative Program Delivery. The Program is centered on (1) Delivering programs and initiatives that build transportation career awareness and improve workforce development, capability and diversity of our nation's

³⁷ <https://www.transportation.gov/fastact/project-delivery-factsheet>

³⁸ <https://www.fhwa.dot.gov/fastact/factsheets/accelprojdelfs.cfm>

³⁹ <https://www.fhwa.dot.gov/innovativeprograms/>

transportation workforce; (2) Providing national training and technical assistance networks to help local governments, tribes and land management agencies enhance roadway networks and create economic opportunity; (3) Providing technical assistance, tools and training in the use of innovative finance and revenue strategies to bridge funding gaps and accelerate project implementation; and, (4) Fostering the accelerated adoptions of innovation across the transportation community. There are no performance measures explicitly tagged to this goal. But that State DOTs, MPOs and local governments were encouraged to review, utilize, adopt, implement and transform previously established practices with new proven, market-ready technologies and innovations.

2.14 MPO's Commitment to Minimizing Delays in Project Delivery

The MPO works to establish an environment of collaboration amongst local governments, ODOT and project stakeholders. The MPOs annual work program and TIP reflect efforts to support project development thru the planning and preliminary engineering stages to include environmental assessments, final engineering and project construction. The MPO works with local project sponsors from the initial idea thru data collection needed for the scoping process.

ODOT District personnel work to expedite the project using a project initiation package and/or LPA scope document. ODOT, the MPO and local project sponsors work to develop the preferred alternative as quickly as possible by pulling preliminary and environmental engineering into the review of alternatives at the onset of the project. If needed, the use of feasibility studies and alternative evaluation reports allow for a quick determination of the complexity of the engineering/documentation processes moving forward. The MPO works with project sponsors, ODOT District and Central Office personnel to establish cost estimates, available funding streams, and to commit MPO STP/CMAQ funding to the project thru the TIP planning process inclusive of project stakeholders.

ODOT has also worked to minimize delays in the right-of-way plans incorporating legal descriptions early to allow the Agency time to review same and avoid delays prior to acquisition. Pushing right of way early in the project development moves up any NEPA clearance and allows federal funding to be spent on right-of-way if approved by the MPO. The MPO works with ODOT Central Office, ODOT District and the project sponsors to ensure that projects are moving forward as expected to meet plan submission, sale and construction dates. ODOT has been a very supportive partner in this process.

**SECTION 3
HIGHWAY SYSTEMS PERFORMANCE REPORT**

MPOs are required to establish and use a performance-based approach to transportation decision making. Given such MPOs, in cooperation with the State and public transportation operators, shall develop both a long-range transportation plan and short-range Transportation Improvement Program (TIP) through a performance-driven, outcome-based approach.⁴⁰ The MPOs long range transportation plan shall, at a minimum, include: a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with the MPO planning factors⁴¹ and, a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets, including progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data.⁴² The MPO will submit safety target data to ODOT annually to support the ODOT reporting requirements, in a manner that is documented and mutually agreed upon by both parties. Based on such criteria the following information is offered as a Systems Performance Report.

3.1 Highway Safety Performance Measures & Targets

Table A-1 identified the effective dates of the various performance measures. Based on the actions of FHWA and ODOT, the MPO established targets for each of the five measures within the HSIP. The MPO worked with ODOT to establish baseline safety conditions and crash severity by mode over the last decade. The MPO worked with ODOT and FHWA to ensure that estimates of VMT and the methodology needed to establish a quantifiable rate and target was fact-based and grounded in the efforts of the MPO and ODOT.⁴³

A Performance Measure Target Setting Tool was provided to the MPOs by ODOT to ensure that crash severity reflecting fatal and serious injuries sustained could be examined across a number of metrics, modes and years. The MPO used the tool and annual mileage MVMT reported by ODOT in its “County Summary: Adjusted County kDVT’s by Functional Class” report to calculate fatality and serious injury rates per 100 MVMT on the Allen County roadway system over 5-year rolling averages. The MPO established the 2016 baseline measures using ODOT driven MVMT and subsequently examined targets of 1%, 2%, and 5% before committing to a 2% target reduction suggesting the targets identified in Table A-2.

TABLE A-2 LACRPC CURRENT FEDERAL-AID HIGHWAY SAFETY PERFORMANCE TARGETS		
Performance Measure	2016 – LACRPC Baseline	CY – 2018 Performance Target
Number of Fatalities	14	8.33
Rate of Fatalities	1.17	0.73
Number of Serious Injuries	186	158.07
Rate of Serious Injuries	15.54	13.48
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	7	13.23

⁴⁰ 23 CFR 450.306(a)

⁴¹ 23 CFR 450.306(d)

⁴² Table A-1 reveals the performance measures and reporting timelines for each. Of note, given the submission date of this Transportation Plan Update only the Safety Performance Measures are required to be integrated within the document. FTA 5310 operators required to submit Asset Mgmt and Safety Plans will be included by October 2018.

⁴³ 23 CFR 490.207

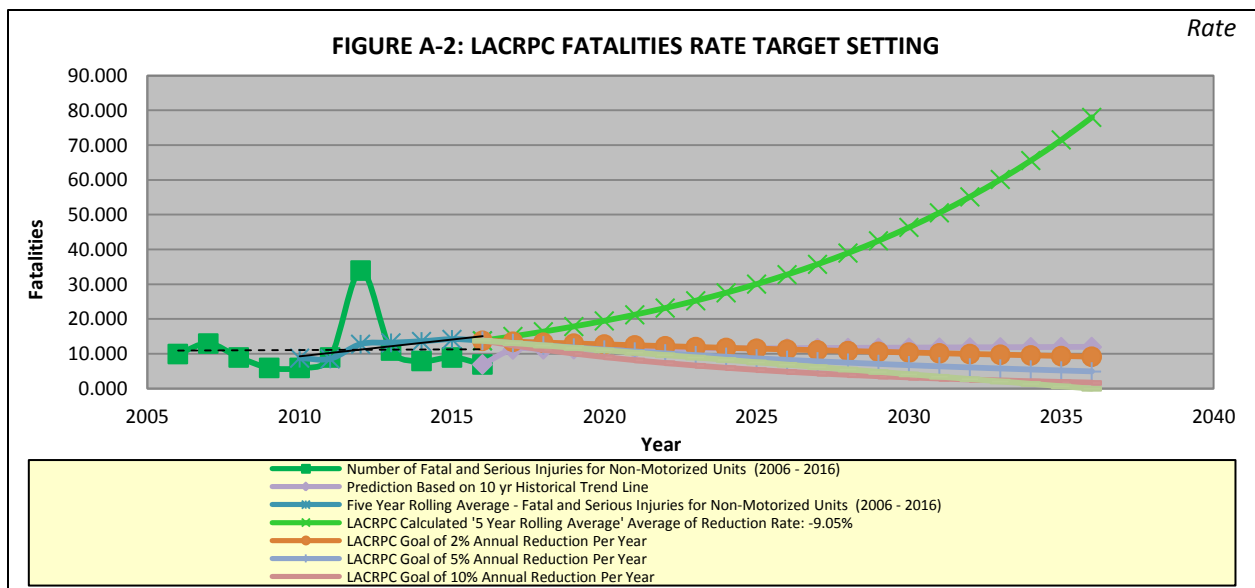
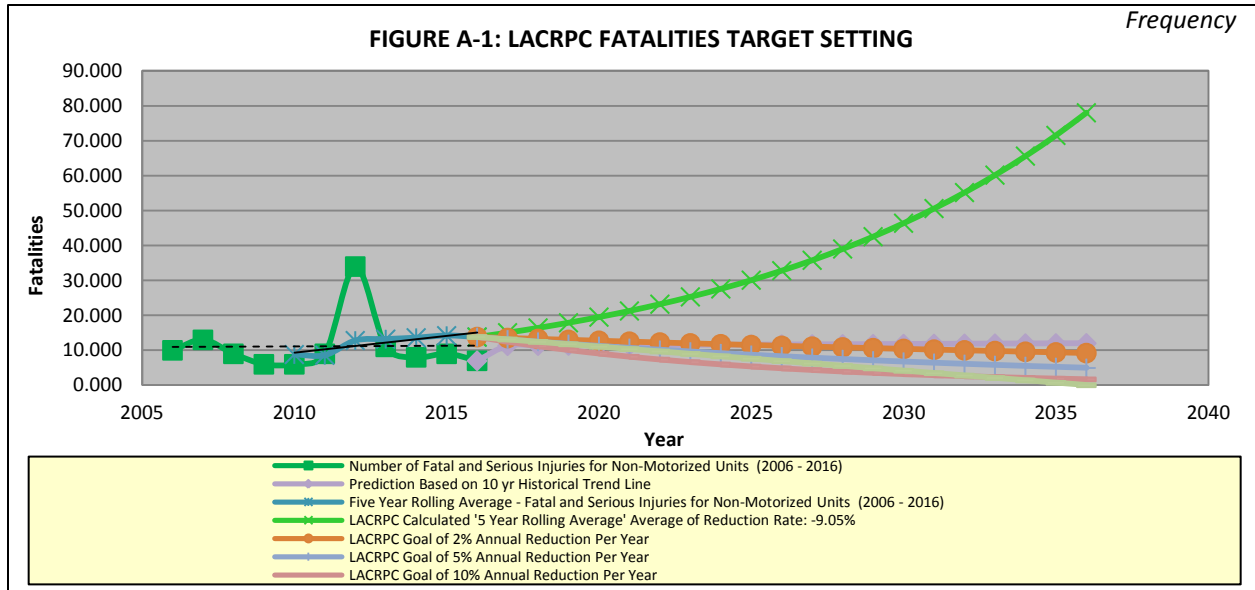
Illustrations reveal the extent of the data provided and used by the MPO to establish the targets for the 5 safety performance measures. Figures A-1 thru A-7 reflect the efforts. Pertinent crash data is presented in subsequent pages.

3.2 Non-Applicable Performance Measures & Targets

Based on Federal guidelines and ODOT guidance the MPO is not required to address air quality performance measures related to reductions in CO, VOC, NOx, PM^{2.5} or PM¹⁰. The MPO is also not required to establish any CMAQ targets, reflecting PHED or non-SOV targets.

3.3 Remaining Highway Performance Measures

The MPO is currently working with ODOT and local stakeholders to establish MPO targets for the remaining performance measures addressing Pavement Condition, bridge condition, NHS travel Time Reliability, and Freight Travel Time Reliability. The MPO is working with the local Transit Authority to address Transit Assets, and safety performance measure targets. Such measures will be addressed as required in subsequent system performance reports, short range transportation improvement programs and long-range transportation plans.



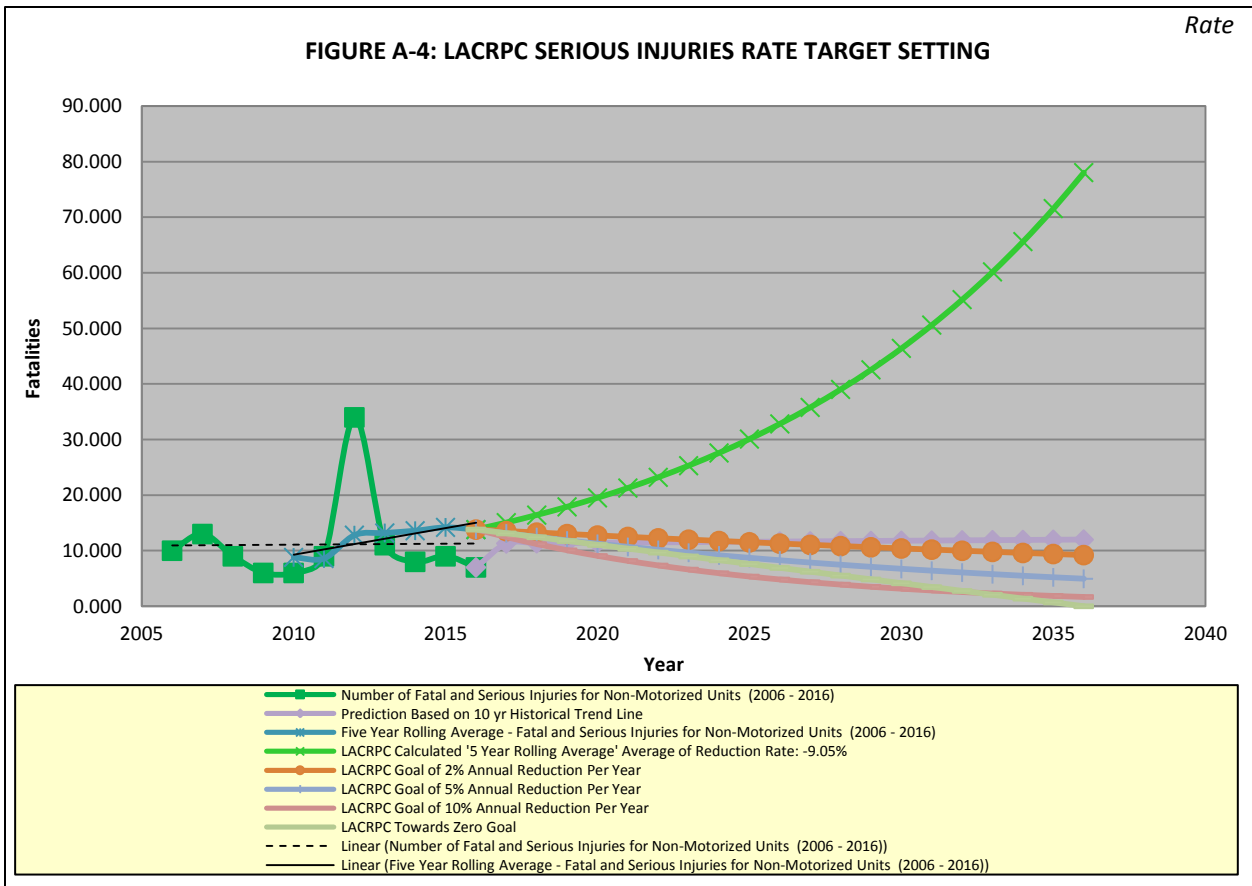
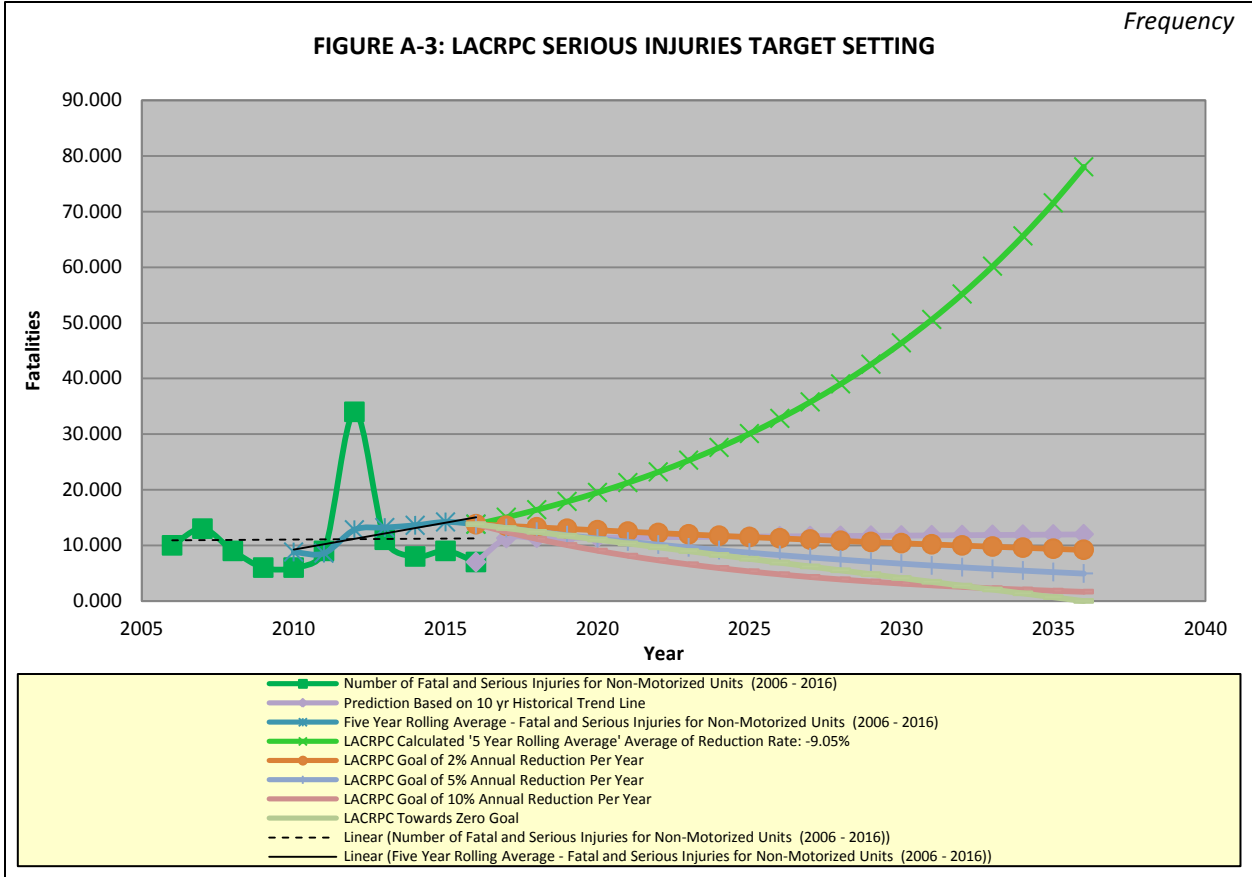


FIGURE A-5: LACRPC FATAL & SERIOUS INJURIES FOR NON-MOTORIZED UNITS TARGET SETTING

Frequency

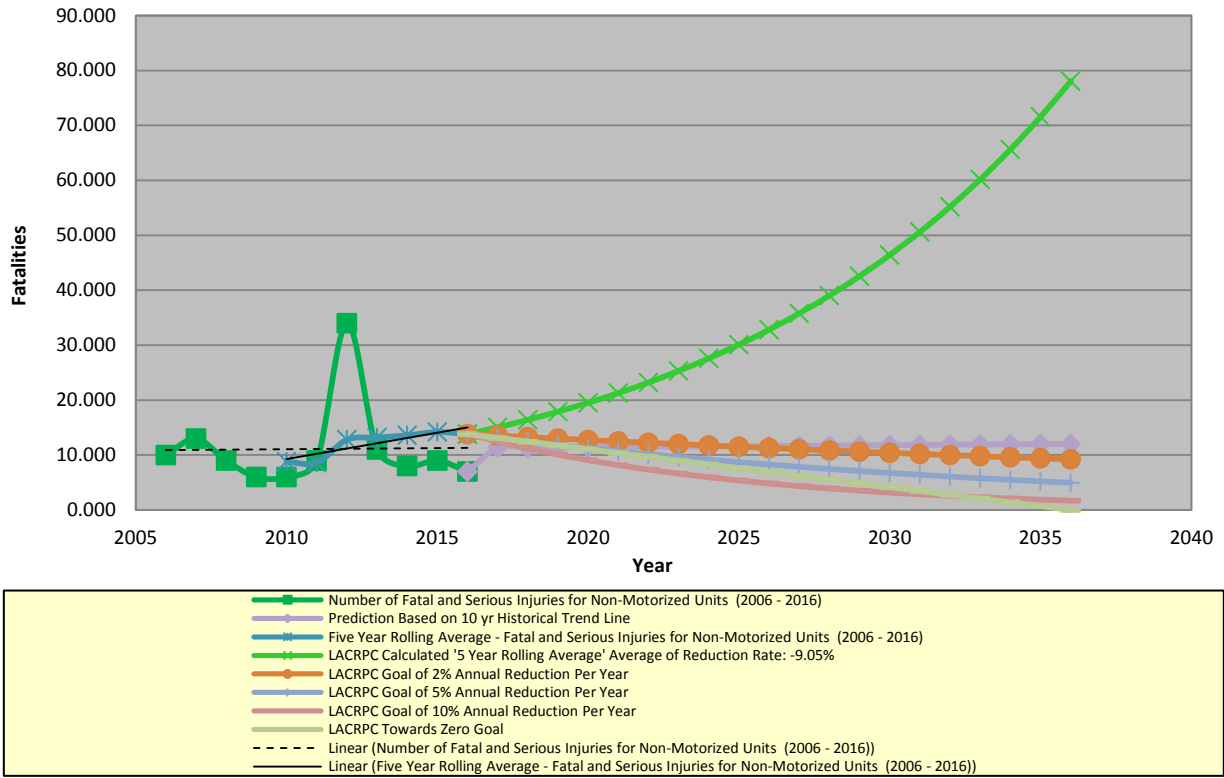
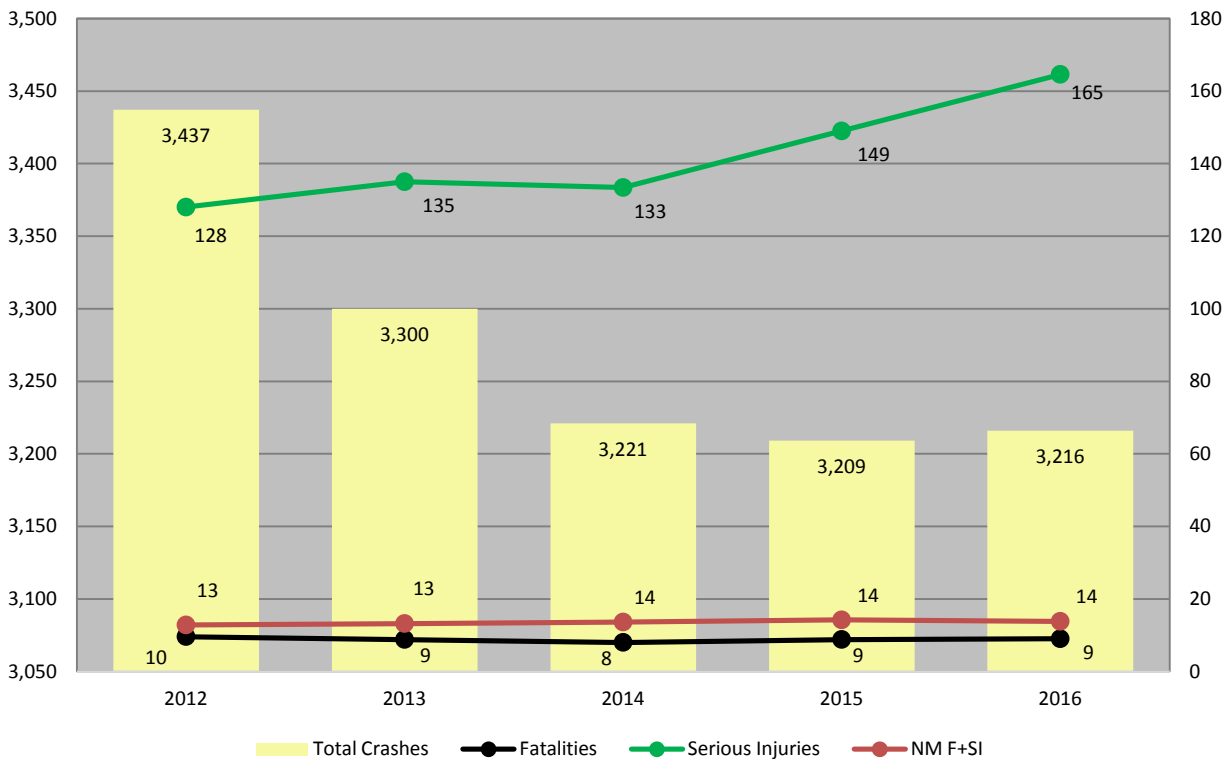
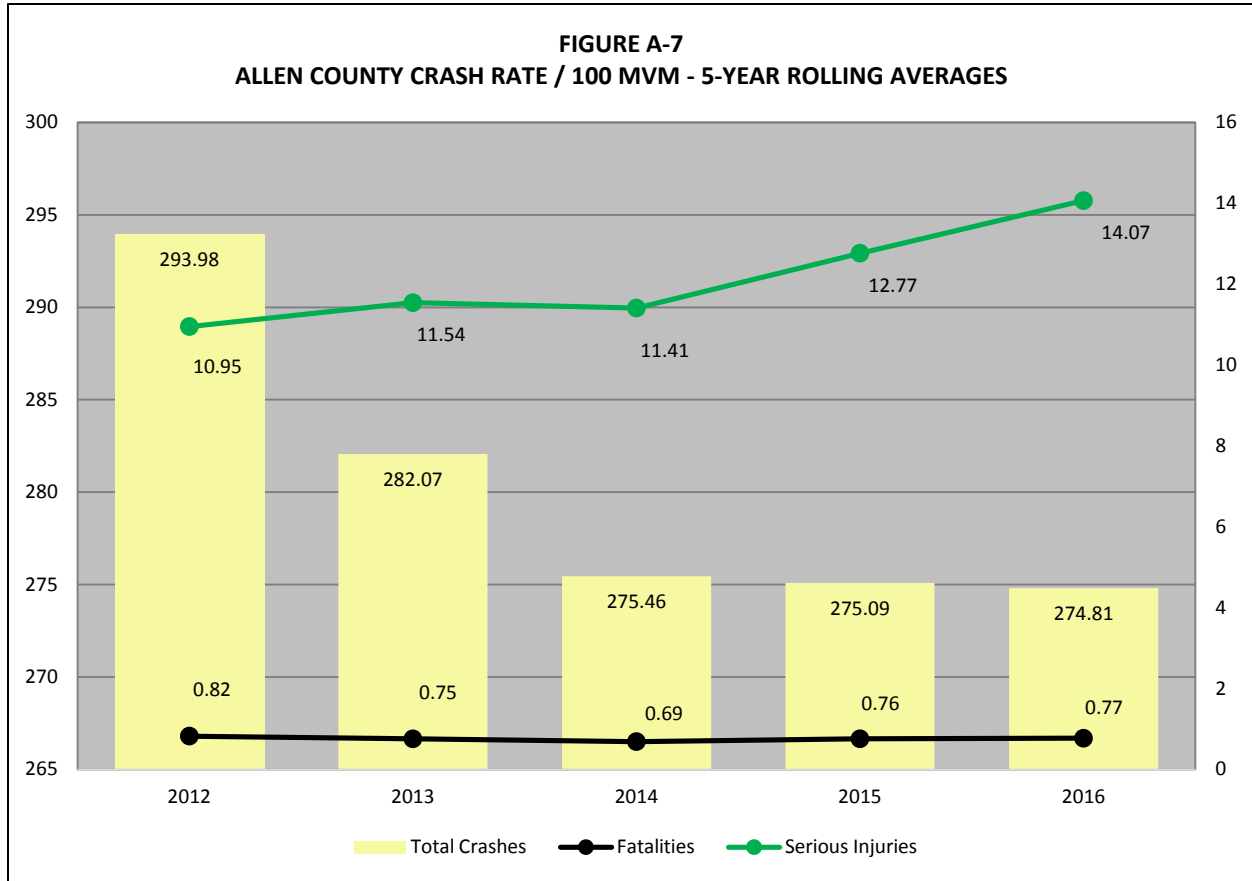


FIGURE A-6 ALLEN COUNTY CRASH FREQUENCY - 5-YEAR ROLLING AVERAGES





Allen County Crash Trends

- 2016 total crashes while still up from the 2013 low, decreased by 271 from the 2015 high.
- While total crashes were down the number of fatal crashes in 2016 increased 50% over 2015 levels.
- The 5-Year Rolling Average shows an overall general decline in number of crashes in Allen County.
- Rear Ends, Angle and Fixed Object crashes were by far the most common crash type.
- The number of crashes peaked during the morning and evening commute times, with the only peak in fatal crashes occurring between 5 and 6 PM.

TABLE A-3 TOTAL ALLEN COUNTY CRASHES FROM 2007-2016					
Year	Fatal Crashes	Serious Crashes	Injury Crashes	Property Damage Crashes	Total Crashes
2007	12	107	785	2,842	3,746
2008	9	93	811	2,841	3,754
2009	12	89	796	2,583	3,480
2010	4	109	759	2,730	3,602
2011	12	83	682	2,459	3,236
2012	7	101	696	2,310	3,114
2013	7	114	680	2,267	3,068
2014	9	83	667	2,326	3,085
2015	8	160	741	2,633	3,542
2016	12	134	672	2,453	3,271
10 Yr Avg	9	107	729	2,544	3,389

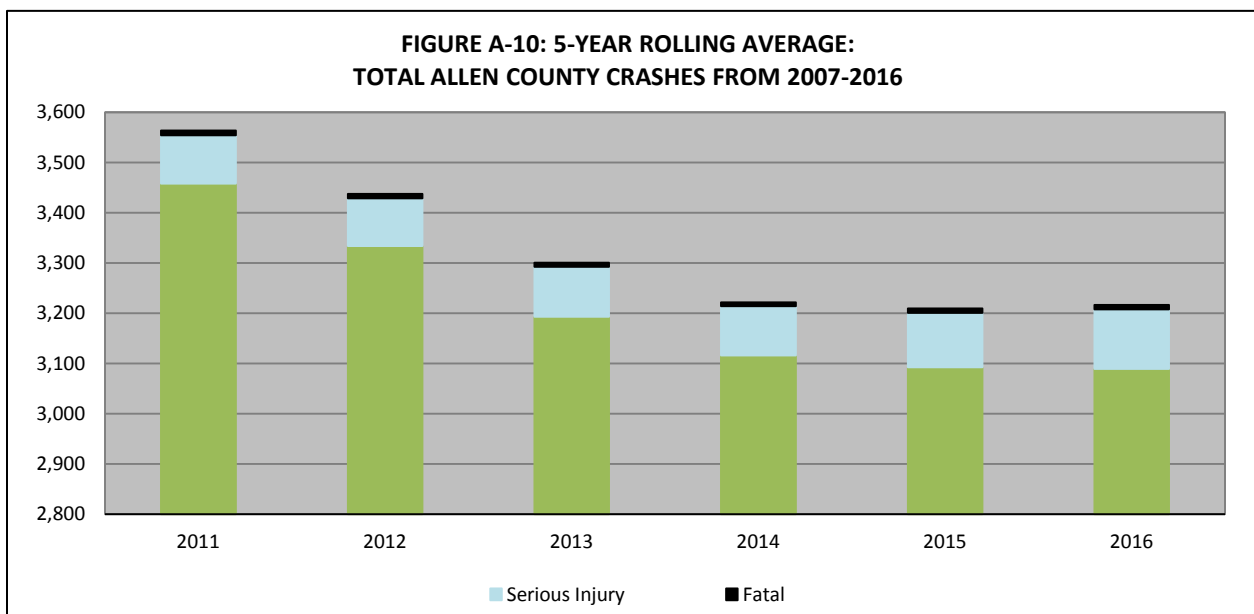
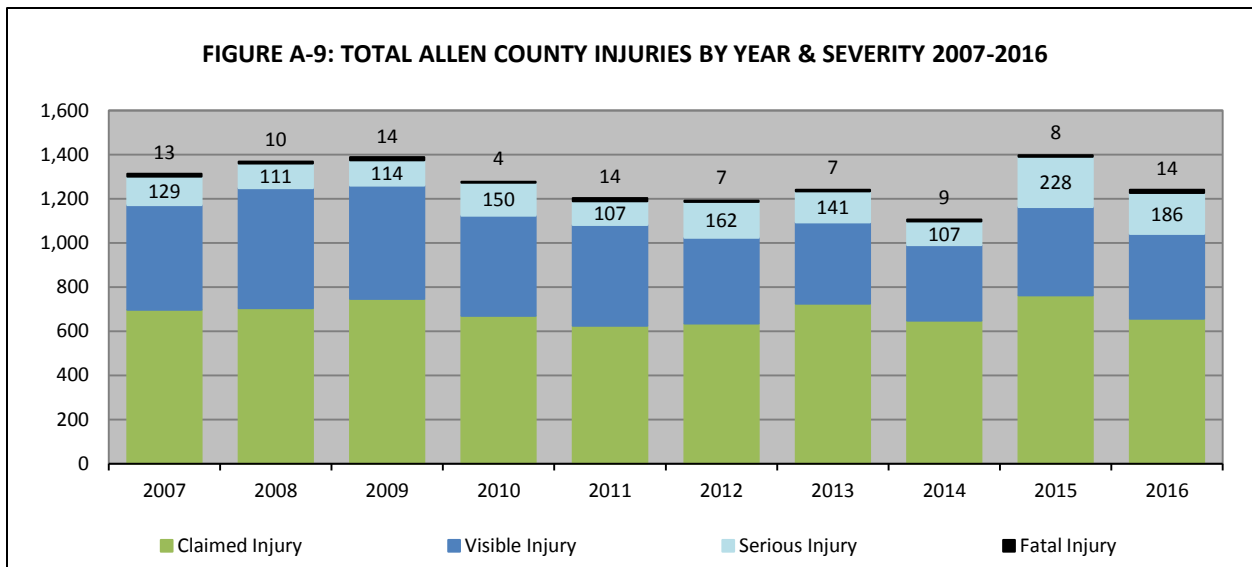
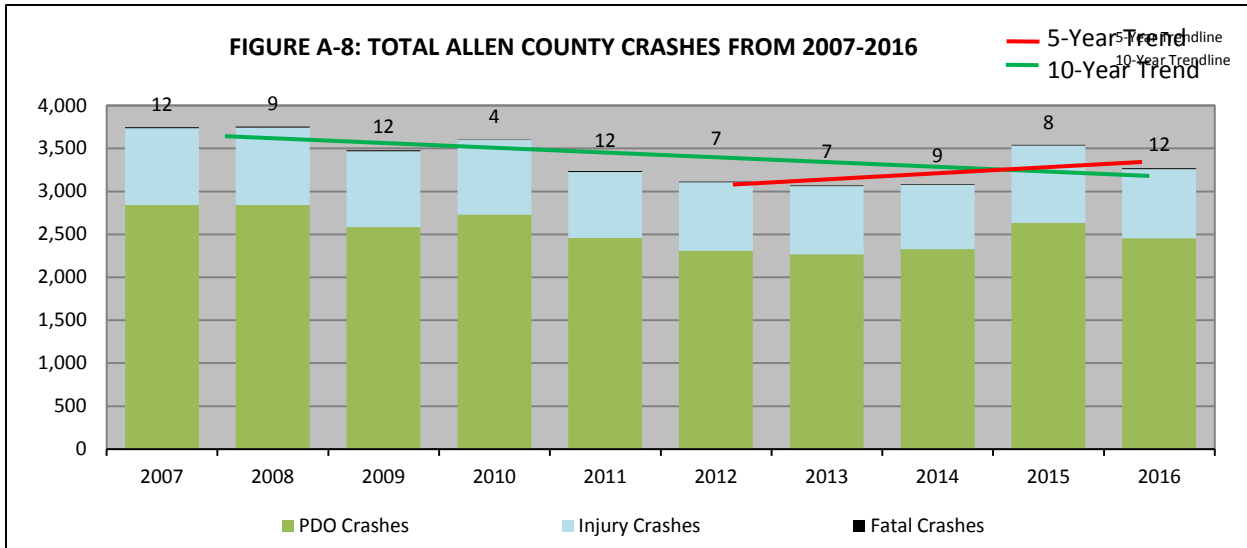


FIGURE A-11: PERCENTAGE OF 2016 CRASHES BY TYPE

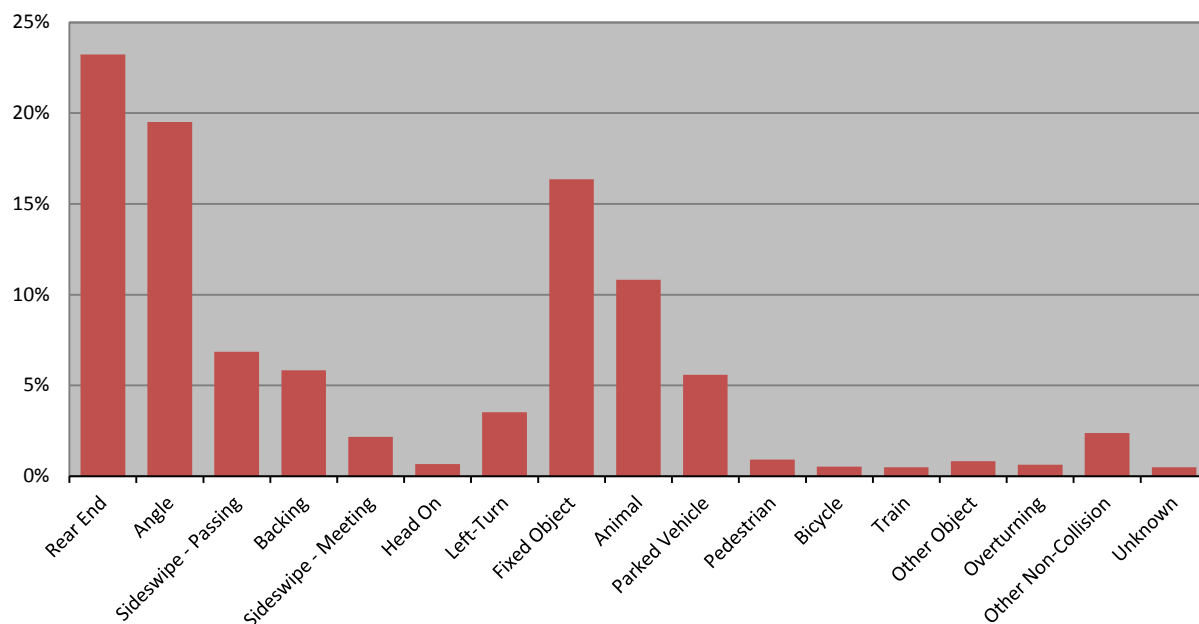
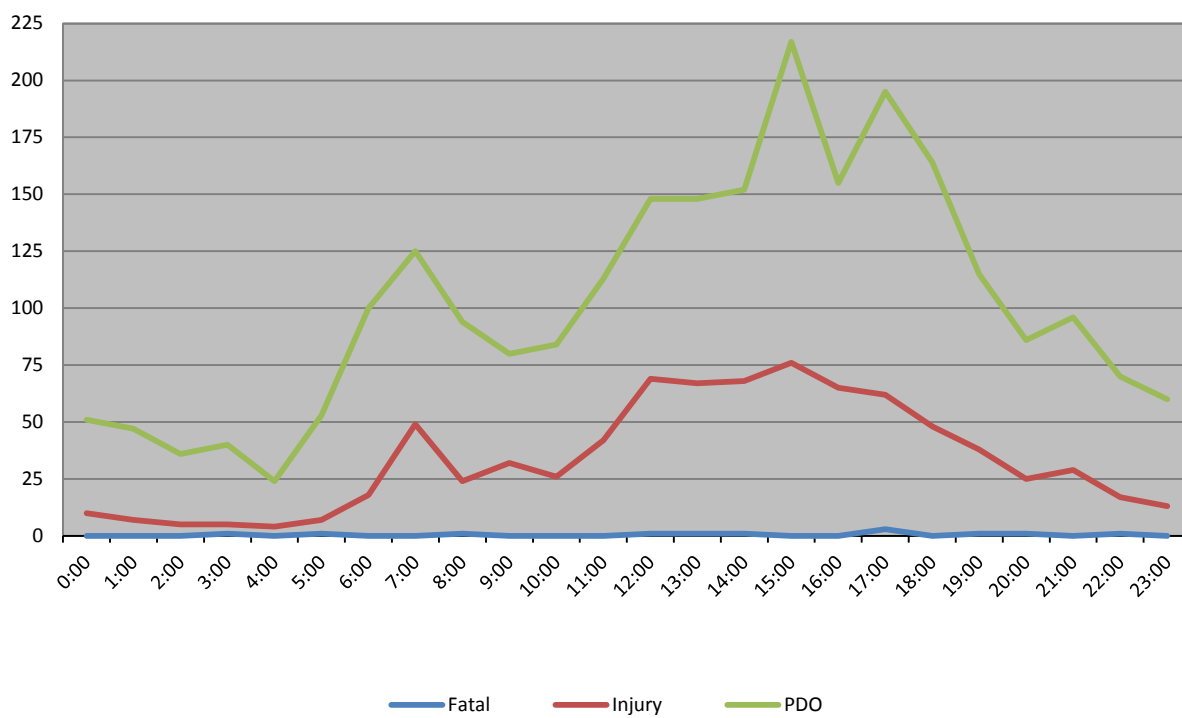
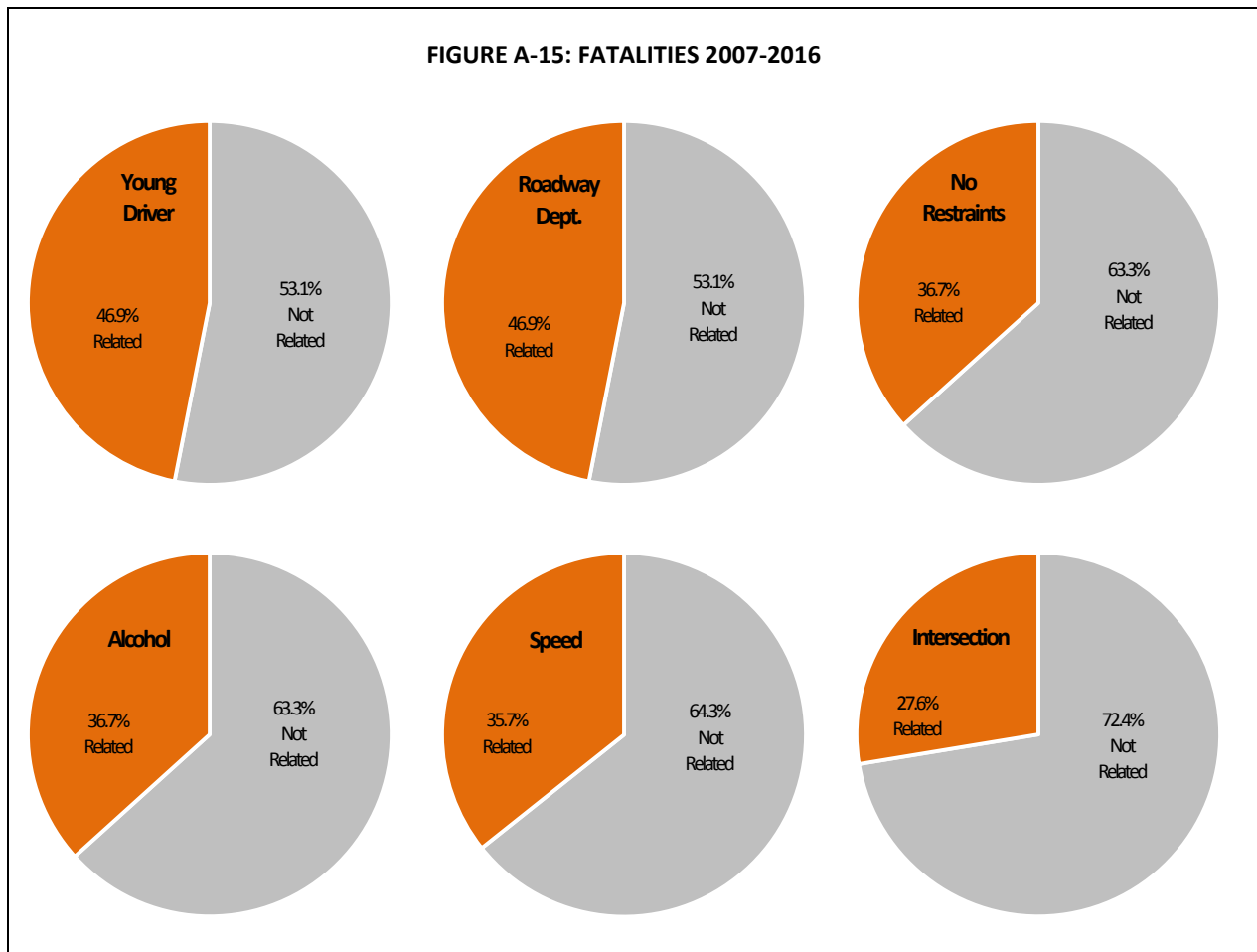
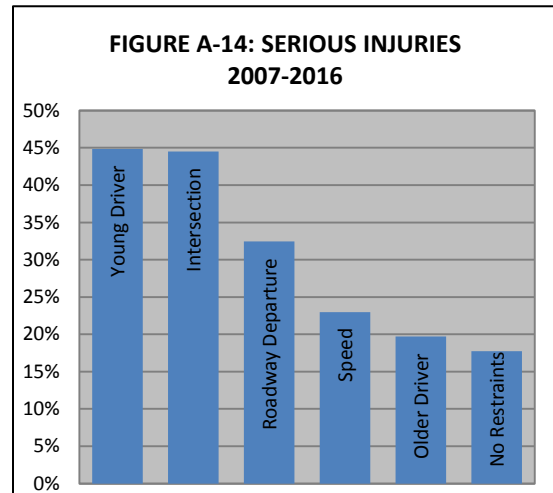
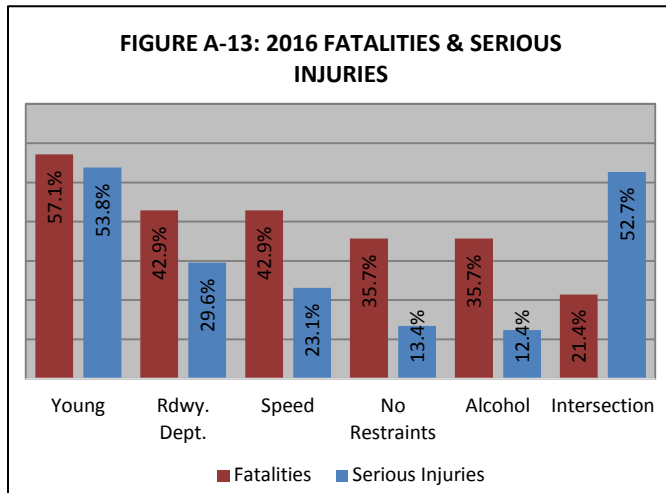


FIGURE A-12: 2016 INCIDENTS BY TIME OF DAY



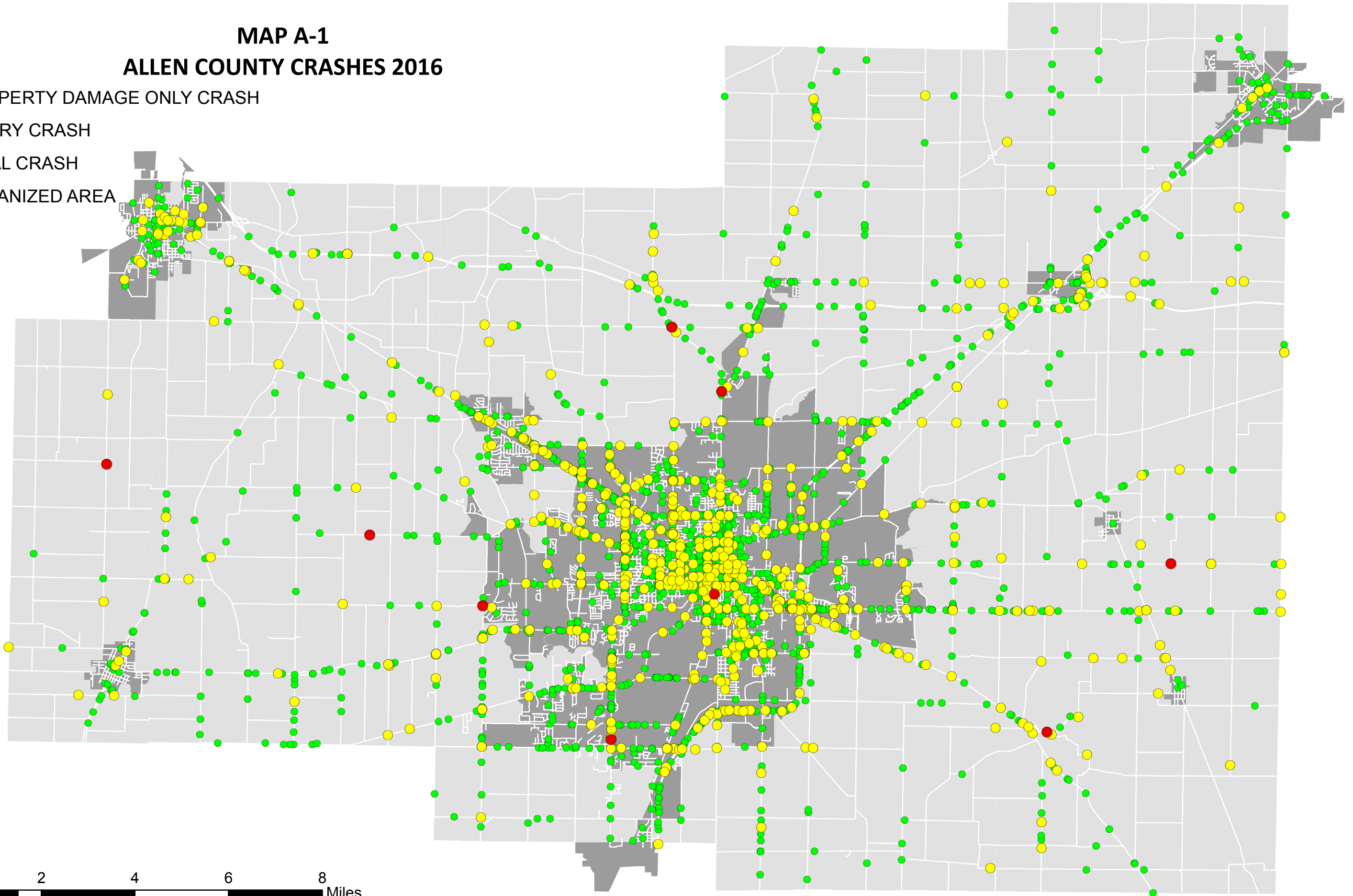
10-Year Fatal & Serious Injury Crash Summary

- In 2016 there were 12 fatal crashes resulting in 14 fatalities and 134 serious injury crashes resulting in 186 serious injuries.
- In 2016 Young Drivers were the most common cause of fatal and serious injury accidents with intersections as a close second for serious injury crashes. This trend holds over the last 10 years for serious injuries.
- The 10-year fatality trend shows Young Drivers and Roadway Departures as the leading cause.



MAP A-1
ALLEN COUNTY CRASHES 2016

- PROPERTY DAMAGE ONLY CRASH
- INJURY CRASH
- FATAL CRASH
- URBANIZED AREA



0 1 2 4 6 8 Miles

SECTION 4

PUBLIC TRANSPORTATION – SYSTEM PERFORMANCE REPORT

MAP-21 legislation established the MPO & Statewide Planning Rule to assist public transit operators establish performance-based planning processes and to set targets to measure results driven by TIP/STIP investments. The performance management approach initiated in MAP-21 includes establishing performance measures and setting targets to approximate system performance. Under the FAST Act, FTA worked to better define the State of Good Repair Rule, establish performance measures, and enable targets to be set and tracked as to progress and quantify how well a transit system is performing.

Federal legislation requires public Transit Authorities and MPOs to develop and use a performance-based approach to transportation decision making. In cooperation with the State and public transportation operators, the MPO is to support public transportation in the implementation of long-range and short-range strategic planning efforts. For purposes of this section, the term "public transportation" is defined at 49 U.S.C. 5302 and means regular, continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low income.

FTA has established a number of performance-based initiatives targeting public transportation including Transit Asset Management and Safety Plans. To date, ODOT has facilitated the flow of information governing the development of performance areas and performance measures and planning requirements from FHWA and FTA to the ACRTA and the MPO. Currently, however, only the Transit Asset Management area has been fleshed out with performance measures, targets and reporting requirements.

4.1 Transit Asset Management

In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) mandated—and in 2015 the Fixing America's Surface Transportation Act (FAST) reauthorized—FTA to develop a rule to establish a strategic and systematic process of operating, maintaining and improving public transportation capital assets effectively through their entire life cycle. The TAM final rule requires transit providers and group TAM Plan sponsors to set state of good repair (SGR) performance targets within three months after the effective date of the final rule [49 CFR § 625.45 (b)(1)].

Transit Asset Management (TAM) is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit properties in order to keep our transit networks in a State of Good Repair (SGR). TAM Plan elements generally include an: Inventory of Capital Assets; Condition Assessment; Decision Support Tools; Investment Prioritization; TAM and SGR Policy; Implementation Strategy; List of Key Annual Activities; Identification of Resources; and, an Evaluation Plan. The TAM process anticipates: improved transparency and accountability; optimized capital investment and maintenance decisions; more data-driven maintenance decisions; and, potential safety benefits. The TAM rule applies to all recipients or subrecipients of Federal financial assistance under 49 U.S.C. Chapter 53 that own, operate, or manage capital assets used in the provision of public transportation. Table A-4 is provided to ensure a better understanding of what FTA and FHWA has accomplished, what ODOT has accomplished and what remains for the Transit Authority and the MPO to accomplish.

**TABLE A-4
TRANSIT ASSET MANAGEMENT – STATE OF GOOD REPAIR
ACRTA/MPO TAM PLANNING TABLE**

Rule		Time Period Reported	Final Rule Effective	Calculation	Source	ACRTA Targets Established	MPO Targets Established	ODOT Reporting By	MPO Reporting By
1	Rolling Stock	Annually, or 1-4 years	10/01/2016	The percentage of revenue vehicles (by type) that exceed the useful life benchmark.	49 CFR 625.43	1/1/2017	8/23/2018	LRSTP & STIP Updates or Amendments after 10/1/2018	MTP & TIP Updates or Amendments after 10/1/2018 & Annually by January 1 st 2019 Thereafter
2	Equipment	Annually, or 1-4 years	10/01/2016	The percentage of non-revenue vehicles that exceed ULB.	49 CFR 625.43	1/1/2017	8/23/2018	LRSTP & STIP Updates or Amendments after 10/1/2018	MTP & TIP Updates or Amendments after 10/1/2018 & Annually by January 1 st 2019 Thereafter
3	Facilities	Annually, or 1-4 years	10/01/2016	The percentage of facilities (that are rated less than 3.0 on the TERM Scale.	49 CFR 625.43	1/1/2017	8/23/2018	LRSTP & STIP Updates or Amendments after 10/1/2018	MTP & TIP Updates or Amendments after 10/1/2018 & Annually by January 1 st 2019 Thereafter
4	Infrastructure ¹	Annually, or 1-4 years	10/01/2016	The percentage of track segments that have restrictions. Track segments are measured to the nearest .01 mile.	49 CFR 625.43	1/1/2017	8/23/2018	LRSTP & STIP Updates or Amendments after 10/1/2018	MTP & TIP Updates or Amendments after 10/1/2018 & Annually by January 1 st 2019 Thereafter

Note: ¹The Transit Authority has no track-type services or infrastructure.

4.2 ACRTA Roles & Responsibilities

The Allen County Regional Transit Authority (ACRTA) is a Tier II provider. The ACRTA developed an inventory, condition assessment and investment prioritization process for future investments inclusive of all capital assets including service vehicles, rolling stock, passenger/maintenance facilities, support/parking facilities, and equipment greater than \$50,000 in value owned by the Agency (whether purchased with federal funding or not). The Transit Authority used the FTA Transit Asset Management Guide for Tier II Providers as a tool to develop their TAM Plan and performance measure targets. The Transit Authority used their asset inventory sheets, inspection checklists outlining preventative maintenance activities, internal reports on asset conditions, manufacturers manuals and warranty information for original equipment, existing SOPs, and replacement policies/protocols for vehicles and equipment to develop conditions and replacement costs for its assets by class and forecasts to support a prioritization of warranted investments/projects. The Transit Authority developed a fiscally constrained TAM Plan based on “useful life” benchmarks established by FTA. The ACRTA has shared the performance targets, condition assessment and investment strategies with ODOT and the MPO. The Transit Authority

submitted the SGR Targets in November 2017. Table A-5 identifies the various Performance Measure Targets for the 2019 thru 2023 period.

TABLE A-5 PERFORMANCE TARGETS & MEASURES						
Asset Category - Performance Measure	Asset Class	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
REVENUE VEHICLES						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	BU - Bus	15%	20%	25%	15%	20%
	MB - Mini-bus	45%	45%	45%	25%	25%
	MV - Mini-van	5%	10%	25%	25%	50%
	VN - Van	5%	25%	25%	25%	25%
EQUIPMENT						
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/ Service Automobile	5%	10%	15%	25%	100%
	Trucks and other Rubber Tire Vehicles	10%	20%	50%	100%	100%
FACILITIES						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	10%	10%	20%	20%	50%
	Maintenance	100%	100%	100%	50%	50%
	Parking Structures	100%	100%	100%	50%	50%
	Passenger Facilities	20%	20%	25%	25%	50%

4.3 MPO Roles & Responsibilities

The MPO and ACRTA staff are collectively monitoring vehicle conditions and available funding to maintain transit services and facilities to ensure a safe and reliable vehicle fleet/services. The TAM was developed to support capital improvement investments and to be updated regularly to coincide with the MPOs Transportation Improvement Program (TIP) and the ODOT TIP (STIP). The MPO routinely prepares a Comprehensive Operational Analysis⁴⁴ for the Transit Authority detailing performance by type of service. Within the report the MPO establishes an overview of capital assets including rolling stock by age and mileage. The MPO works with the Transit

⁴⁴ <http://www.lacrpc.com/pdfs/FY%202018-2022%20Comprehensive%20Operational%20Analysis%20and%20Management%20Plan--COMPLETE.pdf>

Authority to develop a 5-year capital improvement plan for its assets – often referenced as a Transit Development Plan. The COA provides the rationale and justification for projects to move onto the MPOs fiscally constrained TIP. As such the MPO has tracked the ACRTAs investment strategies and capital improvement program for integration within the MPOs TIP and 2040 Transportation Update. Table A-6 identifies warranted investment priorities.

The State and MPO reporting requirements reflect deadline submissions of MPO Long Range Transportation Plans, TIPs and STIPs be amended after October 1, 2018, to reflect the TAM Plan. The TAM Plan completion date is October 1, 2018, with annual updates due thereafter.

TABLE A-6 INVESTMENT PRIORITIES					
Project Year	Project Name	Asset Category	Asset Class	Cost	Priority
2019	Diesel-Hybrid Bus Acquisition	30 ft Bus	BU - Bus	\$5,000,000	Medium
2019	Bus Acquisition	Revenue Vehicles	BU - Bus	\$890,000	High
2019	Land Acquisition	Facilities	Maintenance	\$295,000	High
2020	Land Acquisition	Facilities	Parking Structures	\$150,000	High
2020	Maintenance Fueling Facility	Facilities	Maintenance	\$1,500,000	Medium
2020	LTV Acquisition	Revenue Vehicles	MB - Mini-bus	\$375,000	Medium
2021	Bus Acquisition	Revenue Vehicles	BU - Bus	\$450,000	High

4.4 Remaining Transit Performance Measures

The ACRTA and the MPO are currently working with ODOT and local stakeholders to address and establish transit security issues, potential risks and targets to support development of the public transit safety plan. Such measures will be addressed as required in subsequent system performance reports, short range transportation improvement programs and long-range transportation plans.