

## HERKIMER-ONEIDA COUNTIES GOVERNMENTAL POLICY AND LIAISON COMMITTEE

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Herkimer-Oneida Counties  
Comprehensive Planning Program

### HOCTS Resolution 2018-07

### Resolution to amend the 2017-2021 Transportation Improvement Program by adding a section addressing Performance Measures

**WHEREAS**, the Herkimer-Oneida Counties Transportation Study (HOCTS) has been designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) responsible for the comprehensive, continuous and cooperative transportation planning process for the Utica urbanized area; and

**WHEREAS**, Federal regulations require that the urban transportation planning process include the cooperative development of a transportation improvement program, consisting of a staged multi-year program of projects consistent with the metropolitan transportation plan; and

**WHEREAS**, the LRTP Update 2035 is the current metropolitan transportation plan which guides the planning and development of transportation improvements and their selection for inclusion in the transportation improvement program; and

**WHEREAS**, HOCTS adopted the 2017-2021 Transportation Improvement Program (TIP) on June 16, 2016 and has since amended the TIP; and

**WHEREAS**, the amended 2017-2021 TIP is wholly consistent with the LRTP Update 2035; and

**WHEREAS**, the TIP has been developed in accordance with the adopted HOCTS procedures and with agreement from New York State Department of Transportation and the Central New York Regional Transportation Authority, which identifies and specifies the responsibilities and cooperative procedures for carrying out transportation planning (including without limitation corridor and subarea studies) and programming consistent with Title 23 Section 450 (23 CFR 450) Subpart C of the Code of Federal Regulations; and

**WHEREAS**, 23 USC §134(j)(2)(D) states that MPO TIPs “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”; and

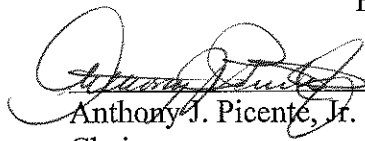
**WHEREAS**, MPO TIPs adopted or amended after May 27, 2018 must include those targets for the Highway Safety Improvement Program (HSIP) and Highway Safety; and

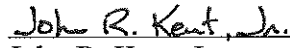
**WHEREAS**, HOCTS agreed to support the NYSDOT statewide 2018 targets for the Safety Measures based on five year rolling averages per Title 23 Part 490.207 of the Code of Federal Regulations on September 9, 2017 via Resolution 17-94; and

**WHEREAS**, the attached, “Performance Measure Narrative for 2017 – 2021 TIP”, provides a narrative of the TIP related to Assessing Performance Measures and will become Appendix D of the HOCTS 2017-2021 TIP; and

**NOW THEREFORE BE IT RESOLVED**, that HOCTS hereby amends the 2017-2021 TIP for the Utica Metropolitan Planning Area; and

**BE IT FURTHER RESOLVED**, that the GP&L Committee hereby directs the Chairman to communicate this action to the appropriate State and Federal officials in the prescribed manner.

  
Anthony J. Picente, Jr.      6-7-18  
Chairman                              Date

  
John R. Kent, Jr.      6-7-2018  
Secretary                              Date

# Performance Measure Narrative for 2017 – 2021 TIP

## (to become Appendix D)

### **Background**

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 – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure Condition – To maintain the highway infrastructure asset system in a state of good repair.
- Congestion Reduction – To achieve a significant reduction in congestion on the National Highway System.
- System Reliability – To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- 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 practice

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 Herkimer-Oneida Counties Transportation Study TIP was developed and is managed in cooperation with NYSDOT and CNYRTA (Tier I) and Birnie Bus Tours, Inc. (Tier II). It reflects the investment priorities established in the LRTP Update 2035, which incorporates comments and input from affected agencies and organizations and the public.

TIPs “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)]. Metropolitan transportation plans (MTPs) adopted or amended after the following dates must include performance targets for the associated measures:



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

MPOs that do not adopt or amend their MTP prior to these dates are still required to support statewide performance targets or establish their own for the measures discussed above, and include "a description of the anticipated effects of the transportation improvement program toward achieving" said targets. This portion of the amended 2017-2021 TIP meets these requirements of 23USC §134(j)(2)(D).

### **HSIP and Highway Safety**

#### *Performance Targets*

On March 15, 2016, FHWA published the final rule for the HSIP and Safety Performance Management (Safety PM) Measures in the *Federal Register* with an effective date of April 14, 2016.

The 2017 New York Strategic Highway Safety Plan (SHSP) is intended to reduce "the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in New York State." The SHSP guides NYSDOT, the MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across New York State. The NYSDOT Highway Safety Improvement Program (HSIP) annual report documents the statewide performance targets.

The Herkimer-Oneida Counties Transportation Study agreed to support the NYSDOT statewide 2018 targets for the following Safety PM measures based on five year rolling averages per Title 23 Part 490.207 of the *Code of Federal Regulations* on September 9, 2017 via Resolution HOCTS Resolution #2017-35:

- Number of Fatalities: 1,086
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT): 0.87
- Number of Serious Injuries 10,854
- Rate of Serious Injuries per 100M VMT: 8.54
- Number of Nonmotorized Fatalities and Serious Injuries: 2,843



## **Anticipated Effects**

Safety is a critical component of Herkimer-Oneida Counties Transportation Study's mission, and the projects on the TIP are consistent with the need to address safety. Safety is a primary consideration in the selection of projects to be included in the TIP. The measures align with the HOCTS LRTP Update 2035 Vision, which is "to develop an integrated, intermodal transportation system which efficiently, conveniently, and reliably provides a mobility network that is responsive to the community's need for safe and secure movement of people and goods." The projects on the TIP are consistent with the need to address safety. Safety is a consideration in the selection of projects to be included in the TIP.

As noted above, HOCTS works with NYSDOT Region 2 to cooperatively develop and manage the TIP. Prior to each TIP/STIP cycle, HOCTS is provided Planning Targets for each Federal formula fund source and meets with the RPPM to review potential projects. The extent to which the project improves the safety of the existing transportation system is taken into consideration, coupled with overall system need in that particular area. Additionally, projects that are primarily intended to address a safety deficiency are expected to determine the benefit/cost ratio using the detailed analysis described in the NYSDOT Safety Investigations Procedures Manual or a comparable quantitative methodology to be considered for HSIP funds. The TIP also includes projects that are not primarily intended to address safety deficiencies but do address such deficiencies as part of the larger project. The TIP includes 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.

The HOCTS TIP has been reviewed and the anticipated effect of the overall program is that it will contribute to progress made in addressing the safety performance targets established by the State.

