

Appendix F

System Performance Report

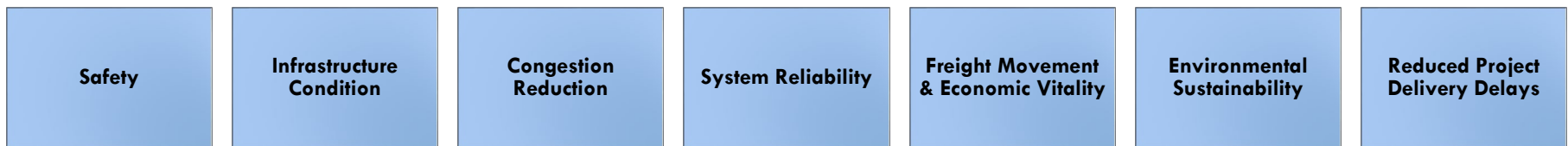
ERPC Metropolitan Planning Organization



SYSTEM PERFORMANCE REPORT — PERFORMANCE MEASURES

MAP-21 and the FAST Act have placed emphasis on incorporating performance management into transportation planning and programming processes.

Performance Measures (PMs) evaluate system performance and progress toward goals in each of these areas



Required to establish “Targets” – Specific level of performance within a given timeframe

State establishes their targets first—MPOs can either support state target or establish their own within 180 days after state sets

SYSTEM PERFORMANCE REPORT — PM1 SAFETY

State is required to set targets for 5 measures each year
MPO can either support state target or set their own

CY 2023 Target 2%
Reduction across all 5
measures

ERPC supported state
targets

- State Met 3 of 5 Goals
- ERPC Met 5 of 5 Goals

(Resolution 2022-12)

Safety Performance Metrics	ERPC 2021 Target	ERPC 2017-2021	ODOT 2021 Target	ODOT 2017-2021
Number of Fatalities	10.2	9.8	1,084	1,197.6
Number of Serious Injuries	64.3	57.6	8,101	7,806.2
Rate of Fatalities	0.81	0.76	0.93	1.03
Rate of Serious Injuries	5.12	4.56	6.97	6.71
Frequency of non-motorized fatalities and non-motorized serious injuries	4.3	4.00	811	831.0

SYSTEM PERFORMANCE REPORT — PM1 SAFETY (CONT.)

State is required to set targets for 5 measures each year
MPO can either support state target or set their own

CY 2023 Target 2%
Reduction across all 5
measures

ERPC supported state
targets

- State Met 2 of 5 Goals
- ERPC Met 2 of 5 Goals

(Resolution 2023-07)

Safety Performance Metrics	ERPC 2022 Target	ERPC 2018-2022	ODOT 2022 Target	ODOT 2018-2022
Number of Fatalities	9.6	10.0	1,106.0	1,220.0
Number of Serious Injuries	60.4	52.6	7,774.0	7,529.4
Rate of Fatalities	0.76	0.81	0.97	1.09
Rate of Serious Injuries	4.78	4.25	6.78	6.78
Frequency of non-motorized fatalities and non-motorized serious injuries	3.9	4.8	808.0	869.19

SYSTEM PERFORMANCE REPORT — PM1 SAFETY (CONT.)

State is required to set targets for 5 measures each year
MPO can either support state target or set their own

CY 2024 Target 2%
Reduction across all 5
measures

ERPC supported state
targets

- State Met 1 of 5 Goals
- ERPC Met 4 of 5 Goals

(Resolution 2024-14)

Planning Boundary
expansion for CY 2025
expected to increase
future targets

Safety Performance Metrics	ERPC 2023 Target - Original Boundary	ERPC 2019-2023 - Original (Expanded Area)	ODOT 2023 Target	ODOT 2019-2023
Number of Fatalities	9.6	9.4 (11.6)	1,173.0	1,220.0
Number of Serious Injuries	56.5	49.2 (63.4)	7,649.0	7,529.4
Rate of Fatalities	0.76	0.76 (0.83)	1.04	1.09
Rate of Serious Injuries	4.47	3.93 (4.51)	6.77	6.78
Frequency of non-motorized fatalities and non-motorized serious injuries	3.9	4.2 (5.2)	824.0	869.19

SYSTEM PERFORMANCE REPORT — PM2 BRIDGE AND PAVEMENT

ODOT adopted statewide targets in 2022
ERPC approved supporting State's targets (Resolution 2022-05)

Pavement	ODOT 2 Year Target	ODOT 4 Year Target	ERPC MPO Current
Percentage of Interstate Pavements in Good Condition	>55%	>55%	69%
Percentage of Interstate Pavements in Poor Condition	<1%	<1%	0%
Percentage of Non-Interstate NHS Pavements in Good Condition	>40%	>40%	70%
Percentage of Non-Interstate NHS in Poor condition	<2%	<2%	0%
Bridge	ODOT 2 Year Target	ODOT 4 Year Target	ERPC MPO Current
Percentage of NHS Bridges by deck area in Good condition	>55%	>55%	69%
Percentage of NHS Bridges by deck area in Poor Condition	<3%	<3%	0%

SYSTEM PERFORMANCE REPORT — PM3

TRAVEL TIME RELIABILITY AND FREIGHT MOVEMENT

State is required to set targets for 5 measures each year
MPO can either support state target or set their own
(Resolution 2022-06)

Travel Time Reliability	ODOT 2 Year Target	ODOT 4 Year Target	ERPC MPO Current
Interstate Travel Time Reliability	> 85%	> 85%	100%
Non-Interstate NHS Travel Time Reliability	N/A	> 80%	98.2%
Freight Movement	ODOT 2 Year Target	ODOT 4 Year Target	ERPC MPO Current
Interstate Level of Truck Travel Time Reliability (LOTTR)	< 1.50	< 1.50	1.13

SYSTEM PERFORMANCE REPORT — PM3

AIR QUALITY

The portion of Vermilion in Lorain County is the only part of the MPO in Air Quality Non-Attainment.

Although ERPC receives no state CMAQ funding allocations, FHWA requires ERPC to support or establish air quality targets. The MPO approved supporting the state's targets for travel time reliability and freight movement, and setting target for Air Quality to current statewide values as MPO receives no CMAQ funding but will support CMAQ funded state projects programmed in the Lorain County portion of Vermilion through it's Transportation Improvement Program and Long Range Plan programming (Resolution 2022-06).

CMAQ On-Road Mobile Source Emissions	2018-2021 (5 yr. average)	2 Year Performance Measure	ODOT 2 Yr. Target (2022-2023)	ODOT 4 Yr. Target (2022-2025)
Volatile Organic Compounds Total Emission Reduction	320.195 kg/day	144.106 kg/day	>60 kg/day	>60 kg/day
Nitrous Oxide Total Emission Reduction	1018.130 kg/day	222.595 kg/day	>250 kg/day	>250 kg/day
Particulate Matter at 2.5 Micrometers Total Emission Reduction	246.405 kg/day	18.78 kg/day	>30 kg/day	>18.2 kg/day

SYSTEM PERFORMANCE REPORT — PM4 TRANSIT PERFORMANCE MEASURES

- Federal Rule requires all sub-recipients of Federal funding that own, operate, or manage capital assets used for providing public transportation to incorporate Transit Asset Management (TAM) Rule
- Rule requires setting State of Good Repair (SGR) targets and developing a TAM Plan
- In ERPC MPO area the Rule applies to:
 - STS – Urban transit provider, receives FTA 5307
 - Other local agencies – receive FTA 5310
- ODOT created a Group TAM Plan and included the above under that Plan (the Plan also includes ODOT set State of Good Repair targets)
- ERPC needs to establish regional targets
- Can either support the state's or choose to set own

SYSTEM PERFORMANCE REPORT — PM4 TRANSIT PERFORMANCE MEASURES

- As recommended by MPO TAC & Policy Committee -
 - ERPC staff met with Sandusky Transit System (STS) administrator and 5310 providers
- STS ok with supporting state targets, felt targets would affect smaller providers more/small providers had no issues or comments on topic
- MPO approved supporting the state's targets (Resolution 2019-06)
- ERPC expects to update Transit Performance Measures as STS moves from a Rural 5311 provider to Urban 5307 provider and updates their TAM

SYSTEM PERFORMANCE REPORT — PM4

TRANSIT PERFORMANCE MEASURES

FACILITIES

Asset Class (NTD)	Performance Target	2022 Results
Passenger Facilities	0% below a 3	0%
Maintenance Facilities	22% below a 3	16%
Administrative Facilities	38% below a 3	16%

Note: Each year ODOT evaluates at least 25% of the facilities it has capital responsibility for; 23% were evaluated in 2022

EQUIPMENT

Asset Class (NTD)	Asset Class (ODOT)	Performance Target	2022 Results
Passenger Facilities	Service Vehicle	100% less than 10 years old	36%
Maintenance Facilities	Mobile Vehicle Lift	100% less than 14 years old	100%
Administrative Facilities	Generator	100% less than 10 years old	100%

Note: Includes service vehicles and equipment not attached or part of a facility that has replacement value greater than \$50,000

ROLLING STOCK REVENUE VEHICLES

Asset Class (NTD)	Asset Class (ODOT)	Performance Target	2022 Results
Automobile	Automobile (AO)	50% older than 8 years	43%
Bus	Heavy Duty Bus (B30-HD, B35-HD, B40-HD, B45-HD, B60-HD); Medium Duty Bus (B30-D, B35-MD); Light Duty Bus (B30-LD)	40% older than 14 years	38%
Cutaway Bus	LTL/LTN, LTV, LTV-FS, LTV-HC, LTV-N, LTV-S	20% older than 10 years	18%
Van	Accessible Vans (AV); (BSV); Converted Vans (CV); Modified Mini Van (MMV); (MV-1); Mini Vans (SMV)	35% older than 8 years	34%