Chapter 7

Performance Monitoring

The FHWA and FTA recommend the use of performance measures to gauge progress towards meeting specific goals. Implementing performance measures involves several steps: first, define objectives; second, define the measure and identify the data needed; and third, collect, maintain, and analyze the data. Some measures require qualitative rather than quantitative data.

Moving Dutchess 2 Goals

The goals for *Moving Dutchess 2*, as described in Chapter 2, are based on federal and State guidance and the Transportation Plan's four guiding principles. These ten goals support the mission of the Transportation Council:

1. Maintain highways and bridges in a state of good repair.
2. Reduce traffic congestion to improve our quality of life and promote economic development.
3. Maintain the transit system in a state of good of repair and increase ridership to reduce traffic and promote sustainable development.
4. Increase carpooling and vanpooling to reduce traffic, improve operations, and promote sustainable development.
5. Increase bicycling and walking to reduce traffic, improve operations, and promote sustainable development.
6. Improve safety to reduce transportation-related fatalities, injuries, and property damage.
7. Reduce transportation-related impacts to the environment and promote sustainable development and smart growth.
8. Increase public participation in the transportation planning process.
9. Improve the delivery of federally-funded transportation projects.
10. Improve transportation security.

The Transportation Council identified objectives for each of these goals, with each objective evaluated by specific performance measures. The measures were developed by staff after a review of best practices from other MPOs. The measures rely on readily available data. The measures fall under ten general categories:

1. Highway Performance
2. Bridge Performance
3. Transit Performance
4. Multiple Occupant Vehicle Use
5. Bicycle and Pedestrian Transportation
6. Transportation Safety
7. Natural Resources
8. Livability/Smart Growth
9. Public Participation
10. Project Delivery

Table 7.1 shows each objective and associated performance measure(s). For each measure, the table includes the data source, the 2011 status and 2015 goal (from *Moving*

Dutchess), the actual 2015 data and a color-coded circle based on the current status, as well as targets for 2021 (the first year of the subsequent MTP) and 2040 (the *Moving Dutchess 2* planning horizon). Each measure is also listed below.

The Transportation Council will provide a status report on progress towards meeting the performance measures in 2018, followed by updates every two years; all of which will be available to the public. As needed, the Transportation Council will also refine the measures based on federal rulemakings on performance monitoring.

Highway Performance

H1. Objective: Reduce traffic congestion

Measures:
1. Percentage of system miles with Volume to Capacity (V/C) ratio of 1.0 or greater (considered "severe" congestion) in the AM peak period.
2. Percentage of system miles with Volume to Capacity (V/C) ratio of 1.0 or greater (considered "severe" congestion) in the PM peak period.
3. Percentage of system miles with Volume to Capacity (V/C) ratio of 0.75 or greater (considered "congested") in the AM peak period.
4. Percentage of system miles with Volume to Capacity (V/C) ratio of 0.75 or greater (considered "congested") in the PM peak period.

Data required: V/C ratios for all system miles during AM and PM peak periods (from travel demand model); number of system miles.

H2. Objective: Reduce Projected Vehicle Miles Travelled (VMT)

Measure:
1. Total Adjusted Daily VMT in Dutchess County (measured in millions of miles).

Data required: Total county-wide VMT (from travel demand model).

H3. Objective: Increase travel time reliability

Measures:
1. Total surveyed miles with Travel Time Index (TTI) below 1.15 (considered "good" reliability) for the PM period.
2. Total surveyed miles with Travel Time Index (TTI) below 1.15 (considered "good" reliability) for the Saturday period.
3. Total surveyed miles with Travel Time Index (TTI) above 1.30 (considered "poor" reliability) for the PM period.
4. Total surveyed miles with Travel Time Index (TTI) above 1.30 (considered "poor" reliability) for the Saturday period.

Data required: TTI (ratio of peak-period travel time to free-flow travel time) for all miles surveyed in PM and Saturday periods, from the TMA Travel Time Survey or other source.

H4. Objective: Increase pavement quality

Measures:
1. Percentage of rated County road mileage with a Pavement Condition Index of 75 or higher ("good" and "excellent").
2. Percentage of rated local road mileage with a Pavement Condition Index of 75 or higher ("good" and "excellent").
3. Percentage of rated State system mileage with a Pavement Surface Score of 7.0 or higher ("good" and "excellent").
4. Percentage of rated State system mileage with a Roughness Index of 120 or lower ("smooth" and "very smooth").

Data required: Pavement scores for State, County and local roads (most recent year available); number of road miles with scoring data.

Bridge Performance

B1. Objective: Increase bridge safety

Measures:
1. Percentage of rated State, County, and other bridges with a NYSDOT rating of 5.0 or higher (considered "good" condition).
2. Percentage of State, County, and other rated bridges with an R-posting.

Data required: Bridge ratings; list of R-posted bridges; number of rated bridges.

Transit Performance

T1. Objective: Increase transit ridership

Measures:
1. DCPT fixed route average annual passengers per revenue mile (most recent three years).
2. DCPT RailLink average annual passengers per revenue mile (most recent three years).
3. City of Poughkeepsie bus system average annual passengers per revenue mile (most recent three years).
4. Percentage of person trips made on transit (most recent year).
5. Percentage of trips to work made on transit (most recent year).

Data required: Surveyed trip data from the National Household Travel Survey (NHTS), latest Census American Communities Survey (ACS) journey-to-work data, and passenger statistics from DCPT and the City of Poughkeepsie. Note: MTA/Metro-North Railroad is developing performance measures as part of their Transit Asset Management Plan (TAMP), which will be incorporated into *Moving Dutchess 2* when ready.

T2. Objective: Increase transit reliability

Measures:
1. DCPT on-time performance (most recent three years).
2. City of Poughkeepsie bus system on-time performance (most recent three years).

Data required: Most recent three years of on-time performance data for Dutchess County DCPT and City of Poughkeepsie.

T3. Objective: Increase transit passenger comfort

Measures:
1. Percentage of DCPT scheduled time bus stops with functional bus stop shelters.
2. Percentage of City of Poughkeepsie bus system scheduled time bus stops with functional bus stop shelters.
3. Average age of DCPT bus fleet.
4. Average age of City of Poughkeepsie bus fleet.

Data required: Number of DCPT and City of Poughkeepsie Transit bus stop shelters at scheduled time stops and number of scheduled time stops; average age of DCPT and City of Poughkeepsie Transit fleet vehicles.

T4. Objective: Increase environmental benefits of transit

Measures:
1. Percentage of DCPT bus fleet using alternative fuels.
2. Percentage of City of Poughkeepsie bus fleet using alternative fuels.

Data required: Number of vehicles in DCPT and City of Poughkeepsie transit fleets; number of alternative fuel vehicles in each fleet.

Multiple Occupant Vehicle Use

MOV1. Objective: Increase carpool/vanpool use

Measures:
1. Average daily utilization of park and ride lots on commuter corridors.
2. Percentage of person trips made via carpool/vanpool (most recent year).
3. Percentage of trips to work made via carpool/vanpool (most recent year).

Data required: Park and ride lot utilization, surveyed trip data (NHTS or other), and journey to work data (ACS).

Bicycle and Pedestrian Transportation

BP1. Objective: Build infrastructure for walking and bicycling

Measures:
1. Miles of major paved shared-use paths.
2. Miles of sidewalk (each street side).
3. Miles of on-street bicycle facilities (bike lanes, sharrows, bicycle boulevards).
4. Number of bicycle parking rack locations.

Data required: Shared-use path, sidewalk, and bicycle facility mileage (from County GIS); bicycle parking locations (from Dutchess Bike Parking Finder online map)

BP2. Objective: Increase trips made by walking and bicycling

Measures:
1. Percentage of person trips made by walking (most recent year).
2. Percentage of trips to work made by walking (most recent 5-year estimate).
3. Percentage of person trips made by bicycle (most recent year).
4. Percentage of trips to work made by bicycle (most recent 5-year estimate).
5. Increase in pedestrian volumes at key count locations (median change since 2013).
6. Increase in bicycle volumes at key count locations (median change since 2013).

Data required: Surveyed trip data (NHTS) and journey to work data (ACS); pedestrian/bicycle count data (PDCTC).

BP3. Objective: Increase accessibility of pedestrian and bicycle infrastructure

Measures:
1. Number of non-ADA compliant sidewalk segments on State highways.
2. Number of non-ADA compliant intersections on State highways.
3. Percentage of DCPT bus fleet with bicycle racks.
4. Percentage of City of Poughkeepsie bus fleet with bicycle racks.
5. Number of municipalities with an ADA Transition Plan.

Data required: Non-ADA compliant sidewalk and intersection locations on State roads (from NYSDOT); number of vehicles in DCPT and City of Poughkeepsie Transit fleets and number of vehicles with bicycle racks in each fleet; ADA transition plans (municipal information).

BP4. Objective: Educate and Encourage People to Walk and Bicycle

Measures:
1. Annual number of bicycle and pedestrian safety training events.
2. Annual number of Walk to School Day and Bike to School Day events (or similar).

Data required: number of bicycle and pedestrian safety training events (from the County Traffic Safety Board); number of Walk or Bike to School Day events (from the walkbiketoschool.org registry).

BP5. Objective: Enforce Pedestrian, Bicycle, and Vehicle Laws

Measures:

1. Number of police agencies conducting targeted enforcement of pedestrian and/or bicycle safety laws

Data required: Police agencies conducting targeted enforcement.

<u>Transportation Safety</u>

S1. Objective: Increase roadway safety

Measures:
1. Countywide average vehicle crash rate (crashes per 10,000 licensed drivers) over past three years.
2. Average annual number of crashes (most recent three years).
3. Average annual injuries from crashes (most recent three years).
4. Average annual fatalities from crashes (most recent three years).
5. Average annual pedestrian-vehicle crashes (most recent three years).
6. Average annual bicycle-vehicle crashes (most recent three years)
7. Average annual motorcycle crashes (most recent three years).

Data required: Most recent three years of crash data, including total crashes, injuries, fatalities, pedestrian, bicycle, and motorcycle crashes, and number of licensed drivers (from ITSMR and NYSDOT).

S2. Objective: Increase transit safety

Measures:
1. Average annual injuries at the Rhinecliff Amtrak station (most recent three years).
2. Average annual crashes involving DCPT buses (most recent three years).
3. Average annual crashes involving City of Poughkeepsie buses (most recent three years).

Data required: most recent three years of data on Rhinecliff station injuries, DCPT crashes, and City of Poughkeepsie bus crashes.

Natural Resources

E1. Objective: Reduce environmental impact of transportation

Measures:
1. Average county-wide per capita gasoline usage (most recent three years).
2. Average fourth-highest daily 8-hour ozone concentrations, in parts per million (most recent three years).
3. Average number of Air Quality Action Days issued for the Poughkeepsie area (most recent three years).

Data required: Per capita gasoline usage (from NYSERDA), measured ozone levels (from NYSDEC's Millbrook monitoring station), and Air Quality Action Days (from Clean Air NY/NYSDOT).

Livability/Smart Growth

L1. Objective: Promote smart growth planning

Measures:
1. Number of residential properties within a half-mile of a rail transit station.
2. Percentage of residential properties within 1/4 mile of a trail or sidewalk (500 feet or longer).
3. Percentage of residential properties within a half-mile of an existing or emerging Center.

4. Percentage of streets within a half mile of an existing or emerging Center that have sidewalks.

Data required: Location of all residential properties, rail stations, sidewalks and trails, and existing and emerging Centers (County GIS).

L2. Objective: Pass Complete Streets policies

Measure:
1. Number of municipalities with a Complete Streets Policy.

Data required: Dutchess County municipalities with a Complete Streets Policy.

Public Participation

PP1. Objective: Increase public participation in transportation planning

Measures:
1. Total number of participants at public meetings for the MTP.
2. Number of members on the Transportation Council's public information contact list.
3. Annual number of hits on the Transportation Council's website homepage (includes those from County computers).
4. Number of MTP survey respondents.

Data required: MTP public meeting records, Transportation Council contact list database, website hit counts from Dutchess County Office of Central & Information Services (OCIS), and MTP survey data.

Project Delivery

PD1. Objective: Increase obligation rate for Federal transportation funding

Measures:
1. Percentage of programmed Federal highway projects that were obligated (most recent Federal Fiscal Year).
2. Percentage of programmed Federal transit projects that were obligated (most recent Federal Fiscal Year).

Data required: Annual NYSDOT STIP performance reports.

Table 7-1. Moving Dutchess 2 Performance Measures

Performance Measure	Data Source	2011 Actual	2015 Goal	2015 Actual	Status	2020 Goal	2040 Goal
Highway Performance							
H1 Reduce Traffic Congestion							
Percentage of system miles with volume to capacity (v/c) ratio of 1.0 or greater (considered "severe" congestion)- AM peak	Travel Demand Model[1]	Not available	Not established	0.6%		Base on 2015 data	Base on 2015 data
Percentage of system miles with volume to capacity (v/c) ratio of 1.0 or greater (considered "severe" congestion)- PM peak	Travel Demand Model[1]	Not available	Not established	0.4%		Base on 2015 data	Base on 2015 data
Percentage of system miles with volume to capacity (v/c) ratio of 0.75 or greater (considered congested)- AM peak	Travel Demand Model[1]	Not available	Not established	6.9%		Base on 2015 data	Base on 2015 data
Percentage of system miles with volume to capacity (v/c) ratio of 0.75 or greater (considered congested)- PM peak	Travel Demand Model[1]	Not available	Not established	1.3%		Base on 2015 data	Base on 2015 data
H2 Reduce Projected Vehicle Miles Travelled (VMT)							
Total Adjusted Daily VMT (in millions of miles)	Travel Demand Model[1]	5,445,563	4,900,000	7,840,204		9,094,637	10,549,779
H3 Increase Travel Time Reliability							
Total surveyed miles with Travel Time Index (TTI) below 1.15 (considered "good" reliability)- PM Period	Travel Time Survey[2]	277 miles (73% of total surveyed)	286 miles	Not available		343 miles	343 miles
Total surveyed miles with Travel Time Index (TTI) below 1.15 (considered "good" reliability)- Saturday Period	Travel Time Survey[2]	64 miles (69% of total surveyed)	69 miles	Not available		83 miles	83 miles
Total surveyed miles with Travel Time Index (TTI) above 1.30 (considered "poor" reliability)- PM Period	Travel Time Survey[2]	57 miles (15% of total surveyed)	46 miles	Not available		19 miles	19 miles
Total surveyed miles with Travel Time Index (TTI) above 1.30 (considered "poor" reliability)- Saturday Period	Travel Time Survey[2]	23 miles (25% of total surveyed)	20 miles	Not available		5 miles	5 miles
H4 Increase Pavement Quality							
Percentage of rated County road mileage with Pavement Condition Index of 75 or higher ("good" and "excellent"), most recent year	Dutchess County DPW	85%, or 333 miles (2009)	85%	74%, or 293.9 miles (2014)		85%	85%
Percentage of rated local road mileage with Pavement Condition Index of 75 or higher ("good" and "excellent"), most recent year	Dutchess County DPW	63%, or 50 miles (2010)	63%	71%, or 55.5 miles (2014)		65%	65%
Percentage of rated State system mileage with Pavement Surface Score of 7 or higher ("good" and "excellent"), most recent year	NYSDOT-RIS[3]	66%, or 285 centerline miles (2010)	66%	64%, or 252 centerline miles (2014)		65%	65%
Percentage of rated State system mileage with Roughness Index of 120 or lower ("smooth" and "very smooth"), most recent year	NYSDOT-RIS[3]	67%, or 293 centerline miles (2010)	67%	58%, or 232 centerline miles (2013)		60%	60%
Bridge Performance							
B1 Increase Bridge Safety							
Percentage of rated State, County and other bridges with rating of 5.0 or higher (considered "good" condition)	NYSDOT	57%	60%	58% (2014)		90%	90%
Percentage of rated State, County and other bridges with R-posting	NYSDOT	3.1%	3.3%	2.7%		2.5%	1.0%
Transit Performance							
T1 Increase Transit Ridership							
DCPT fixed route average annual passengers per revenue mile (most recent three years)	Dutchess County	0.59 (2007-2009)	0.63	0.55 (2011-2013)		0.9	0.9
DCPT RailLink average annual passengers per revenue mile (most recent three years)	Dutchess County	0.3 (2008-2010)	0.34	0.3 (2011-2014)		0.6	0.6
City of Poughkeepsie bus system average annual passengers per revenue mile (most recent three years)	City of Poughkeepsie	2.0 (2006, 2007, 2009)	2.3	2.1 (2011-2013)		5	5
Percentage of person trips made on transit (most recent year)	NHTS/NYSDOT[4]	0.5% (2009)	0.60%	n/a		3%	3%
Percentage of trips to work made on transit (most recent 5-year estimate)	Census ACS[5]	4.7% (2005-2009 5-year estimate)	5%	4.9% (2010-2014 5-year estimate)		10%	10%
T2 Increase Transit Reliability							
DCPT on-time performance (most recent three years)	Dutchess County[6]	Data not available	Collect data	Not available		85%	85%
City of Poughkeepsie bus on-time performance (most recent three years)	City of Poughkeepsie[6]	Data not available	Collect data	Not available		85%	85%
T3 Increase Transit Passenger Comfort							
Percentage of DCPT scheduled time bus stops with functional bus stop shelters	Dutchess County	6%	10%	<1%		100%	100%
Percentage of City of Poughkeepsie scheduled time bus stops with functional bus stop shelters	City of Poughkeepsie	20%	30%	22%		100%	100%
Average age of DCPT bus fleet	Dutchess County[7]	4.25 years	4.5 years	3.8 years		4 years	4 years
Average age of City of Poughkeepsie bus fleet	City of Poughkeepsie[7]	4.9 years	6.5 years	6.25 years		6 years	6 years
T4 Increase Environmental Benefits of Transit							
Percentage of DCPT bus fleet using alternative fuels	Dutchess County	8%	20%	9%		20%	100%

Table 7-1. Moving Dutchess 2 Performance Measures

Performance Measure	Data Source	2011 Actual	2015 Goal	2015 Actual	Status	2020 Goal	2040 Goal
Percentage of City of Poughkeepsie bus fleet using alternative fuels	City of Poughkeepsie	57%	80%	75%		100%	100%
Multiple Occupant Vehicle Use							
MOV1 Increase carpool/vanpool use							
Average daily utilization of park and ride lots on commuter corridors	NYSDOT	50% (2011)	55%	45% (2016)*		75%	75%
Percentage of person trips made by carpool/vanpool (most recent year)	NHTS/NYSDOT[4]	41% (2009)	45%	n/a		60%	60%
Percentage of trips to work made via carpool/vanpool (most recent year)	Census ACS[5]	8.4% (2005-2009 5-year estimate)	8.5%	8.2% (2010-2014 5-year estimate)		10%	10%
Bicycle and Pedestrian Transportation							
BP1 Build Infrastructure for Walking and Bicycling							
Miles of major paved shared-use paths	County GIS	25	27.5	25		33	50
Miles of sidewalk	County GIS	434	438	435		441	462
Miles of on-street bicycle facilities (bike lanes, sharrows, bicycle boulevards)	County GIS	1 (2013)	n/a (new measure)	1.5		5	20
Number of bicycle parking rack locations	County GIS	100 (2013)	n/a (new measure)	130		200	600
BP2 Increase Trips Made by Walking and Bicycling							
Percentage of person trips made by walking (most recent year)	NHTS/NYSDOT[4]	8.5% (2009)	9%	n/a		10%	15%
Percentage of trips to work made by walking (most recent 5-year estimate)	Census ACS[5]	4.5% (2009-2013 5-year estimate)	4.5%	4.5% (2010-2014 5-year estimate)		5%	8%
Percentage of person trips made by bicycle (most recent year)	NHTS/NYSDOT[4]	0.7% (2009)	1%	n/a		2%	5%
Percentage of trips to work made by bicycle (most recent 5-year estimate)	Census ACS[5]	0.3% (2009-2013 5-year estimate)	0.5%	0.3% (2010-2014 5-year estimate)		1%	3%
Increase in pedestrian volumes at key count locations (median change since 2013)	PDCTC count data	n/a	n/a (new measure)	15%		25%	50%
Increase in bicycle volumes at key count locations (median change since 2013)	PDCTC count data	n/a	n/a (new measure)	15%		25%	50%
BP3 Increase accessibility of pedestrian and bicycle infrastructure							
Number of non-ADA compliant sidewalk segments on State highways	NYSDOT[8]	39	30	39		30	0
Number of non-ADA compliant intersections on State highways	NYSDOT[8]	39	30	39		30	0
Percentage of DCPT bus fleet with bicycle racks	Dutchess County	100%	100%	100%		100%	100%
Percentage of City of Poughkeepsie bus fleet with bicycle racks	City of Poughkeepsie	75%	80%	75%		88%	100%
Number of municipalities with an ADA Transition Plan	Municipal information	1 (2013)	n/a (new measure)	1		5	30
BP4 Educate and Encourage People to Walk and Bicycle							
Annual number of bicycle and pedestrian safety training events	DC Traffic Safety Board	12 (2013)	n/a (new measure)	11		15	20
Annual number of Walk to School Day and Bike to School Day events (or similar)	walkbiketoschoool.org registry	4 (2013)	n/a (new measure)	1		5	20
BP5 Enforce Pedestrian, Bicycle, and Vehicle Laws							
Number of police agencies conducting targeted enforcement of pedestrian and/or bicycle safety laws	Local police agencies	0 (2013)	n/a (new measure)	0		5	13
Transportation Safety							
S1 Increase roadway safety							
Countywide average vehicle crash rate (crashes per 10,000 licensed drivers), over past three years	ITSMR[9]	298 (2006-2008)	260	287 (2011-2013)		225	225
Average annual number of crashes (most recent three years)	ITSMR[9]	6,695 (2007-2008)	5,700	6,011 (2011-2013)		5,025	5,025
Average annual injuries from crashes (most recent three years)	ITSMR[9]	2,978 (2007-8)	2,550	2,670 (2011-2013)		2,235	2,235
Average annual fatalities from crashes (most recent three years)	ITSMR[9]	22 (2007-8)	19	24 (2011-2013)		17	17
Average annual pedestrian-vehicle crashes (most recent three years)	ITSMR/GTSC[9]	74 (2007-8)	65	89 (2011-2013)		75	55
Average annual bicycle-vehicle crashes (most recent three years)	ITSMR/GTSC[9]	35 (2007-8)	30	43 (2011-2013)		35	25
Average annual motorcycle crashes (most recent three years)	ITSMR[9]	122 (2007-8)	105	108 (2011-2013)		90	90

Table 7-1. Moving Dutchess 2 Performance Measures

Performance Measure	Data Source	2011 Actual	2015 Goal	2015 Actual	Status	2020 Goal	2040 Goal
S2 Increase transit safety							
Average annual injuries at Amtrak facilities (most recent three years)	FRA	3.6 (2008-10)	3	4.6 (2012-14)		3	1
Average annual crashes involving DCPT buses (most recent three years)	Dutchess County	21 (2008-2010)	20	17 (2012-2014)		10	10
Average annual crashes involving City of Poughkeepsie buses (most recent three years)	City of Poughkeepsie	6 (2008-2010)	5	6 (2013-2015)		2	2
Natural Resources							
E1 Reduce environmental impact of transportation							
Average county-wide per capita gasoline usage (most recent three years)	NYSERDA[10]	382 (2007-2009)	375	359 (2010-2012)		200	200
Average 4th highest daily 8-hour ozone concentrations in ppm (most recent three years)	NYSDEC	0.075 ppm (2008-2010)	0.075 ppm	0.069 ppm (2012-2014)		0.020	0.020
Average number of Air Quality Action days issued for Poughkeepsie Area (most recent three years)	NYSDOT	13 (2008-2010)	12	9 (2012-2014)		5	5
Livability/Smart Growth							
L1 Promote smart growth planning							
Number of residential properties within a half-mile of a rail transit station	Dutchess County GIS	5,811 units	6,000	6,087 properties		12,000	12,000
Percentage of residential properties within 1/4 mile of a trail or sidewalk (500' or longer)	Dutchess County GIS	44%	45%	47%		60%	60%
Percentage of residential properties within a half-mile of an existing or emerging Center	Dutchess County GIS	55%	57%	49%		70%	70%
Percentage of streets within a half mile of an existing or emerging Center that have sidewalks	Dutchess County GIS	n/a	n/a (new measure)	51%		55%	75%
L2 Pass Complete Streets Policies							
Number of municipalities with a Complete Streets Policy	Municipal information	1 (2013)	n/a (new measure)	1		5	30
Public Participation							
PP1 Increase public participation in transportation planning							
Total number of participants at public meetings for the MTP	PDCTC	55	75	44		200	200
Number of members on the PDCTC public information contact list	PDCTC	256	300	304		600	600
Annual number of access hits on PDCTC website index page (most recent year)	Dutchess County OCIS	7,587	7,800	10,845		10,000	10,000
Number of MTP survey respondents	PDCTC	408	500	913		1000	1000
Project Delivery							
PD1 Increase obligation rate for Federal transportation funding							
Number of Federal Highway projects obligated for most recent Federal Fiscal Year	NYSDOT	38% (2014)[11]	100%	80% (2015)		100%	100%
Number of Federal Transit projects obligated for most recent Federal Fiscal Year	NYSDOT	21% (2014)[11]	100%	75% (2015)		100%	100%

Notes:

[1] Measures based on the Travel Demand Model only account for roads in the model (typically Interstate, State, and County roads). Current status is based on the most recent model-year.

[2] Goals based on the 2011 Travel Time Survey assume that the same roadway mileage is surveyed in the future.

[3] New York State Department of Transportation's Roadway Inventory System.

[4] NHTS is the National Household Travel Survey. NYSDOT summarizes and publishes key tables from the NHTS data on their website (https://www.nysdot.gov/divisions/policy-and-strategy/darb/dai-unit/ttss/nhts/key-tables).

[5] The 5-year Census American Community Survey (ACS) estimates have a margin of error; the percentage stated is the midpoint of the estimate.

[6] 2040 goals are based on industry standards for on-time performance: 85% of buses no more than 1 minute early and 5 minutes late.

[7] 2040 goals are based on the Federal Transit Administration's (FTA) suggestion that the average age of a revenue fleet should not exceed one-half the average economic useful life of the fleet.

[8] Goals are based on NYSDOT's stated goal to repair all non-ADA compliant locations by 2019.

[9] The Institute for Traffic Safety Management and Research (ITSMR), based at SUNY-Albany, prepares annual summaries of crash data for New York counties.

Note that 2008 data are comparable to 2007 data but not to earlier years due to changes in data collection and reporting that began during 2006. Short-term goals incorporate goals from NYSDOT's Strategic Highway Safety Plan.

[10] New York State Energy Research and Development Authority (NYSERDA) publishes an annual Patterns and Trends Energy Profiles report with data on gasoline sales by county.

[11] Revised performance measure based on current NYSDOT practice.

Status Key:

- New measure or data unavailable.
- 2015 goal achieved.
- 2015 goal not achieved, but progress made.
- 2015 goal not achieved.

Data to be updated