

MEMORANDUM

TO: Genesee Transportation Council Members & Alternates
FROM: James Stack, Executive Director /s/
DATE: December 5, 2017
SUBJECT: Proposed Council Resolutions 17-94 (Amending Addendum 1 of the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040* regarding Safety Performance Measures)

Background – National Performance Measures

The Moving Ahead for Progress in the 21st Century (MAP-21) Act of 2012 directed the U.S. Department of Transportation to establish a set of performance measures to increase the accountability and transparency of the federal highway and transit programs and improve project decision-making through performance-based planning and programming through the rulemaking process. The Fixing America’s Surface Transportation Act (FAST Act) of 2015 continued the performance management and performance-based planning and programming requirements of MAP-21 with minor changes.

The Final Rules established national performance measures across four subject areas (see Table 1) which require that state Departments of Transportation (DOTs) and providers of public transportation must:

- establish performance targets that reflect the measures;
- report on progress towards achieving those targets;
- develop performance based plans for safety and asset management; and
- implement a performance based approach to planning and programming.

23 U.S.C. § 134 (B)(i)(1) requires that each Metropolitan Planning Organization (MPO), such as GTC, establish performance targets that address the performance measures to use in tracking progress toward attainment of critical outcomes for the region. To meet this planning requirement, GTC staff propose to append Chapter 7 – Performance Measures, of the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040* to incorporate these measures (see Attachment A). These measures will supplement, not replace the performance measures adopted in 2016. The “GTC Board Action” noted in Table 1 reflects the anticipated timeline for GTC adoption of performance targets in accordance with each of the Final Rules.

Table 1 – National Performance Measures

Final Rule	Federal Effective Date	GTC Board Action
Transit Asset Management	March 16, 2016	June 8, 2017
Safety	July 26, 2016	December 14, 2017
Pavement and Bridge Condition	May 20, 2017	TBD-September 2018
System Performance	May 20, 2017	TBD-September 2018

Statewide Coordination

In setting performance targets, States must coordinate with MPOs to ensure consistency, to the maximum extent practicable. The New York State Department of Transportation (NYSDOT) coordinated the establishment of safety targets with the 14 Metropolitan Planning Organizations (MPOs) in New York through the New York State Association of Metropolitan Planning Organizations (NYSAMPO) Safety Working Group and the NYSAMPO FAST Act Working Group; and discussed the targets at a Federal Highway Administration (FHWA) Safety Target Setting Workshop in addition to Directors' meetings. NYSDOT continues to participate on a regular basis in MPO Staff Director conference calls, which provide an opportunity to discuss and coordinate on performance target setting as needed.

NYSDOT has officially adopted the safety targets in the Highway Safety Improvement Program annual report dated August 31, 2017. The Governors Traffic Safety Committee has adopted identical safety targets for number of fatalities, rate of fatalities and number of serious injuries as set forth in the Highway Safety Strategic Plan (HSSP) to be submitted to the National Highway Traffic Safety Administration.

Now that State targets are finalized, the MPOs must establish targets no later than 180 days after the State establishes its targets for each performance measure. GTC can either:

- Agree to plan and program projects so that they contribute toward the accomplishment of the State target for that performance measure; or
- Commit to a quantifiable target for that performance measure for their metropolitan planning area.

GTC staff recommends the adoption of the statewide performance measure targets and projects be programmed in support of those targets.

Proposed Resolution 17-94 was reviewed and recommended for approval by the Planning Committee at its October 12, 2017 meeting.

The following items are provided for your consideration:

1. **Proposed Council Resolution 17-94** (Amending Addendum 1 to the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040* regarding Safety Performance Measures)
2. **Attachment A** – Amendment to Addendum 1 to *LRTP 2040*, Chapter 7 – Performance Measures

Recommended Action:

Recommend action by the GTC Board on proposed Council Resolution 17-94.

Attachment A

Amendment to Addendum 1 to *L RTP 2040*, Chapter 7 – Performance Measures

Safety

The performance measures assess the absolute number of individuals affected by reportable crashes and the rates at which they occur by transportation system usage. The numbers of fatalities and serious injuries are rolling five-year averages. The rates are calculated by normalizing the number of fatalities or serious injuries by the rolling five-year average of vehicle miles traveled (VMT).

The measures for the number and rates of fatalities and serious injuries include all system users. The measure for non-motorized system users include only pedestrians, bicyclists, and other cyclists.

The definitions of fatalities and serious injuries are defined by the Model Minimum Uniform Crash Criteria, approved by USDOT. Fatalities include all deaths which occur within thirty days following a motor vehicle or other crash. Serious injuries include skull fractures, internal injuries, broken or distorted limbs, unconsciousness, severe lacerations, severe burns, and individuals unable to leave the scene without assistance.

Targets

The targets are calculated by first estimating the existing trends for each measure. A forecast for 2018 is made using a five-year moving average linear trend line. A percentage change, rounded and capped at 6 percent, between 2014-2018 and 2011-2015 is extrapolated to 2018. The cap allows for a target that forecasts a significant reduction, but recognizes that large decreases are unlikely to happen year after year.

NYSDOT and the Governors Traffic Safety Committee (GTSC) report on the progress towards achieving the targets to USDOT on annual basis in the Highway Safety Improvement Program (HSIP) Annual Report and the Highway Safety Plan, respectively. GTC agrees to plan and program projects so that they contribute toward the accomplishment of the State target for each of the five performance measures.

Data Sources

Crash totals are provided by the New York State Traffic Safety Statistical Repository (TSSR). The TSSR provides public access to the Accident Information System (AIS) managed by the NYS Department of Motor Vehicles. The data portal was designed and implemented by the University at Albany's Institute for Traffic Safety Management and Research (ITSMR) and funded by the GTSC.

The vehicle miles traveled projections are provided by the Highway Performance Monitoring System (HPMS) submitted by NYSDOT to USDOT. The projections are based upon vehicle counts across the functional classification system statewide.

Exhibit 36

<i>LRTP 2040 National Performance Measures: Safety</i>			
Performance Measure	What it Evaluates	2011-2015 Average	NYSDOT Target (2018)
Number of Fatalities	Safety	1,143	1,086
Fatality Rate		.89 per 100M VMT	.87 per 100M VMT
Number of Serious Injuries		11,547	10,854
Serious Injury Rate		8.99 per 100M VMT	8.54 per 100M VMT
Number of Non-Motorized Fatalities and Serious Injuries		2,872	2,843