

MEMORANDUM

TO: Genesee Transportation Council Members & Alternates
FROM: James Stack, Executive Director JS
DATE: February 22, 2024
SUBJECT: Amending the *National Performance Measures Report* and the *2023-2027 Transportation Improvement Program* by revising the HSIP and Highway Safety Performance Targets and the Transit Safety Performance Targets / Proposed Council Resolution 24-02

Highway Safety Performance Targets

The Highway Safety Performance Targets are updated on an annual basis. Since the first adoption of the Highway Safety Performance Targets, GTC has included the agreed upon targets in both the [National Performance Measures Report](#) and the *Transportation Improvement Program (TIP)*, per the federal guidance.

NYS DOT has conducted its annual analysis of crash data and has coordinated with the Governor’s Traffic Safety Committee (GTSC) to establish safety targets for 2024, based upon a five-year history of crashes through 2021. The 2024 safety targets reported by GTSC via its Annual Highway Safety Report and 2024 safety targets reported by NYS DOT via its Highway Safety Improvement Program (HSIP) report (see Table 1 below) have been submitted to the United States Department of Transportation. As GTC has agreed to support the State’s safety targets, the *National Performance Measures Report*, incorporated into the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045* by reference, and the *2023-2027 Transportation Improvement Program* need to be updated to reflect the 2024 targets.

Table 1 – 2024 Highway Safety Targets

Measure	Targets	
	2023	2024
Number of Fatalities	988.2	1016.1
Rate of Fatalities per 100M Vehicle Miles Traveled (VMT)	0.836	0.886
Number of Serious Injuries	11,086.2	11,089.9
Rate of Serious Injuries per 100M VMT	9.337	9.606
Number of Nonmotorized Fatalities and Serious Injuries	2,633.4	2,628.4

As part of this update, GTC staff will make editorial changes to the *2023-2027 TIP* where there are references to Resolution and/or dates of GTC Board action. As part of this update, GTC staff will make editorial changes to the *National Performance Measures Report* where there are references to Resolution and/or dates of GTC Board action.

Transit Safety Performance Targets

The Federal Transit Administration (FTA) published a final Public Transportation Agency Safety Plan (PTSAP) rule on July 19, 2018. Under this rulemaking, providers of public transportation systems that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307 are subject to FTA's State Safety Oversight Program and must develop and implement a PTASP based on a Safety Management Systems approach. Accordingly, the Rochester-Genesee Regional Transportation Authority (RGRTA) is required to develop a PTASP and establish transit safety targets annually.

The PTASP must include performance targets for the performance measures established by FTA in the National Public Transportation Safety Plan, which was published on January 28, 2017. The transit safety performance measures are as follows:

- Total number of reportable fatalities by mode
- Reportable fatality rate per total vehicle revenue miles by mode.
- Total number of reportable injuries by mode.
- Rate of reportable injuries per total vehicle revenue miles by mode.
- Total number of reportable safety events by mode.
- Rate of reportable safety events per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

Providers subject to the rule must certify a PTASP, including transit safety targets for the above measures. The date by which providers must do so was July 20, 2021. GTC agreed to support RGRTA's transit safety targets on December 13, 2021 via Resolution 21-76, thus agreeing to plan and program projects that are anticipated to make progress toward achieving the targets.

In December 2023, the RGRTA Board of Commissioners approved the 2023-2024 PTASP. RGRTA has set December 2023 through December 2024 targets to meet the latest PTASP requirement. Per the GTC Board's guidance as related to the previous National Performance Measures, GTC staff recommend agreeing to support RGRTA's Transit Safety Performance Targets, as shown in Table 2 on the following page.

Table 2. Transit Safety Performance Targets

Transit Mode	Service	Fatalities (total)	Fatality Rate (per 100,000 VRM)	Injuries (total)	Injury Rate (per 100,000 VRM)	Safety Events (total)	Safety Event Rate (per 100,000 VRM)	System Reliability (VRM per change off)
Fixed Route	DO	0	0	42	0.71	23	0.39	5,500
Demand Response	DO	0	0	6	0.33	3	0.17	20,000
Van Pool	PT	0	0	0	0.00	0	0.00	0

PT= Purchased Transportation; DO = Directly Operated; VRM = Vehicle Revenue Miles

Please note that Van Pool Mode of Transit Service ended and has been deleted from RGRTA's FTA National Transit Database profile, as such the Van Pool target has been removed from Table 2.

As part of this update, GTC staff will make editorial changes to the *National Performance Measures Report* where there are references to Resolution and/or dates of GTC Board action.

The following items are included for your consideration:

1. **Proposed Resolution 24-02** (Amending the *National Performance Measures Report* and the *2023-2027 Transportation Improvement Program* by revising the HSIP and Highway Safety Performance Targets and the Transit Safety Performance Targets)
2. **Fact Sheet** – NYS Safety Target Setting Methods – 2024 Targets (NYSDOT Office of Traffic Safety)

Recommended Action:

Approve proposed Resolution 24-02, amending the National Performance Measures Report for the Genesee-Finger Lakes Region and the 2023-2027 Transportation Improvement Program.

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 24-02 Amending the *National Performance Measures Report* and the *2023-2027 Transportation Improvement Program* by revising the **HSIP and Highway Safety Performance Targets and the Transit Safety Performance Targets**

WHEREAS,

1. The Genesee Transportation Council (GTC) has been designated by the Governor of New York State as the Metropolitan Planning Organization responsible for transportation planning for the nine-county Genesee-Finger Lakes Region, including the Rochester Metropolitan Planning Area (MPA);
2. Title 23, Section 134 of the United States Code requires that each MPO undertake a transportation planning process that shall provide for the establishment and use of a performance-based approach to transportation decision making to support the national goals;
3. Title 23, Section 134 of the United States Code requires that each MPO establish performance targets that address the performance measures to use in tracking progress toward attainment of critical outcomes for the region;
4. GTC adopted the *National Performance Measures Report for the Genesee-Finger Lakes Region* (PM Report) on September 6, 2018 and has since amended the PM Report to formally incorporate the agreed upon performance targets into GTC's planning documents and planning process;
5. The PM Report allows GTC to be able to respond to changes in targets made by RGRTA and/or NYSDOT in the most efficient manner possible;
6. GTC adopted the *2023-2027 Transportation Improvement Program* (TIP) on August 25, 2022 and expects to amend the TIP on February 29, 2024;
7. The TIP has been developed in accordance with the adopted *GTC Transportation Improvement Program Procedures Manual* and the *Agreement by and among GTC, New York State Department of Transportation, and Rochester Genesee 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;
8. 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”;

9. Long-Range Transportation Plans (LRTP) and TIPs adopted or amended after January 26, 2018 must include those targets for the Highway Safety Improvement Program and Highway Safety and July 20, 2021 for Public Transportation Agency Safety Plans;
10. Long-Range Transportation Plans (LRTP) and TIPs adopted or amended after July 20, 2021 must include those targets for the Public Transportation Agency Safety Plans;
11. GTC agreed to support the NYSDOT targets for Highway Safety Improvement Program and Highway Safety per Title 23 Part 490.307 of the Code of Federal Regulations;
12. The proposed changes to the PM Report and the TIP are depicted in Exhibits 1 and 2 of this Resolution;

NOW, THEREFORE, BE IT RESOLVED

1. That GTC hereby amends the *National Performance Measures Report for the Genesee-Finger Lakes Region* and the *2023-2027 Transportation Improvement Program (TIP)* by revising the HSIP and Highway Safety Performance Targets and Transit Performance Safety Targets and associated narrative;
2. That the 2024 HSIP and Highway Safety Targets table for the TIP is hereby amended as shown in Exhibit 1;
3. That the Transit Safety performance Targets table for the TIP is hereby amended as shown in Exhibit 2;
4. That all associated references to GTC actions and dates are revised as appropriate; and
5. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on February 29, 2024.

Date _____

CHRISTOPHER REEVE, Secretary
Genesee Transportation Council

Exhibit 1 – 2024 Highway Safety Performance Targets

Measure	Targets
	2024
Number of Fatalities	1016.1
Rate of Fatalities per 100M Vehicle Miles Traveled (VMT)	0.886
Number of Serious Injuries	11,089.9
Rate of Serious Injuries per 100M VMT	9.606
Number of Nonmotorized Fatalities and Serious Injuries	2,628.4

Exhibit 2. Transit Safety Performance Targets

Transit Mode	Service	Fatalities (total)	Fatality Rate (per 100,000 VRM)	Injuries (total)	Injury Rate (per 100,000 VRM)	Safety Events (total)	Safety Event Rate (per 100,000 VRM)	System Reliability (VRM per change off)
Fixed Route	DO	0	0	42	0.71	23	0.39	5,500
Demand Response	DO	0	0	6	0.33	3	0.17	20,000

DO = Directly Operated; VRM = Vehicle Revenue Miles

NYS SAFETY TARGET SETTING METHODS – 2024 TARGETS

NYS Department of Transportation, Office of Traffic Safety

Overview

As per the Highway Safety Improvement Program final rule (23 CFR Part 490); States are required to set targets for five safety performance measures.

The measures are the 5-year rolling averages for:

1. Number of Fatalities*
2. Rate of Fatalities (Fatalities / 100M VMT) *
3. Number of Serious Injuries*
4. Rate of Serious Injuries (Serious Injuries / 100M VMT)
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

** Must be identical to the National Highway Traffic Safety Administration's Highway Safety Plan targets set annually by the Governors Traffic Safety Committee (GTSC).*

MPO Requirements

MPOs establish safety targets by either:

- Agreeing to plan and program projects that contribute toward the accomplishment of the State DOT target or
- Committing to a quantifiable safety target for the metropolitan planning area.

Timeline

- GTSC reports targets in the annual HSP on July 1 each year.
- NYSDOT establishes safety targets in the HSIP annual report on August 31, 2023.
- MPOs must agree to support state targets or establish their own within 180 days of the State establishing and reporting its safety targets. The MPO targets are due February 27, 2024.

NYSDOT's Target Setting Framework

1. Estimate existing trend
 - A linear trendline is used as the forecasting method. It is a clear, straightforward method recommended by FHWA.
 - The five-year moving average (current year plus four preceding years) is used as the data point for each year.
2. Adjust forecast for reasonability
3. Adjust forecast based on external and other factors where necessary

Step 1: Estimate existing trend

- Forecast 2024 using a 5-yr moving average linear trendline.
- Calculate a % change for 2020-2024 vs. 2017-2021.

Step 2: Adjust for reasonability

- Round the % change between 2020-2024 vs. 2017-2021.
- Apply a -0.50% cap.
The cap allows for a target that forecasts a significant reduction but recognizes that large decreases are difficult to sustain year after year.

Step 3: Adjust trend for external and other factors

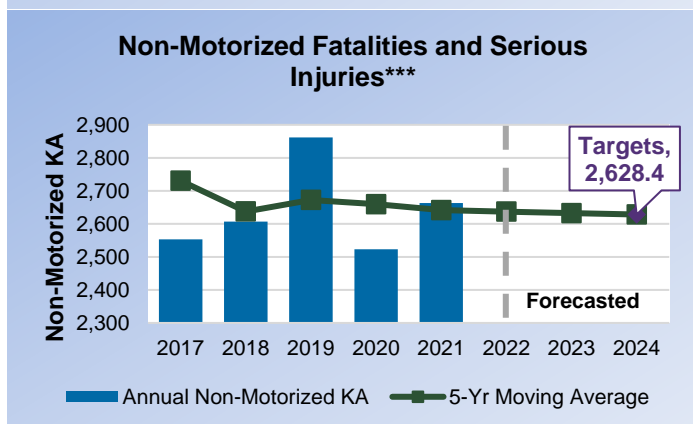
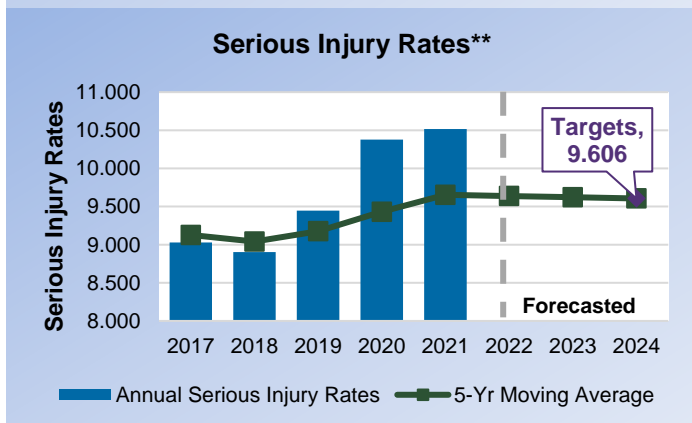
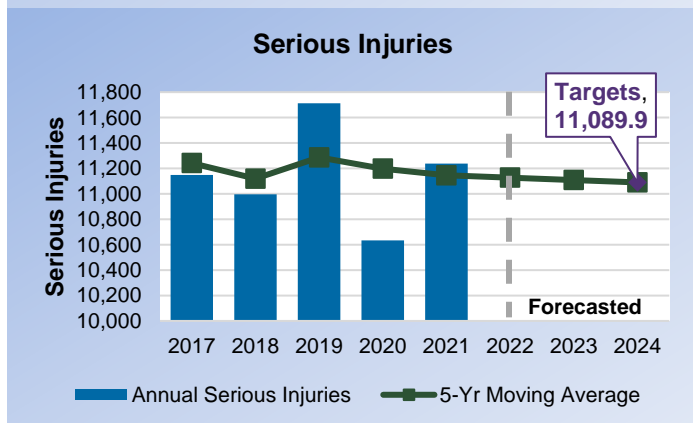
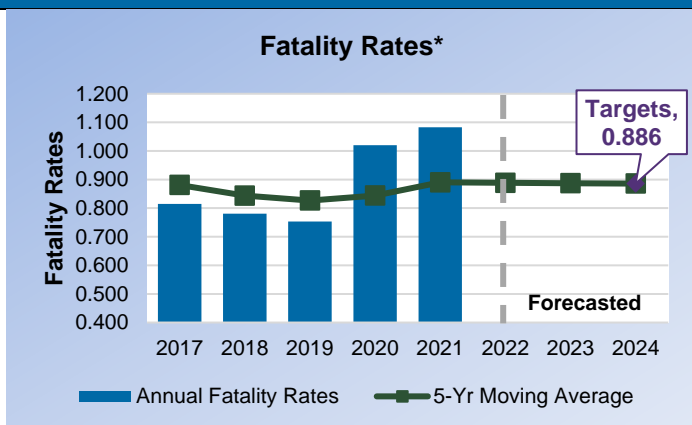
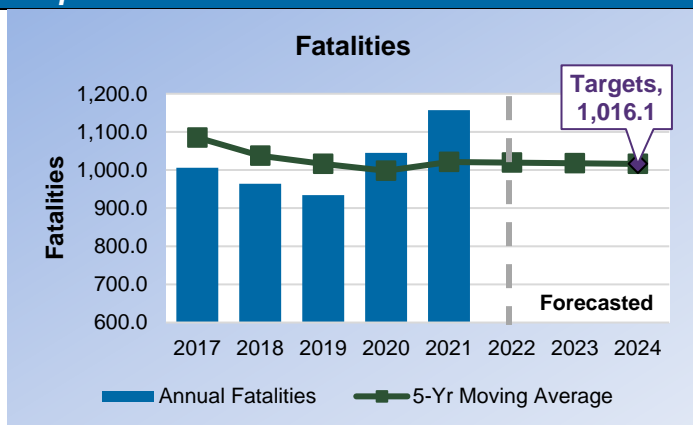
- VMT declined 13.0 percent between 2012 and 2021.
- Population increased 1.4 percent in the same timeframe.
- NYS has a host of safety programs designed to reduce fatal and serious injury crashes including the HSIP program, NYC's Vision Zero and the NYSDOT Pedestrian Safety Action Plan (PSAP).

The safety program goal is to continue to reduce crashes despite the impacts of COVID-19. A conservative target of a 0.50% decrease between 2021 and 2024 was selected due to the impacts of COVID on crashes and vehicle miles of travel.

2024 Targets and Supporting Data

Measure	Last Annual and 5 yr. baseline		Step 1: Forecast Using 5-Yr Moving Average Trendline		Step 2: Round and apply 0.50% Cap	
	2021 Annual	2021 Baseline 2017-2021 avg.	2024 Forecast	% Change 2020-2024 vs. 2017-2021	Rounded / Capped Percent	NYS DOT Target 2024
Number of Fatalities	1,157	1,021.2	894.9	-12.4%	-0.50%	1,016.1
Fatality Rate	1.083	0.890	0.768	-13.7%	-0.50%	0.886
Number of Serious Injuries	11,238	11,145.6	11,034.1	-1.0%	-0.50%	11,089.9
Serious Injury Rate	10.516	9.654	9.370	-2.9%	-0.50%	9.606
Number of Non-Motorized Fatalities and Serious Injuries	2,663	2,641.6	2,502.9	-5.3%	-0.50%	2,628.4

Graphs



Note: The 5-yr. trend was generated using the FORECAST function in Excel. The 5 yr. trend used the 5-yr. averages on 2013-2017, 2014-2018, 2015-2019, 2016-2020, and 2017-2021 data.

*Fatality Rate computed using VMT from FHWA Highway Statistics Series, Table VM-2

**Serious Injury Rate computed using VMT from FHWA Highway Statistics Series, Table VM-2

*** Based on combined total of Pedestrian Fatalities and Bicyclist and Other Cyclist Fatalities from FARS.