

MEMORANDUM

TO: Genesee Transportation Council Members & Alternates
FROM: James Stack, Executive Director JS
DATE: February 20, 2025
SUBJECT: Recommendation to the GTC Board concerning 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 set forth in the RGRTA Public Transportation Agency Safety Plan / Proposed Resolution 25-04

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 2025, based upon a five-year history of crashes through 2022. The 2025 safety targets reported by GTSC via its Annual Highway Safety Report and 2025 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 2025 targets.

Table 1 – 2025 Highway Safety Targets

Measure	Targets	
	2024	2025
Number of Fatalities	1016.1	1011.0
Rate of Fatalities per 100M Vehicle Miles Traveled (VMT)	0.886	0.881
Number of Serious Injuries	11,089.9	11,034.1
Rate of Serious Injuries per 100M VMT	9.606	9.557
Number of Nonmotorized Fatalities and Serious Injuries	2,628.4	2615.2

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 2024, the RGRTA Board of Commissioners approved the 2024-2025 PTASP. RGRTA has set targets for December 2024 through December 2025 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. Updated Transit Safety Performance Targets 2024-2025 for the Rochester-Genesee Regional Transportation Authority

Mode of Transit 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 Major Mechanical Failure)
Fixed Route RTS Connect	0	0	37	0.63	21	0.39	5,100
Demand Response RTS On Demand RTS Access	0	0	7	0.22	4	0.13	20,000

RTS Connect is directly operated (DO) fixed route (MB) service in Monroe County.
 RTS On Demand is directly operated (DO) demand response (DR) service in Monroe County.
 RTS Access is directly operated (DO) demand response (DR) complementary paratransit service in Monroe County.
 VRM = Vehicle Revenue Miles

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.

The following items are included for your consideration:

1. **Proposed Resolution 25-04** (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 set forth in the RGRTA Public Transportation Agency Safety Plan)
2. **Fact Sheet** – NYS Safety Target Setting Methods – 2025 Targets (NYSDOT Office of Traffic Safety)
3. **RGRTA Public Transportation Agency Safety Plan** – selected pages outlining Transit Safety Targets for December 2024 - December 2025

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 25-04 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 27, 2025;
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. GTC adopted the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045* (LRTP) on June 10, 2021;
10. LRTPs and TIPs adopted or amended after January 26, 2018 must include those targets for the Highway Safety Improvement Program and Highway Safety;
11. LRTPs and TIPs adopted or amended after July 20, 2021 must include those targets for the Public Transportation Agency Safety Plans;
12. 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;
13. 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 2025 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 27, 2025.

Date _____

CHRISTOPHER T. REEVE, Secretary
Genesee Transportation Council

Exhibit 1 – 2025 Highway Safety Performance Targets

Measure	Targets
	2025
Number of Fatalities	1011.0
Rate of Fatalities per 100M Vehicle Miles Traveled (VMT)	0.881
Number of Serious Injuries	11,034.1
Rate of Serious Injuries per 100M VMT	9.557
Number of Nonmotorized Fatalities and Serious Injuries	2,615.2

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	37	0.63	21	0.39	5,100
Demand Response	DO	0	0	7	0.22	4	0.13	20,000

DO = Directly Operated; VRM = Vehicle Revenue Miles

NYS SAFETY TARGET SETTING METHODS – 2025 TARGETS

NYS Department of Transportation, Office of Traffic Safety and Mobility

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:

- Number of Fatalities*
- Rate of Fatalities (Fatalities / 100M VMT) *
- Number of Serious Injuries*
- Rate of Serious Injuries (Serious Injuries / 100M VMT)
- 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 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 HSP.
- NYSDOT establishes safety targets in the HSIP annual report on August 31, 2024.
- 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 28, 2025.

Target Setting Framework

A key factor in setting the targets for the common measures (Traffic Fatalities, Serious Injuries in Traffic Crashes and Fatalities per 100M VMT) used in the HSP and in the HSIP and SHSP prepared by NYSDOT was the need for consistency.

Agreement was reached to set a realistic 1.5% reduction goal for 2026, with annual reduction benchmarks of 0.5% by 2024 and 1.0% by 2025. Below are the targets for 2025.

Performance Measure	2025
Traffic Fatalities	1,011.0
Fatalities per 100 million VMT*	0.881
Serious Injuries	11,034.1
Serious Injuries per 100 million VMT**	9.557
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries***	2,615.2

* 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.

3.0. Safety Performance Targets (SPT)

3.1. Safety Targets (49 U.S.C. 5307) – RTS Connect, RTS On Demand, RTS Access

RGRTA's Safety Performance Targets (SPT) for its subsidiaries receiving assistance under 49 U.S.C. 5307 addresses the four safety performance measures specified in the National Public Transportation Safety Plan.

1. **Fatalities**—the total number of reportable fatalities and rate per total unlinked passenger trips, by mode. A fatality is a death confirmed within 30 days. We will exclude deaths resulting from trespassing or suicide from the fatalities performance target per the NTD definition.
2. **Injuries**—the total number of reportable injuries and rate per total unlinked passenger trips by mode. An injury is any damage or harm to persons because of an event that requires immediate medical attention away from the scene. The injury rate includes employees, customers, pedestrians, motorists, and passersby. We will exclude injuries resulting from assaults and crimes (security events) from the injuries performance target per the NTD definition.
3. **Safety Events**—the total number of reportable safety events and rate per total vehicle revenue miles (VRM), by mode using the NTD major event threshold (S&S-40 form). A safety event includes FTA-defined major events, a collision, derailment, fire, hazardous material spill, act of nature (Act of God), evacuation, or Other Safety Occurrence Not Otherwise Classified (OSONOC) occurring on transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle. We will exclude major security events from the safety events performance target per the NTD definition.
4. **System Reliability**—the mean (average) distance in miles between major mechanical failures, by mode. A major mechanical system failure prevents the revenue vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip (actual movement is limited, moving the vehicle is cause for safety concerns). We calculate the mean distance between major mechanical failures by dividing the total vehicle revenue miles by the total number of major mechanical failures. We will exclude deadhead miles.

The RGRTA Safety Committee reviewed and monitored the SPT results during calendar year 2024. RGRTA established SPTs for the period of December 2024 to 2025 based on data from a three-year period: fiscal years 2022, 2023, and 2024. Fiscal year 2024 contained nine months of data and three months of estimated data.

During the period January 1, 2024, through September 30, 2024, RGRTA missed the Fixed Route System Reliability metric. The target for VRM per Major Mechanical Failure was 5,500. The projected rate is 5,038. A thorough review of repair records identified the primary causes:

- Three series of older buses which make up 35% of the fixed-route fleet, due for replacement in the next 24 months, have experienced higher than average change-offs for repair and maintenance needs. It had been RTS's intention to place these buses on shorter runs and begin reducing mileage. However, due to unexpected reliability issues with newer buses, it has not been possible to fully implement this strategy.
- Two series of buses making up approximately 23% of the fixed-route fleet had reduced service due to frame decay. Buses are being pulled from service on a rotating basis for repair.
- RTS has had difficulty with performance and reliability of its electric buses which make up 20% of the fixed-route fleet. Performance is impacted by a limited range which is exacerbated by cold and excessive heat. Reliability has been impacted by a random drop out of battery strings.
 - RTS is piloting alternate zero emission vehicles. However, there is no immediate solution to the impacts of electric buses on fleet reliability.
- Two series of newer buses which make up almost 17% of the fixed-route fleet experienced higher than average frequency of change offs due to multiple mechanical and safety issues. These series of buses were delivered with programming errors which impacted the brake retarder system, rear door



malfunctions, and bus operator seats which have led to operators’ workers’ compensation-related injuries.

- Brake retarder issues have been rectified.
- New bus operator seats have been ordered and will be replaced as new seats are delivered.
- Door malfunction issues continue to be investigated for a permanent fix.

Based on an analysis of the causes of higher than anticipated major mechanical failures, RTS anticipates that some improvement over current projections can be made, but until new bus orders are delivered in early 2026, the System Reliability metric will be reduced.

Following an analysis of metric performance and considering the results, RGRTA established SPTs for the period of December 2024 to 2025 utilizing data from a three-year period: fiscal years 2022, 2023, and 2024. Fiscal year 2024 contained nine months of data and three months of estimated data.

Safety Performance Targets for Subsidiaries Receiving Financial Assistance 49 U.S.C. 5307							
<i>RTS Connect is directly operated (DO) fixed route (MB) service in Monroe County.</i>							
<i>RTS On Demand is directly operated (DO) demand response (DR) service in Monroe County.</i>							
<i>RTS Access is directly operated (DO) demand response (DR) complementary paratransit service in Monroe County.</i>							
Mode of Transit Service	Fatalities Total	Fatalities per 100K VRM	Injuries Total	Injuries per 100K VRM	Safety Events Total	Safety Events per 100K VRM	System Reliability → VRM per Major Mechanical Failure
Fixed Route RTS Connect	0	0	37	0.63	21	0.47	5,100
Demand Response RTS On Demand RTS Access	0	0	7	0.22	4	0.13	20,000

3.2. Safety Targets (49 U.S.C. 5311) – RTS Regionals

RGRTA’s Safety Performance Targets for its subsidiaries receiving assistance under 49 U.S.C. 5311 address the three safety performance measures specified in the National Public Transportation Safety Plan.

1. **Fatalities**—the total number of reportable fatalities and rate per total unlinked passenger trips by mode. A fatality is a death confirmed within 30 days. We will exclude deaths resulting from trespassing or suicide from the fatalities performance target per the NTD definition.
2. **Injuries**—the total number of reportable injuries and rate per total unlinked passenger trip by mode. An injury is any damage or harm to persons because of an event that requires immediate medical attention away from the scene. The injury rate includes employees, customers (passengers), and members of the public (pedestrians, motorists, passersby). We will exclude injuries resulting from assaults and crimes (security events) from the injuries performance target per the NTD definition.
3. **Safety Events**—the total number of reportable safety events and rate per total vehicle revenue miles (VRM), by mode using the NTD major event threshold (S&S-40 form). A safety event includes FTA-defined major events a collision, derailment, fire, hazardous material spill, act of nature (Act of God), evacuation, or Other Safety Occurrence Not Otherwise Classified (OSONOC) occurring on transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle. We will exclude major security events from the safety events performance target per the NTD definition.

RGRTA established SPTs for the period of December 2024 to 2025 are based on data from a three-year period: fiscal years 2021, 2022, and 2023.