

Transportation System Performance Reporting Update Addendum to Chapter 4 of the 2050 Long Range Transportation Plan – 2020 Update

1. Background

The SMTC adopted the 2050 Long Range Transportation Plan (LRTP) – 2020 Update on September 23, 2020. That document reports on the performance of our transportation system in accordance with the transportation performance management approach to planning and programming specified by the Fixing America’s Surface Transportation (FAST) Act. As noted in Section 4.1.1. of the LRTP 2020 Update, the following federally-required performance measures are included:

- Freight movement reliability
- Safety (highway)
- Interstate and National Highway System reliability
- Pavement and bridge conditions
- Transit asset management

2. Purpose of this addendum

The LRTP 2020 Update is being amended in response to progress on the I-81 Viaduct Project since September 2020. The LRTP 2020 Update identifies the I-81 Viaduct Project as a “regionally significant project” within the plan’s goals and objectives discussion (Chapter 2) and as an “illustrative project” within the financial analysis (Chapter 6). As an illustrative project, no funding was identified for the I-81 Viaduct Project, and it was not included within the fiscal constraint analysis.

With the recent release of the Draft Environmental Impact Statement (DEIS) for the I-81 Viaduct Project, the NYSDOT requested that individual component projects within the overall I-81 Viaduct Project be added to the SMTC’s Transportation Improvement Program (TIP), which first necessitates adding these projects to the fiscally-constrained portion of the LRTP. Therefore, the LRTP is being amended with a new financial analysis (Chapter 6) that includes individual projects associated with the I-81 Viaduct Project.

Based on the performance management rulemaking, this LRTP amendment must incorporate the transit safety performance measures that went into effect on July 20, 2021, and also incorporate updated highway safety performance measures (since the highway safety measures and targets are updated annually).

Therefore, this document *supplements* the existing system performance report contained within Chapter 4 of the LRTP 2020 Update, providing *new* data/discussion related to transit safety and *updated* data/discussion related to highway safety.

3. Transit Safety

On July 19, 2018, the FTA published the final rule for Public Transportation Agency Safety Plan (PTASP) in the Federal Register. 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, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program, must develop and implement a PTASP based on a Safety Management Systems approach.

Providers subject to the rule must annually certify a PTASP, including targets for transit safety measures that cover fatalities, injuries, safety events, and system reliability. The date by which providers must first certify a PTASP and targets was initially July 20, 2020. However, FTA extended the deadline to July 20, 2021, to provide regulatory flexibility due to the operational challenges presented by the COVID-19 public health emergency.

Upon establishing transit safety targets, a public transportation provider must make the targets available to the MPO in which the provider's projects and services are programmed in the MPO's TIP. The MPO is required to establish its first set of transit safety targets within 180 days of the date that provider established its first targets. After this, MPOs are not required to establish transit safety targets each year after the transit provider establishes targets. Instead, MPOs must set updated targets when the MPO updates its LRTP.

An MPO must reflect the transit safety targets in any LRTP and TIP updated on or after July 20, 2021. When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional targets for the MPO planning area.

The Central New York Regional Transportation Authority (CNYRTA/Centro) published their most recent PTASP in December 2020. The "ongoing goals" of Centro's safety program as defined in their 2020 PTASP are to:

- Reduce accident frequency rate
- Identify, eliminate or control accidents
- Develop controls to prevent catastrophic accidents
- Providing ready access to the most practical technology to reduce injury potential to employees

CNYRTA established targets in December 2020 for the transit safety performance measures, as shown in Table 1, below. The Syracuse Metropolitan Transportation Council agreed to support the CNYRTA 2021 public transportation safety targets on June 23, 2021, via Resolution 2021-14, thus agreeing to plan and program projects that are anticipated to make progress toward achieving transit safety targets.

Table 1: Public Transportation Safety Performance Management Targets

Mode	Fatalities (Total)	Fatalities (per 100K VRM)	Injuries (Total)	Injuries (per 100K VRM)	Safety Events (Total)	Safety Events (per 100K VRM)	System Reliability
Fixed Route	0	0	240	1	3,880	20	11,540
Paratransit	0	0	50	0.2	793	25	19,365

VRM = vehicle revenue miles

System reliability is defined as the mean distance between major mechanical failures, calculated as (revenue miles) / (number of breakdowns).

The transit safety performance measures are new. Performance for each measure has only recently been assessed and initial targets have been developed. Accordingly, this system performance report highlights the initial targets. Future system performance reports will discuss transit safety performance and progress towards meeting the targets over time.

4. Highway Safety (serious injuries and fatalities from crashes)

Starting in February 2018, the SMTC has annually agreed to support the NYSDOT statewide targets for safety-related performance measures. The LRTP 2020 Update reported the 2011-2015 and 2014-2018 conditions along with the 2018, 2019, and 2020 Statewide targets (See LRTP 2020 Update Table 4.3).

The most recent (2022) highway safety targets were adopted by the NYSDOT in the August 31, 2021 Highway Safety Improvement Program annual report, and the SMTC agreed to support these targets on October 21, 2021, via SMTC Policy Resolution 2021-15.

Table 2, below, includes the most recent data and the 2022 targets to supplement Table 4.3 in the LRTP 2020 Update.

Table 2: Highway safety performance measures and targets (serious injuries and fatalities)

Performance measure	5-year rolling average performance*					Statewide Target
	2017	2018		2019		2022
	Statewide	Statewide	SMTC MPA	Statewide	SMTC MPA	
Number of fatalities	1,085.2	1,037.6	169	1,015.6	170	1,005.4
Fatality rate per 100M VMT	0.880	0.842	0.67	0.826	0.68	0.818
Number of serious injuries	11,241.8	11,119.2	1,933	11,286.8	2,020	11,173.9
Serious injury rate per 100M VMT	9.128	9.040	7.65	9.176	8.1	9.084
Number of non-motorized fatalities and serious injuries	2,737.0	2,643.6	278	2,670.8	297	2,644.1

*5-year analysis period ending in the year shown.

Data sources:

- Statewide performance as reported by FHWA's Transportation Performance Management – State Highway Safety Report (2019) – New York at <https://www.fhwa.dot.gov/tpm/reporting/state/safety.cfm?state=New%20York>
- SMTC MPA performance: Fatalities are from FARS (Fatality Analysis Reporting System), Serious Injuries from NYSDOT ALIS (Accident Location Information System). VMT from NYSDOT. Note that the 2014-2018 VMT figure provided by NYSDOT includes changes to roadway functional classification implemented in 2018, which resulted in fewer miles of local roads and an accompanying decrease in the VMT estimate.

Note: All performance measures in Table 2 are required per the final rule for the HSIP and Safety Performance Management Measures. The SMTC agreed to support the 2022 Statewide safety targets established by NYSDOT via Policy Committee Resolution 2021-15 on October 21, 2021.

4.1. Description of progress

As shown in Table 2, statewide performance for three of the five safety measures improved between 2017 and 2019. FHWA annually completes an assessment of progress toward achieving safety targets for each state. A state makes significant progress toward its safety targets when at least four of the five targets have been met, or the actual outcome was better than the baseline performance. If a state has not met or made significant progress toward meeting performance targets, the State DOT must comply with 23 U.S.C. 148(i) for the subsequent federal fiscal year. This requires minimum investments in highway safety projects through the Highway Safety Improvement Program (HSIP) and submission of an HSIP Implementation Report.

Within the SMTC MPA, the number of fatalities and the fatality rate per 100 million vehicle miles traveled increased slightly from 2018 to 2019. Over this same time, the number of serious injuries in the MPA increased by 87 and the number of non-motorized fatalities and

serious injuries increased by 19. However, both the fatality rate and the serious injury rate in the SMTC MPA for 2019 are below statewide targets set for 2022.

Pedestrian Safety Action Plan (PSAP) Capital Improvements. Since the LRTP 2020 Update was written, the NYSDOT has obligated funds for new signalized pedestrian crossings and improvements to existing crossings at six signals along Erie Boulevard East plus new sidewalk installation and curb ramps, with construction expected to occur in FFY 2022. The City of Syracuse’s PSAP project (approximately \$1.6M), originally anticipated for completion in 2021, is now expected to start in 2022 (per a September 2021 TIP amendment).

Safety funds in the TIP. Three safety-related projects listed in the current 2020-2024 TIP – totaling over \$2.1 million – have a construction phase in FFY 2019-2020 or 2020-2021: I-481 at Kirkville Road ramp realignment; bridge improvements on I-690 over John Glenn Boulevard; and a pedestrian signal safety project that covers 10 Onondaga County-owned signals.

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