

## **FHWA AND FTA TRANSPORTATION PERFORMANCE MANAGEMENT IN MPO TRANSPORTATION IMPROVEMENT PROGRAMS**

### **Background**

Pursuant to federal requirements, Metropolitan Planning Organizations (MPOs) must employ a transportation performance management approach in carrying out their federally-required planning and programming activities. Chapter 23 part 150(b) of the *United States Code* [23USC §150(b)] includes the following seven national performance goals for the Federal-Aid Highway Program:

- Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Capital Assets Condition – To maintain the highway infrastructure and transit capital asset systems in a state of good repair.
- Congestion Reduction – To achieve a significant reduction in congestion on the National Highway System.
- System Reliability – To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practice

On the public transportation side, transportation performance management shall be utilized to advance the general policy and purposes of the public transportation program as included in 49USC §5301(a) and (b).

The Syracuse Metropolitan Transportation Council (SMTC) Transportation Improvement Program (TIP) was developed and is managed in cooperation with the New York State Department of Transportation (NYSDOT) and the Central New York Regional Transportation Authority (CNYRTA). It reflects the investment priorities established in the SMTC's 2050 Long Range Transportation Plan (LRTP) 2020 Update, which incorporates comments and input from affected agencies, organizations, and the public.

Transportation Improvement Programs “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” [23USC §134(j)(2)(D)]. Transportation Improvement Programs and Metropolitan transportation plans (MTPs) adopted or amended after the following dates must include performance targets for the associated measures:

- May 27, 2018 – Highway Safety Improvement Program (HSIP) and Highway Safety
- October 1, 2018 – Transit Asset Management
- May 20, 2019 – Pavement and Bridge Condition
- May 20, 2019 – System Performance/Freight/Congestion Mitigation & Air Quality Improvement Program
- July 20, 2021 – Public Transportation Agency Safety Plan.

This portion of the adopted TIP meets the requirements of 23USC §134(j)(2)(D).

**Figure 1: Transportation Performance**



Source: FHWA

## **HSIP and Highway Safety**

### *Performance Targets*

On March 15, 2016, the Federal Highway Administration (FHWA) published the final rule for the HSIP and Safety Performance Management (Safety PM) Measures in the *Federal Register* with an effective date of April 14, 2016.

The 2017 New York Strategic Highway Safety Plan (SHSP) is intended to reduce “the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in New York State.” The Strategic Highway Safety Plan guides NYSDOT, the MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across New York State. The New York State Department of Transportation *Highway Safety Improvement Program* (HSIP) annual report documents the statewide performance targets.

The Syracuse Metropolitan Transportation Council first agreed to support the NYSDOT statewide 2018 safety targets on February 16, 2018 via Resolution 2018-02. Since then, revised safety targets have been adopted annually with the most recent being on October 1, 2021 via Resolution 2021-15 to support the 2022 safety targets. The Safety PM measures, based on five year rolling averages per Title 23 Part 490.207 of the *Code of Federal Regulations* are shown in Table 1.

**Table 1: New York State 2021 Safety Performance Management Targets**

<b>Measure</b>	<b>New York Statewide Target 2022</b>
<b>Number of Fatalities</b>	1,005.4
<b>Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)</b>	0.818
<b>Number of Serious Injuries</b>	11,173.9
<b>Rate of Serious Injuries per 100 million VMT</b>	9.084
<b>Number of Non-Motorized Fatalities and Serious Injuries</b>	2,644.1

### *Anticipated Effects*

Safety is a critical component of SMTC’s mission, and the projects on the TIP are consistent with the need to address safety. Safety is a primary consideration in the selection of projects to be included in the TIP. The project selection process utilized at the SMTC is consistent with, and aligns to, the agency’s LRTP that contains goals, objectives, performance measures and adopted performance targets such as those for Safety performance management. The LRTP adheres to the performance-based planning and programming requirements established in federal surface transportation authorizations and, guides projects associated with the SMTC’s annual work program and the TIP.

As the LRTP is the blueprint that guides transportation investment in the Metropolitan Planning Area, all new projects are evaluated against the community goals, objectives, and performance measures established in the LRTP and are applicable to the federal surface transportation authorization national goals as identified above and its planning factors. The 2050 LRTP safety goal and objectives are shown in Table 2.

**Table 2: SMTC 2050 Long Range Transportation Plan Safety Goal and Objectives**

Goal	Objectives
<p><b>Increase the safety, security, and resiliency of the transportation system.</b></p>	<p>Reduce serious injuries and fatalities from vehicle crashes.</p>
	<p>Reduce the number of fatalities and serious injuries from crashes involving a pedestrian or bicycle.</p>
	<p>Reduce the number of height- and weight-restricted bridges, especially along primary freight and commuter corridors.</p>

Relative to TIP project selection, project proposal forms are available for different project types; Bicycle/Pedestrian, Bridge, Paving, Safety, Transportation System Management & Operations and Public Transit. The Safety application form, which is utilized by potential sponsors for solely safety related capital projects requires applicants to answer explicit safety relevant questions.

As indicated, safety is a principal goal of the LRTP. While the remaining project types (i.e., Bicycle/Pedestrian, Bridge, Paving, Transportation System Management & Operations, and Public Transit) have their own application forms, these project types are also evaluated in relation to the safety goal and objectives of the LRTP. Responses to the above questions, in addition to the relationship with the LRTP, are used in the evaluation process. This approach provides a clear linkage between the TIP program of projects and the policies, goals, objectives, performance measures and performance targets outlined in the LRTP. The Transportation Improvement Program includes a number of projects programmed with HSIP funds and other federal transportation fund sources that are expected to materially benefit the safety of the traveling public on roadways throughout the Metropolitan Planning Area.

- NY 31 at Thompson Rd & South Bay Rd Intersection Improvements
- Safety Improvements, Rt 11 @ Rt 49 Intersection
- Safety Improvements, Rt 11, I-81 Off ramp to Rt 11A
- Onondaga Lake Parkway Safety Improvements, Old Liverpool Rd to I-81 Ramp
- Median Barrier Upgrade, I-81 NB over Rt 80 to 2 Miles N of Exit 14
- Safety Appurtenance Program
- Intersection Improvements, PSAP #2

The anticipated effect of the overall program is that it will contribute toward achieving the safety performance targets established by NYSDOT and adopted by SMTC.

## **Transit Asset Management**

### *Performance Targets*

On July 26, 2016, the Federal Transit Administration (FTA) published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair” (SGR), requires that public transportation providers develop and implement transit asset management (TAM) plans, and establishes performance measures for four transit asset categories: rolling stock, equipment, transit infrastructure, and facilities. The rule became effective on October 1, 2016.

Public transportation providers must establish TAM targets annually for the following fiscal year and report them to FTA. Each provider shares its targets with 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 TAM targets within 180 days of the date that public transportation provider established its first targets. After this, MPOs are not required to establish TAM targets each year after the transit provider establishes targets. Instead, MPOs must set updated TAM targets when the MPO updates its LRTP.

When establishing TAM targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional TAM targets for the MPO planning area.

The Federal Transit Administration defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or a State or Indian Tribe, or have 100 or less vehicles across all fixed route modes or have 100 vehicles or less in one non-fixed route mode. Tier I providers must establish their own transit asset management targets, while Tier II providers have the option to establish their own targets or to participate in a group plan with other Tier II providers whereby targets are established by a plan sponsor for the entire group. A state DOT is typically the group TAM plan sponsor. In the SMTC area, the CNYRTA is the only Tier I transit provider operating in the region.

The Central New York Regional Transportation Authority established targets for those asset classes noted in the table below that apply to their operation.

**Table 3: CNYRTA 2019 State of Good Repair Performance Management Targets**

<b>Asset Category - Performance Measure</b>	<b>Asset Class</b>	<b>Useful Life Benchmark</b>	<b>2019 Target</b>
<b>Rolling Stock</b>			
<b>Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark</b>	Over The Road	14	0%
	Bus	14	0%
	Cut-A-Way	8	0%

Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark	Auto	8	0%
	Truck	8	0%
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Admin/Maintenance	3	0%
	Passenger Parking	3	0%

The Syracuse Metropolitan Transportation Council agreed to support these transit asset targets on December 11, 2018, via Resolution 2018-16. With this action, the SMTC agrees to plan and program projects in the TIP that will, once implemented, make progress toward achieving the transit asset targets.

*Anticipated Effects*

The Syracuse Metropolitan Transportation Council TIP was developed and is managed in cooperation with the CNYRTA. The TIP includes specific investment priorities that support the MPO’s goals, including transit asset management, using a project selection process that is anticipated to address transit SGR in the MPO planning area. The MPO’s goal of addressing transit asset condition is linked to the investment plan of the CNYRTA, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

Transit relevant goals and objectives from the adopted 2050 LRTP are identified in Table 4.

**Table 4: SMTC 2050 Long Range Transportation Plan Transit Supportive Goals and Objectives**

Goal	Objectives
Provide a high degree of multi-modal accessibility and mobility for individuals. This should include better integration and connectivity between modes of travel.	Provide essential transit service to urban and suburban areas.
	Provide higher-quality transit service to transit oriented development (TOD) nodes throughout the community.
Protect and enhance the natural environment and support energy conservation and management.	Reduce vehicle miles traveled in the region.
	Reduce on-road mobile source emissions.
	Increase the percentage of non-single occupant vehicle commute trips.
Improve the reliability of the transportation system and promote efficient system management and operations.	Improve transit on-time performance.
	Improve utilization of transit vehicles.
	Increase the use of park-and-ride lots.
Strategically preserve our existing infrastructure and focus future investment in areas that are	Maintain transit assets (rolling stock, equipment, and facilities) in a State of Good Repair.

<p><b>already served by significant public infrastructure investments.</b></p>	
<p><b>Ensure that transportation system performance improvements are distributed equitably.</b></p>	<p>Improve transit service between employment centers and priority target areas (as identified in SMTC’s Environmental Justice Analysis).</p> <p>Improve transportation options for off-peak commuters without cars.</p>

The projects on the TIP align with the Capital Improvement Plan of CNYRTA and are amended to reflect changes, as necessary. The Transportation Improvement Program includes several vehicle procurements, and various transit facility rehabilitation projects such as facility maintenance projects at the CNYRTA main office in Syracuse and the Regional Transportation Center. Given transit’s significance in the adopted 2050 LRTP, the TIP also programs flexible funds from the FHWA Surface Transportation Block Grant Program (STBG) for bus replacements. Additionally, State Dedicated Funds from New York State are utilized. Transit vehicles are maintained to the highest standards and oftentimes replaced prior to reaching, or close to, the FTA defined useful life, which is evident within the adopted rolling stock, equipment, and facilities targets.

The Syracuse Metropolitan Transportation Council anticipates that the transit projects on the TIP, once implemented, will contribute toward achieving the established transit asset management targets. Improving the SGR of transit capital assets is an overarching goal of the SMTC.

## **Pavement and Bridge Condition**

### *Performance Targets*

On January 18, 2017, FHWA published the Pavement and Bridge Condition Performance Measures Final Rule in the *Federal Register*. This second FHWA performance measure rule, which has an effective date of May 20, 2017 (originally February 17, 2017), established six performance measures to assess pavement conditions and bridge conditions for the National Highway Performance Program (NHPP).

The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate National Highway System (NHS) that are in good or poor condition. FHWA established five pavement condition metrics<sup>1</sup>: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). FHWA set a threshold for each metric to establish good, fair, or poor condition. Each section of pavement is classified as being in good condition or poor condition based upon the ratings of the metrics applicable to

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<sup>1</sup> Per FHWA, “To ensure consistent definitions, a distinction between ‘performance measure’ and ‘performance Metric’ was made in 23 CFR 490.101. A ‘metric’ is defined as a quantifiable indicator of performance or condition whereas a ‘measure’ is defined as an expression based on a metric that is used to establish targets and to assess progress toward meeting the established targets.” (*FHWA Computation Procedure for the Pavement Condition Measures – FHWA-HIF-18-022*, FHWA Office of Infrastructure and Office of Policy & Governmental Affairs, April 2018)

that pavement type. Pavement sections that are not good or poor condition are classified as fair.

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition<sup>2</sup>. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. The Final Rule created a metric rating threshold for each component to establish good, fair, or poor condition. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

The New York State Department of Transportation established the statewide pavement and bridge condition performance targets in the table below on May 20, 2018. The Syracuse Metropolitan Transportation Council agreed to support the NYSDOT statewide targets on December 11, 2018, via Resolution 2018-14. The table also lists performance for each measure for the 2017 baseline year and for 2019.

**Table 5: NHS Pavement and Bridge Performance Management Targets**

Performance Measure	New York Performance 2017 Baseline	New York 2019 Actual Performance	NY Statewide Target 2-Year (2019)	NY Statewide Target 4-Year (2021)
Percentage of Interstate pavements in good condition	N/A*	51.1%	N/A*	47.3%
Percentage of Interstate pavements in poor condition	N/A*	1.1%	N/A*	4.0%
Percentage of non-Interstate NHS pavements in good condition	36.7%	37.2%	14.6%	14.7%
Percentage of non-Interstate NHS pavements in poor condition	26.7%	26.3%	12.0%	14.3%
Percentage of NHS bridges (by deck area) in good condition	22.8%	26.0%	23.0%	24.0%
Percentage of NHS bridges (by deck area) in poor condition	10.6%	9.6%	11.6%	11.7%

\*For the first performance period only (January 1, 2018 through December 31, 2021), baseline condition and 2-year targets are not required for the Interstate pavement condition measures.

The two-year and four-year targets represent pavement and bridge condition at the end of calendar years 2019 and 2021.

<sup>2</sup> The sum of total deck area of good or poor NHS bridges is divided by the total deck area of all bridges carrying the NHS to determine the percent of bridges in good or in poor condition. Deck area is calculated by multiplying the structure length by either the deck width or approach roadway width.



*Anticipated Effects*

Maintaining and, where possible, improving the condition of NHS pavements and bridges is a critical component of SMTC’s mission, and the projects on the TIP are consistent with the need to address the condition of these infrastructure assets. National Highway System pavement and bridge conditions are primary considerations in the selection of projects to be included in the TIP. The bridge and pavement project proposal forms were revised as part of the 2020-2024 TIP update to account for the importance of work on NHS facilities. Additionally, the extensive transportation system in the SMTC planning area contains over 299 centerline miles of NHS pavement and 256 NHS bridges. These figures further breakdown as 109 Interstate centerline miles, 190 centerline miles non-Interstate, 190 bridges carrying the Interstate and 66 bridges carrying non-Interstate NHS. The NHS facilities are prioritized over non-NHS bridges and pavement given their importance to the movement of people and goods. Table 6 depicts applicable goals and objectives from the 2050 LRTP.

**Table 6: SMTC 2050 Long Range Transportation Plan Bridge and Pavement Supportive Goals and Objectives**

Goal	Objectives
<b>Support efficient freight movement within our region.</b>	Maintain adequate infrastructure conditions on primary freight corridors.
<b>Strategically preserve our existing infrastructure and focus future investment in areas that are already served by significant public infrastructure investments.</b>	Preserve and maintain pavement.
	Preserve and maintain bridges.
	Preserve and maintain ancillary transportation structures (culverts, etc.).
<b>Ensure that transportation system performance improvements are distributed equitably.</b>	Ensure that pavement conditions within priority target areas are at or above ratings for the remainder of the MPA.

As a result of the TIP project selection that is directed by the 2050 LRTP goals, objectives, and related performance measures, federal transportation funds from the NHPP, flexible funds and apportioned large urban funds for the SMTC urbanized area from the STBG are programmed to numerous bridge and pavement projects on the NHS. Not accounting for various I-81 Viaduct Project contracts, NHPP funds alone account for 67% of the FHWA federal programmed dollars on the 2023-2027 TIP. Including I-81 Viaduct Project contracts where funds are programmed for a variety of activities such as rehabilitation and reconstruction/replacement of NHS pavements/bridge, the figure is 94%.

The Syracuse Metropolitan Transportation Council anticipates that the projects on the TIP, once implemented, will contribute toward achieving the NHS pavement and bridge condition performance targets.

## **System Performance, Freight, and Congestion Mitigation and Air Quality**

### *Performance Targets*

On January 18, 2017, FHWA published the system performance, freight, and CMAQ Performance Measures Final Rule in the *Federal Register*. This third and final FHWA performance measure rule, which has an effective date of May 20, 2017 (originally February 17, 2017), established six performance measures to assess the performance of the NHS, freight movement on the Interstate System, and traffic congestion and on-road mobile source emissions for the CMAQ Program.

There are two NHS performance measures that represent the reliability of travel times for all vehicles on the Interstate and non-Interstate NHS. FHWA established the Level of Travel Time Reliability (LOTTR) metric to calculate reliability on both the Interstate and non-Interstate NHS. LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) during four time periods from the hours of 6 AM to 8 PM each day (AM peak, midday, and PM peak on Mondays through Fridays and weekends). The LOTTR ratio is calculated for each segment of applicable roadway. A segment is reliable if its LOTTR is less than 1.5 during all time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable. The measures are expressed as the percentage of person-miles traveled on the Interstate and non-Interstate NHS that are reliable.

The single freight movement performance measure represents the reliability of travel times for trucks on the Interstate system. The Federal Highway Administration established the Truck Travel Time Reliability (TTTR) Index, which is defined as the ratio of longer truck travel times (95th percentile) to a normal truck travel time (50th percentile). The Truck Travel Time Reliability Index is calculated for each segment of the Interstate system over five time periods from all hours of each day (AM peak, midday, and PM peak on Mondays through Fridays, overnights for all days, and weekends). The highest TTTR Index value among the five time periods is multiplied by the length of the segment, and the sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

There are three traffic congestion and on-road mobile source emissions performance measures that represent peak hour excessive delay per capita (PHED), non-single occupancy vehicle (SOV) travel, and total on-road mobile source emissions reductions. The Syracuse Metropolitan Transportation Council meets all current air quality standards and is not subject to establishing targets for these performance measures.

The New York State Department of Transportation established the statewide system performance and freight performance targets in the table below on May 20, 2018. The Syracuse Metropolitan Transportation Council agreed to support the NYSDOT statewide targets on December 11, 2018, via Resolution 2018-14. The table also lists performance for each measure for the 2017 baseline year and for 2019.

**Table 7: NHS LOTTR and Interstate TTTR Performance Management Targets**

Performance Measure	New York Performance 2017 Baseline	New York 2019 Actual Performance	NY Statewide Target 2-Year (2019)	NY Statewide Target 4-Year (2021)
Percentage of person-miles on the Interstate system that are reliable (Interstate LOTTR)	83.2%	78.8%	73.1%	73%
Percentage of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	77.0%	80.3%	N/A	63.4%
Index of reliability of travel times for trucks on the Interstate system (TTTR Index)	1.39	1.47	2.00	2.11

*Anticipated Effects*

Providing for the reliable movement of people and goods is a critical component of SMTC’s mission, and the projects on the TIP are consistent with the need to address the reliability of travel times for vehicles, including trucks. These are primary considerations in the selection of projects to be included in the TIP. Travel Time Reliability in the TIP project selection process is considered for projects identified as a “primary commuter corridor” and/or part of the SMTC identified “CMP freight network.” These designations were created in the SMTC’s Congestion Management Process and freight planning efforts. In many instances, the location of these facilities is synonymous with the NHS. The 2050 LRTP established several goals and associated objectives that are supportive of the national performance measure as shown in Table 8. The Transportation Improvement Program includes projects programmed with funds from various funding programs that have benefits to reliability in travel times for people and freight. Projects and or project types on the TIP include bridges, pavements, traffic signal upgrades on non-interstate NHS segments, Highway Emergency Local Patrol (HELP Program) vehicles and operations and maintenance support of the NYSDOT Region 3 Transportation Management Center and the City of Syracuse Transportation Management Center.

**Table 8: SMTC 2050 Long Range Transportation Plan Reliability Supportive Goals and Objectives**

Goal	Objectives
<b>Support efficient freight movement within our region.</b>	Maintain a high degree of reliability for truck travel.
	Maintain adequate infrastructure conditions on primary freight corridors.
	Reduce congestion on the CMP freight network.
<b>Provide a high degree of multi-modal accessibility and mobility for individuals. This</b>	Reduce congestion in/on primary commuter corridors as appropriate based on the character of the adjacent development.

<p><b>should include better integration and connectivity between modes of travel.</b></p>	
<p><b>Improve the reliability of the transportation system and promote efficient system management and operations.</b></p>	<p>Maintain a high degree of reliability on Interstate, non-Interstate NHS, and other primary commuter corridors.</p>

The Syracuse Metropolitan Transportation Council anticipates that the projects on the TIP, once implemented, will contribute toward achieving NYSDOT’s system performance and freight performance targets.

**Transit Safety**

*Performance Targets*

The Federal Transit Administration published a final Public Transportation Agency Safety Plan (PTASP) 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, 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 (SMS) approach. As it relates to this documentation, each PTASP must include performance targets based on the safety performance measures established in FTA’s National Public Transportation Safety Plan (NSP). Other elements of a PTASP include but are not limited to approval by the agency’s Accountable Executive and Board of Directors, designation of a Chief Safety Officer, documented processes of the agency’s SMS, an employee reporting program, and process and timeline for annual reviews and updates of the PTASP.

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 established targets in December 2020 for those transit safety performance measures mentioned above and contained in Table 9.

**Table 9: 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
<b>Fixed Route</b>	0	0	240	1	3,880	20	11,540
<b>Paratransit</b>	0	0	50	0.2	793	25	19,365

The Syracuse Metropolitan Transportation Council agreed to support the CNYRTA 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.

*Anticipated Effects*

The Syracuse Metropolitan Transportation Council TIP was developed and is managed in cooperation with the CNYRTA. The TIP includes specific investment priorities that support the MPO’s goals, including transit safety, using a project selection process that is anticipated to address transit operations in the MPO planning area. The MPO’s goal of addressing transit safety is linked to the safety plans of the CNYRTA, and the process used to prioritize the projects within the TIP is consistent with federal requirements. Improving safety of travelers in the SMTC planning area is an overarching goal of the MPO. The “ongoing goals” of CNYRTA’s safety program as defined in their 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.

The Syracuse Metropolitan Transportation Council anticipates that the transit projects on the TIP, once implemented, will contribute toward achieving the established transit safety targets. The Syracuse Metropolitan Transportation Council will continue to coordinate with the region’s transit provider(s) to improve the safety of travelers in the MPO planning area and maintain transit assets in a state of good repair.