

Binghamton Metropolitan Transportation Study  
Policy Committee Meeting  
Thursday, September 9, 2021 11:00am  
Broome County Office Building  
6<sup>th</sup> Floor, Legislative Conference Room

### AGENDA

#### 1. OPENING

- Roll Call
- Approval of minutes of the June 10, 2021 meeting

#### 2. OPPORTUNITY FOR PUBLIC COMMENT

#### 3. ACTION ITEMS

- **NYSDOT Targets for Safety Performance Measures**  
[Resolution 2021-07, Supporting the 2022 NYSDOT Performance Standards related to Safety]
- **2020-2024 TIP Amendments**  
[Resolution 2021-08, Approving an amendment to the 2020-2024 Transportation Improvement Program, FAST Act requirement – TIP Description of Anticipated Effects]  
  
[Resolution 2021-09, Approving an amendment to the 2020-2024 Transportation Improvement Program, PIN 9PM022 Pavement Marking Contract, increase Construction phase from \$1.400M TO \$2.500M and CI phase from \$0.140M TO \$0.250M]  
  
[Resolution 2021-10, Approving an amendment to the 2020-2024 Transportation Improvement Program, BC Transit FTA Section 5339 Competitive Grant Award]

#### 4. DISCUSSION ITEMS / UPDATES

- BMTS Travel Demand Model Update
- North St., city of Binghamton RSA
- Annual Traffic Count Program
- Bike/Ped Counter Data
- E-bike Regulations
- TIP Update: 2023–2027 Call for projects this fall
- Federal Transportation Legislation Update
- NYSDOT Project Updates

#### 5. BUSINESS OFFERED FROM THE FLOOR

#### 6. NEXT MEETING DATE – December 9<sup>th</sup>

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY  
POLICY COMMITTEE  
RESOLUTION 2021-07**

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Resolution supporting NYSDOT 2022 targets for Safety Performance Measures

WHEREAS the Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures by August 31, 2021, and

WHEREAS, the New York State Department of Transportation (NYSDOT) has established targets for five performance measures based on five year rolling averages for:

- (1) Number of Fatalities,
- (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
- (3) Number of Serious Injuries,
- (4) Rate of Serious Injuries per 100 million VMT, and
- (5) Number of Non-Motorized Fatalities and Non-motorized Serious Injuries, and

WHEREAS, the 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 Fixing America's Surface Transportation (FAST) Act Working Group; and discussed the targets at a Federal Highway Administration (FHWA) Safety Target Setting Workshop and during an Executive Director's meeting, and

WHEREAS, the NYSDOT has officially adopted the safety targets in the Highway Safety Improvement Program annual report, and 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), and

WHEREAS the Binghamton Metropolitan Transportation Study may establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the aforementioned State's targets, or establish its own target within 180 days of the State establishing and reporting its safety targets,

WHEREAS the BMTS Planning Committee agreed to support the NYSDOT's 2022 targets for the five safety performance targets as attached herein, on September 2<sup>nd</sup>, and

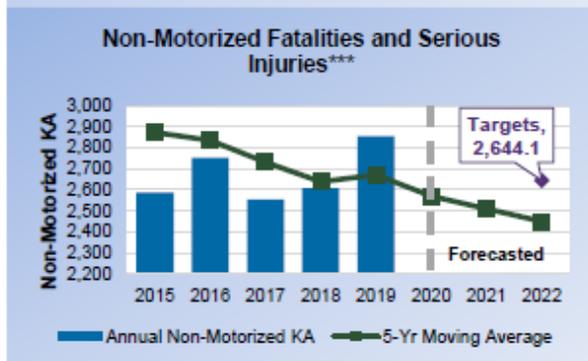
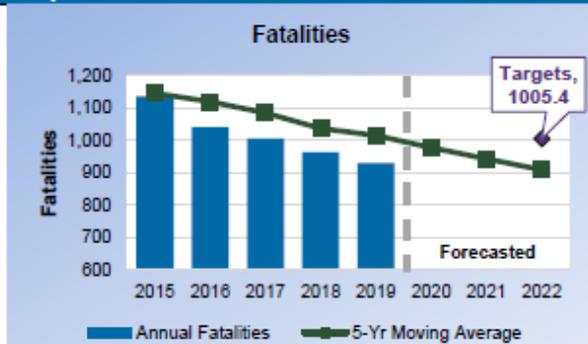
NOW THEREFORE BE IT RESOLVED that the BMTS Policy Committee has agreed to support the NYSDOT's 2022 targets for the five safety performance targets, and

BE IT FURTHER RESOLVED, that the BMTS Policy Committee will plan and program projects that contribute to the accomplishment of said targets listed below.

### 2022 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 1% Cap	
	2019 Annual	2019 Baseline 2015-2019 avg.	2022 Forecast	% Change 2018-2022 vs. 2015-2019	Rounded / Capped Percent	NYSDOT Target 2022
Number of Fatalities	931.0	1,015.6	909.3	-10.5%	-1.0%	1,005.4
Fatality Rate	0.751	0.826	0.740	-10.8%	-1.0%	0.818
Number of Serious Injuries	11,712.0	11,286.8	10,904.9	-3.4%	-1.0%	11,173.9
Serious Injury Rate	9.446	9.176	8.870	-3.4%	-1.0%	9.084
Number of Non-Motorized Fatalities and Serious Injuries	2,854.0	2,670.8	2,448.9	-8.3%	-1.0%	2,644.1

### Graphs



Note: The 5-yr. trend was generated using the FORECAST function in Excel. The 5 yr. trend used the 5-yr. averages on 2011-2015, 2012-2016, 2013-2017, 2014-2018, and 2015-2019 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.

**CERTIFICATION OF RESOLUTION 2021-07**

I, the undersigned, duly elected Chair of the Binghamton Metropolitan Transportation Study Policy Committee, do hereby certify that the foregoing is a true and correct copy of BMTS Policy Committee Resolution 2021-07, adopted by consensus this 9<sup>th</sup> day of September, 2021.

\_\_\_\_\_  
Michael Marinaccio, Chair  
BMTS Policy Committee

\_\_\_\_\_  
Date

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY  
POLICY COMMITTEE  
RESOLUTION 2021-08**

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Resolution approving an amendment to the 2020 - 2024 Binghamton Metropolitan Transportation Study Transportation Improvement Program.

WHEREAS the Binghamton Metropolitan Transportation Study Policy Committee has been designated by the Governor of the State of New York as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Binghamton Urban Area, and

WHEREAS Federal regulations (23 CFR Chapter 1, Part 450, Subpart C, and 49 CFR Chapter VI, Part 613, Subpart B) require that the urban transportation planning process shall include development of a Transportation Improvement Program, a staged multi-year program of projects consistent with the Transportation Plan, and

WHEREAS the BMTS Policy Committee approved on June 6, 2019 the 2020-2024 BMTS Transportation Improvement Program, and

WHEREAS the Transportation Improvement Program may be amended at any time to add, delete, or reflect significant changes in the scope of projects, and

WHEREAS the BMTS Policy Committee has created a Planning Committee of technical representatives to advise it on matters concerning the implementation of the urban transportation planning process, and a TIP Subcommittee thereof to monitor the Transportation Improvement Program, and

WHEREAS 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”; and

WHEREAS TIPs adopted or amended after July 20, 2021 must include targets for Transit Safety, and

WHEREAS BMTS agreed to support BC Transit’s Safety Performance Targets established in their Public Transportation Agency Safety Plan on January 28<sup>th</sup>, 2021 via resolution 2021-03; and

WHEREAS attached is the narrative of the TIP relating to Addressing Transit Safety Targets, and

WHEREAS the BMTS Planning Committee approved the TIP amendment on September 2<sup>nd</sup>, 2021, and

NOW THEREFORE BE IT RESOLVED that the BMTS Policy Committee approves the amendment to the 2020-2024 Transportation Improvement Program, as detailed in the attachment to this resolution.

**CERTIFICATION OF RESOLUTION 2021-08**

I, the undersigned, duly elected Chair of the Binghamton Metropolitan Transportation Study Policy Committee, do hereby certify that the foregoing is a true and correct copy of BMTS Policy Committee Resolution 2021-08, adopted by consensus this 9<sup>th</sup> day of September 2021.

\_\_\_\_\_  
Michael Marinaccio, Chair  
BMTS Policy Committee

\_\_\_\_\_  
Date

## **FHWA and FTA Transportation Performance Management in Metropolitan Planning Organization (MPO) Transportation Improvement Plans (TIPs)**

Pursuant to MAP-21 (and carried through into the FAST Act), 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.

For federally funded public transportation activities, transportation performance management must be utilized to advance the general policy and purposes of the FTA's public transportation program as included in 49USC §5301(a) and (b).

BMTS' TIP was developed and is managed in cooperation with the New York State Department of Transportation (NYSDOT) and BC Transit. It reflects the investment priorities established in *Looking Forward 2040, the Greater Binghamton Transportation Plan*, which incorporates comments and input from affected agencies and organizations and the public.

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” [23USC §134(j)(2)(D)]. TIPs 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

MPOs that do not adopt or amend their MTP prior to these dates are still required to support statewide performance targets or establish their own for the measures discussed above, and include “a description of the anticipated effects of the transportation improvement program toward achieving” said targets. This portion of the adopted TIP meets the requirements of 23USC §134(j)(2)(D).

### **HSIP and Highway Safety**

#### *Performance Targets*

On March 15, 2016, 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 SHSP 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 NYSDOT Highway Safety Improvement Program (HSIP) annual report documents the statewide performance targets.

BMTS has agreed to support the NYSDOT statewide 2022 targets for the following Safety PM measures based on five-year rolling averages per Title 23 Part 490.207 of the *Code of Federal Regulations* on insert date via Resolution 2021-07.

- Number of Fatalities: 1005.4
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT): 0.818
- Number of Serious Injuries 11,173.9
- Rate of Serious Injuries per 100M VMT: 9.084
- Number of Nonmotorized Fatalities and Serious Injuries: 2,644.1

#### *Anticipated Effects*

Safety is listed as a goal in the current Long Range Plan, Moving Our Future Forward 2045, “Provide safety and security to all users by whatever mode they choose to travel”. 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. Prior to each new TIP being adopted, a TIP Subcommittee evaluates projects submitted for consideration of funding against the criteria set up to reflect the goals and objectives set forth in the LRTP. Improving safety is one of the highest weighted criteria.

The TIP includes NYSDOT projects programmed with HSIP funds and other fund sources that are expected to benefit the safety of the traveling public on roadways throughout the metropolitan planning area.

BMETS' TIP has been reviewed and the anticipated effect of the overall program is that it will contribute to progress made in addressing the safety performance targets established by the State.

### **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,” requires that public transportation providers develop and implement transit asset management (TAM) plans and establishes state of good repair standards and performance measures for four asset categories: rolling stock, equipment, transit infrastructure, and facilities. The rule became effective on October 1, 2016.

BC Transit set the following transit asset management targets on December 31, 2020:

<b>Performance Measure</b>	<b>Goal</b>	<b>Target</b>
<b>Rolling Stock (percent of revenue vehicle that have met/exceeded useful life)</b>		
40' Bus	System Preservation	15%
Trolley Bus	Replace by 2022	0%
Cutaway Bus (Country Fleet)	System Preservation	15%
<b>Equipment (percent of equipment that have met/exceeded useful life)</b>		
Non-Revenue/Service	System Preservation	15%
Trucks/Other Rubber Wheeled Vehicles	System Preservation	15%
Fareboxes	System Preservation	25%
Surveillance System	System Preservation	15%
<b>Facilities (condition rating of facilities based on a scale of 1-5 with 5 being the best rating)</b>		
Administration	Rating of 3 or higher	3
Maintenance	Rating of 3 or higher	3
Parking Structure	Rating of 3 or higher	5
Passenger Facilities	Rating of 3 or higher	5

BMTS agrees to support these transit asset targets on September 2, 2021 via Resolution 2021-08. BMTS agrees to plan and program projects in the TIP that will, once implemented, make progress toward achieving the transit asset targets.

### *Anticipated Effects*

The BMTS TIP was developed and managed in cooperation with BC Transit. The TIP includes specific investment priorities that support the BMTS' goals, including transit asset management, using a project selection process that is anticipated to address transit state of good repair in the MPO planning area. BMTS' goal of addressing transit asset condition is linked to the investment plan of BC Transit, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

The focus of BMTS' investments that address transit state of good repair include:

- preventative maintenance of BC Transit facilities and buses,
- replacement of BC Transit coach buses.

The goals and objectives listed in BMTS' long range plan, *Moving Our Future Forward 2045*, guide the TIP project selection. Improving the availability and level of service of public transit and managing the BC Transit fleet to achieve a state of good repair are listed as high priorities in the Plan.

BMTS anticipates that the TIP, once implemented, will contribute to progress toward achieving the established transit asset management targets. Improving the state of good repair (SGR) of transit capital assets is an overarching goal of the MPO.

## **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

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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)

percent; rutting; faulting; and Present Serviceability Rating (PSR). FHWA set a threshold for each metric to establish good, fair, or poor condition. A pavement section is classified as being in good condition if three or more metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor 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.

BMTS agreed to support the NYSDOT statewide targets for the following NHS pavement and bridge condition performance measures on December 18, 2018 via Resolution 2018-10.

<b>Performance Measures</b>	<b>New York Performance 2017 Baseline</b>	<b>New York 2019 Actual Performance</b>	<b>New York 2-year Target (2019)</b>	<b>New York 4-year Target (2021)</b>
Percent of Interstate pavements in good condition	N/A*	51.1%	N/A*	47.3%
Percent of Interstate pavements in poor condition	N/A*	1.1%	N/A*	4.0%
Percent of non-Interstate NHS pavements in good condition	36.7%	37.2%	14.6%	14.7%
Percent of non-Interstate NHS pavements in poor condition	26.7%	26.3%	12.0%	14.3%
Percent of NHS bridges (by deck area) in good condition	22.8%	26.0%	23.0%	24.0%
Percent 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 BMTS' mission, and projects on the TIP are consistent with the need to address the condition of these infrastructure assets as applicable. While there is not a large number of NHS highway and bridge facilities in the BMTS planning area, infrastructure conditions are primary considerations in the selection of projects to be included in the TIP. BMTS emphasizes strong asset management practices which focus investments in current infrastructure on preventive, corrective and demand maintenance to preserve the functionality of the existing transportation system. NYSDOT project evaluation processes consider sufficiency and condition ratings in the review of candidate projects on the NHS. BMTS prioritizes investments to maintain pavement conditions and to reduce the number of structurally deficient bridges using the most cost-effective asset management tools.

BMTS' TIP has been reviewed and it is anticipated that projects programmed with NHPP and other fund sources will contribute to the NHS pavement and bridge condition performance targets established by the State.

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

#### *Performance Targets*

On January 18, 2017, FHWA published the system performance, freight, and congestion mitigation and air quality (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. FHWA 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 TTTR 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 BMTS meets all current air quality standards and is not subject to establishing targets for these performance measures.

BMTS agreed to support the NYSDOT statewide targets for the following system performance and freight performance measures on December 18, 2018 via Resolution 2018-11:

<b>Performance Measures</b>	<b>New York Performance 2017 Baseline</b>	<b>New York 2019 Actual Performance</b>	<b>New York 2-year Target (2019)</b>	<b>New York 4-year Target (2021)</b>
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	83.2%	78.8%	73.1%	73.0%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	77.0%	80.3%	N/A	63.4%
Truck travel time reliability index (TTTR)	1.39	1.47	2.00	2.11

### *Anticipated Effects*

Providing for the reliable movement of people and goods is a critical component of BMTS' mission, and the projects on the TIP are consistent with the need to address travel time reliability for all vehicles, including freight vehicles, and travel time reliability is a consideration during the TIP project selection process. While there are not a large number of projects related to travel time reliability, BMTS recognizes that the investment in strategies that improve the efficiency of vehicle travel is important. The BMTS TIP funds the Transportation Operations Center which is critical to maintaining reliable travel times on the Interstate system and non-Interstate NHS. BMTS is dedicated to developing separated pedestrian and bicycle accommodations which provide a modal choice for those who do not have access to other forms of transportation or wish to leave their vehicle at home. The TIP includes the Route 434 Greenway project which will provide a 2.4 mile bicycle and pedestrian connection between Pennsylvania Avenue in the City of Binghamton and Murray Hill Road in the Town of Vestal.

BMTS' TIP has been reviewed, and the anticipated effect of the overall program is that it will contribute to the system performance and freight performance targets established by the State.

## **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, 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 targets for the MPO planning area.

The following transit provider subject to the PTASP rule operates in the BMTS planning area: Broome County Transit. This provider is responsible for developing a PTASP and establishing transit safety targets annually.

Broome County Transit set the following transit safety targets.

Broome County Transit Safety Plan Performance Targets

Mode of Service	Fatalities	Fatalities (per 100K VRM)	Injuries	Injuries (per 100K VRM)	Safety Events	Safety Events (per 100K VRM)	System Reliability (Failures/VRM)
Fixed Route	0	0	9	.5	97	5.5	0
ADA/Paratransit	0	0	1	.3	8	2.9	0

BMTS agreed to support Broome County Transit's transit safety targets on January 28, 2021, via Resolution 2021-03, thus agreeing to plan and program projects that are anticipated to make progress toward achieving the targets.

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY  
POLICY COMMITTEE  
RESOLUTION 2021-09**

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Resolution approving an amendment to the 2020-2024 Binghamton Metropolitan Transportation Study Transportation Improvement Program.

**WHEREAS** the Binghamton Metropolitan Transportation Study Policy Committee has been designated by the Governor of the State of New York as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Binghamton Urban Area, and

**WHEREAS** Federal regulations (23 CFR Chapter 1, Part 450, Subpart C, and 49 CFR Chapter VI, Part 613, Subpart B) require that the urban transportation planning process shall include development of a Transportation Improvement Program, a staged multi-year program of projects consistent with the Transportation Plan, and

**WHEREAS** the BMTS Policy Committee approved on June 6, 2019 the 2020-2024 BMTS Transportation Improvement Program, and

**WHEREAS** the Transportation Improvement Program may be amended at any time to add, delete, or reflect significant changes in the scope of projects, and

**WHEREAS** the BMTS Policy Committee has created a Planning Committee of technical representatives to advise it on matters concerning the implementation of the urban transportation planning process, and a TIP Subcommittee thereof to monitor the Transportation Improvement Program, and

**WHEREAS** the project sponsor, NYSDOT, has requested action to amend the 2020-2024 Transportation Improvement Program, to increase Construction phase from \$1.4M to \$2.5M and CI phase from \$0.14M to \$0.25M, as part of their Pavement Improvement Program (PIP), as detailed in the attachment to this resolution, designated as TIP Amendment R09-0787, and

**WHEREAS** the BMTS Planning Committee approved the TIP amendment on September 2<sup>nd</sup>, 2021, and

**NOW THEREFORE BE IT RESOLVED** that the BMTS Policy Committee approves an amendment to the 2020-2024 Transportation Improvement Program.

**CERTIFICATION OF RESOLUTION 2021-09**

I, the undersigned, duly elected Chair of the Binghamton Metropolitan Transportation Study Policy Committee, do hereby certify that the foregoing is a true and correct copy of BMTS Policy Committee Resolution 2021-09, adopted by consensus this 9<sup>th</sup> day of September, 2021.

\_\_\_\_\_  
Michael Marinaccio, Chair  
BMTS Policy Committee

\_\_\_\_\_  
Date

**\*\* NEW YORK STATE DEPARTMENT OF TRANSPORTATION \*\***

**TIP AMENDMENT: R09-0787**

Tuesday, August 17, 2021

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2020						
					PRE FFY 2021	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	POST FFY 2025
AQ CODE	COUNTY	TOTAL PROJECT COST									

**From**

NYSDOT  <b>9PM022</b> SAFETY <Exempt>	THIS PREVENTIVE MAINTENANCE PROJECT WILL BE USED TO REPLACE WORN OR MISSING PAVEMENT MARKINGS AT VARIOUS FEDERAL AID ELIGIBLE LOCATIONS IN REGION 9.	STBG FLEX 01/2022	0.112	CONINSP			0.112					
		SDF 01/2022	0.028	CONINSP			0.028					
		STBG FLEX 01/2022	1.120	CONST			1.120					
		SDF 01/2022	0.280	CONST			0.280					
		SDF 03/2021	0.010	PRELDES		0.010						
		SDF 05/2021	0.100	DETLDES		0.100						
AQC:N/A	MULTI	<b>TPC : \$2-\$4 M</b>	<b>TOTAL 5YR COST :</b>	1.650		0.000	0.110	1.540	0.000	0.000	0.000	0.000

**To**

NYSDOT  <b>9PM022</b> SAFETY <Exempt>	THIS PREVENTIVE MAINTENANCE PROJECT WILL BE USED TO REPLACE WORN OR MISSING PAVEMENT MARKINGS AT VARIOUS FEDERAL AID ELIGIBLE LOCATIONS IN REGION 9.	STBG FLEX 01/2022	0.200	CONINSP			0.200					
		SDF 01/2022	0.050	CONINSP			0.050					
		STBG FLEX 01/2022	2.000	CONST			2.000					
		SDF 01/2022	0.500	CONST			0.500					
		SDF 03/2021	0.010	PRELDES		0.010						
		SDF 05/2021	0.100	DETLDES		0.100						
AQC:N/A	MULTI	<b>TPC : \$2-\$4 M</b>	<b>TOTAL 5YR COST &gt;</b>	2.860		0.000	0.110	2.750	0.000	0.000	0.000	0.000

**Ballot Comment:** 9PM022: 2022 PAVEMENT MARKING CONTRACT (SECONDARY)  
 INCREASE CONSTRUCTION PHASE FROM \$1.400M TO \$2.500M AND CI PHASE FROM \$0.140M TO \$0.250M. THIS PROJECT WILL PROV.  
 ON VPP\ S FUNDED BY THE PAVEMENT IMPROVEMENT PROGRAM (PIP).

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY  
POLICY COMMITTEE  
RESOLUTION 2021-10**

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Resolution approving an amendment to the 2020-2024 Binghamton Metropolitan Transportation Study Transportation Improvement Program.

**WHEREAS** the Binghamton Metropolitan Transportation Study Policy Committee has been designated by the Governor of the State of New York as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Binghamton Urban Area, and

**WHEREAS** Federal regulations (23 CFR Chapter 1, Part 450, Subpart C, and 49 CFR Chapter VI, Part 613, Subpart B) require that the urban transportation planning process shall include development of a Transportation Improvement Program, a staged multi-year program of projects consistent with the Transportation Plan, and

**WHEREAS** the BMTS Policy Committee approved on June 6, 2019 the 2020-2024 BMTS Transportation Improvement Program, and

**WHEREAS** the Transportation Improvement Program may be amended at any time to add, delete, or reflect significant changes in the scope of projects, and

**WHEREAS** the BMTS Policy Committee has created a Planning Committee of technical representatives to advise it on matters concerning the implementation of the urban transportation planning process, and a TIP Subcommittee thereof to monitor the Transportation Improvement Program, and

**WHEREAS**, the project sponsor, Broome County, has requested an action to amend the 2020-2024 Transportation Improvement Program to add funds to purchase 6 electric buses and the infrastructure needed to charge them. Funding will include:

FFY2021 Section 5339 Competitive Grant	\$3,255,276
FFY2020 Section 5339 Formula	\$2,384,918

**WHEREAS** the BMTS Planning Committee approved the TIP amendment on September 2<sup>nd</sup>, 2021, and

**NOW THEREFORE BE IT RESOLVED** that the BMTS Policy Committee approves an amendment to the 2020-2024 Transportation Improvement Program.

**CERTIFICATION OF RESOLUTION 2021-10**

I, the undersigned, duly elected Chair of the Binghamton Metropolitan Transportation Study Policy Committee, do hereby certify that the foregoing is a true and correct copy of BMTS Policy Committee Resolution 2021-10, adopted by consensus this 9<sup>th</sup> day of September, 2021.

\_\_\_\_\_  
Michael Marinaccio, Chair  
BMTS Policy Committee

\_\_\_\_\_  
Date