



PROGRAM, FINANCE AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #575

**SUPPORT OF NEW YORK STATE SAFETY TARGETS UNDER THE FEDERAL TRANSPORTATION
PERFORMANCE MANAGEMENT REQUIREMENTS**

WHEREAS, the New York Metropolitan Transportation Council (NYMTC) is a regional council of governments which is the metropolitan planning organization (MPO) for New York City, Long Island and the lower Hudson Valley; and

WHEREAS, 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 national goals; and that each MPO shall establish performance targets that address the performance measures to use in tracking progress toward attainment of critical project and other outcomes for the region; and

WHEREAS, 23 CFR Part 490.207 established national performance management measures for the Highway Safety Improvement Program (HSIP), requiring states to set targets for five (5) safety performance measures; and

WHEREAS, 23 CFR 450.306 requires MPOs to establish performance targets no more than 180 days after the date on which providers of public transportation and the State establish the performance targets; and

WHEREAS, New York State has set 2024 safety targets in their HSIP and NYMTC is required to establish its highway safety performance targets by February 27, 2024; and

WHEREAS, the metropolitan planning regulations give MPOs the option to (1) agree to program investments in support of these targets, or (2) set their own quantifiable targets; and

WHEREAS, NYMTC will program investments which support achievement of highway safety performance targets developed by New York State in their HSIP.

NOW, THEREFORE BE IT RESOLVED THAT NYMTC will support the 2024 highway safety performance targets as established in New York State's HSIP by programming investments that support the achievement of these targets; and

BE IT FURTHER RESOLVED THAT PFAC directs NYMTC staff to make the appropriate changes to the Federal Fiscal Years (FFYs) 2023-2027 Transportation Improvement Program and the System Performance section of the FFYs 2022-2050 Regional Transportation Plan to reflect these new targets.

This resolution shall take effect the fifteenth day of February two thousand and twenty four.

ADOPTED: February 15, 2024

"I hereby certify that the above is a true copy of Resolution #575, Support New York State Safety Targets Under the Federal Transportation Performance Management Requirements, and was motioned by Jack Schmidt, representing the New York City Transportation Coordinating Committee, and seconded by Patrick Gerdin, representing the Mid-Hudson South Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."

Debra Nelson, PFAC Chair

NYS SAFETY TARGET SETTING METHODS – 2024 TARGETS

NYS Department of Transportation, Office of Traffic Safety

Overview

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

The measures are the 5-year rolling averages for:

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

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

MPO Requirements

MPOs establish safety targets by either:

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

Timeline

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

NYSDOT's Target Setting Framework

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

Step 1: Estimate existing trend

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

Step 2: Adjust for reasonability

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

Step 3: Adjust trend for external and other factors

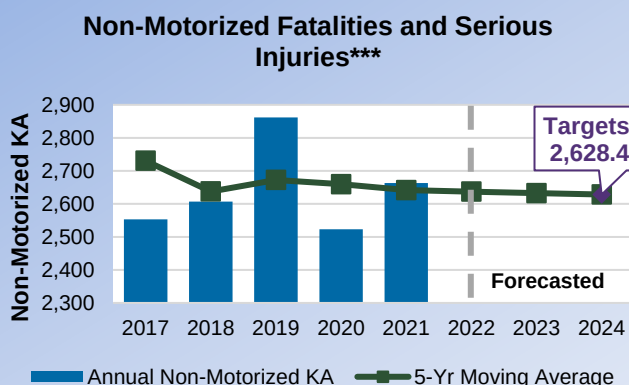
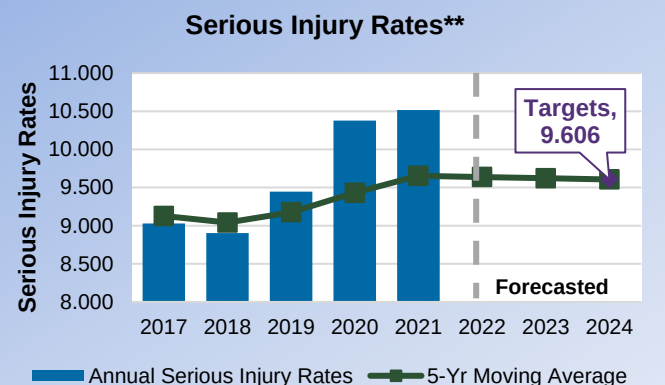
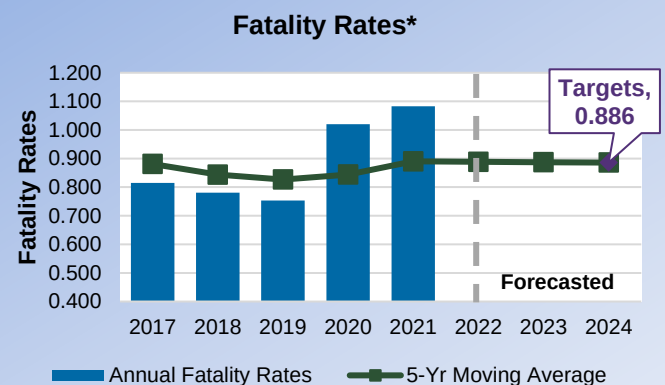
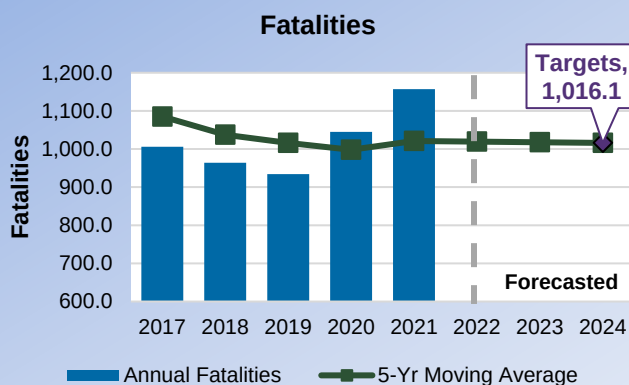
- ☐ VMT declined 13.0 percent between 2012 and 2021.
- ☐ Population increased 1.4 percent in the same timeframe.
- ☐ NYS has a host of safety programs designed to reduce fatal and serious injury crashes including the HSIP program, NYC's Vision Zero and the NYSDOT Pedestrian Safety Action Plan (PSAP).

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

2024 Targets and Supporting Data

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

Graphs



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

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

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

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