

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

PROGRAM, FINANCE, AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #513

SUPPORTING SAFETY PERFORMANCE TARGETS UNDER THE 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 U.S.C. 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, the Federal Highway Administration (FHWA) published the final rule, (23 CFR Part 490), on the Highway Safety Improvement Program (HSIP) on April 14, 2016, requiring the New York State Department of Transportation (NYSDOT) to develop and adopt annual targets assessing the number of motor vehicle crash-related serious injuries and fatalities; serious injuries and fatalities per vehicle miles traveled (VMT); and number of serious injuries and fatalities of non-motorized vehicle users; and

WHEREAS, on May 27, 2016 FHWA issued final rules on metropolitan transportation planning (23 CFR 450 & 771 and 49 CFR 613), under which MPOs must establish targets no later than 180 days after the State (NYSDOT) establishes its targets; and

WHEREAS, NYSDOT established annual safety targets for New York State (see Attachment 1 to this resolution) in August 2020, and thus NYMTC is required to establish its targets by February 27, 2021; and

WHEREAS, federal metropolitan transportation planning regulations require MPOs to coordinate with their states to set performance targets for the specified measures, and integrate those targets into their planning documents and processes; and

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

WHEREAS, NYMTC will program investments which support achievement of the statewide safety performance targets developed by NYSDOT.

NOW, THEREFORE, BE IT RESOLVED THAT NYMTC will support the statewide performance targets for each of the safety performance measures set by NYSDOT under the HSIP Final Rule (23 CFR 490) by programming investments that support the achievement of these targets and seeking to strengthen regional cooperation in the implementation of safety efforts by NYMTC members; and

BE IT FURTHER RESOLVED THAT PFAC directs NYMTC staff to make the appropriate changes to the Federal Fiscal Years (FFYs) 2020-2024 Transportation Improvement Program and the System Performance section of the FFYs 2018-2045 Regional Transportation Plan to reflect these new targets.

This resolution shall take effect on the seventeenth day of December, two thousand and twenty.

ADOPTED: December 17, 2020

"I hereby certify that the above is a true copy of Resolution #513, Supporting Safety Performance Targets Under the Transportation Performance Management Requirements, and was motioned by Jack Schmidt, representing the New York City Transportation Coordinating Committee and seconded by Christopher Chatterton, representing the Nassau/Suffolk Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."

Ron Epstein, PFAC Chair



Attachment 1
PFAC Reso of 12/17/20

NYSDOT 2021 Safety Targets

Measure	Last Annual and 5 yr baseline		Step 1: Forecast Using 5-Yr Moving Average Trendline		Step 2: Round and apply 2% Cap	
	2018 Annual	2018 Baseline 2014-2018 avg.	2021 Forecast	% Change 2017-2021 vs. 2014-2018	Rounded / Capped Percent	NYSDOT Target 2021
Number of Fatalities	943	1,033	953	-7.8%	-2.0%	1,012.7
Fatality Rate	0.76	0.84	0.79	-6.4%	-2.0%	0.824
Number of Serious Injuries	10,996	11,119	10,524	-5.4%	-2.0%	10,896.8
Serious Injury Rate	8.90	9.05	8.68	-4.0%	-2.0%	8.865
Number of Non-Motorized Fatalities and Serious Injuries	2,600	2,636	2,417	-8.3%	-2.0%	2,583.5

Revision to Plan 2045 Chapter 4 – System Performance **per PFAC Resolution 513 of December 17, 2020**

Highway Safety Improvement Program (HSIP) and Highway Safety

Background

On March 15, 2016 the FHWA published the final rule for HSIP and Safety Performance Management (Safety PM) Measures in the Federal Register with an effective date of April 14, 2016. The requirement was for targets to be set for the following performance measures:

- Number of Fatalities
- Fatality Rate (per 100 million vehicle miles traveled - VMT)
- Number of Serious Injuries
- Serious Injury Rate (per 100 million vehicle miles traveled - VMT)
- Number of Non-Motorized Fatalities and Serious Injuries

Safety targets at both the State and MPO levels must be set/updated annually.

Target Setting Framework

The following steps were used in setting targets for 2021:

- I. Estimation of existing trend
As recommended by FHWA a linear trendline was used as the forecasting method. The five-year moving average (current year plus four preceding years) was used as the data point for each year. The forecast for 2021 was calculated using a 5-year moving average trendline. A percentage change was then for 2017-2021 versus 2014-2018.
- II. Adjustment for reasonability
Having considered this (rounded) percentage change between 2017-2021 and 2014-2018, a 2% cap was applied. The cap allows for a target that forecasts a significant reduction but recognizes that large decreases are difficult to sustain year after year.
- III. Consideration of external and other factors
External and other factors such as vehicle miles traveled (VMT), population, and safety programs were considered in the development of the targets.

Performance Targets

In keeping with the federal requirement for annual update of the safety targets on December 17, 2020 through Resolution 513, NYMTC's Program, Finance and Administration Committee resolved to support the NYSDOT statewide 2021 targets for the above-mentioned Safety Performance Measures. These targets are shown in Table 4.1 below.

Table 4.1

2021 SAFETY PERFORMANCE MEASURES: BASELINE and TARGETS					
	<i>Number of Fatalities</i>	<i>Rate of Fatalities per 100M Vehicle Miles Traveled (VMT)</i>	<i>Number of Serious Injuries</i>	<i>Rate of Serious Injuries per 100M VMT</i>	<i>Number of Nonmotorized Fatalities and Serious Injuries</i>
<i>NYSDOT Baseline</i>	953	0.79	10,524	8.68	2,417
<i>NYSDOT Targets</i>	1,012.7	0.82	10,896	8.87	2,583.5

Assessment of Progress in Achieving Targets

New York State’s 2017-2022 Strategic Highway Safety Plan (SHSP) has an overall goal of reducing “the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in New York State.” The SHSP guides statewide efforts to address safety and defines a framework for implementation activities. NYSDOT’s Highway Safety Improvement Program (HSIP) focuses on the planning, implementation and evaluation of the SHIP. It emphasizes data-driven approaches to improving highway safety and focuses attention on relevant emphasis areas and implement a range of SHSP strategies and countermeasures, as part of this HSIP process NYSDOT produces an annual report which documents the statewide performance targets.

In supporting the statewide Safety PM targets, NYMTC continues to program projects and activities to address fatalities and serious injuries within its planning area. This is done through the current Regional Transportation Plan (Plan 2045) and Transportation Improvement Program (TIP) and will continue with the new Plan (Plan 2050) when that becomes effective in October 2021. NYMTC supports a variety of safety programs designed to reduce fatal and serious injury crashes including the HSIP, New York City’s Vision Zero and the NYSDOT Pedestrian Safety Action Plan (PSAP).

The current 2020-2024 TIP includes a description of the anticipated effects of projects in achieving the above-mentioned targets, effectively linking investment priorities to the safety targets. Additionally, Plan 2045 includes a safety goal with desired outcomes and near-term activities thereby allowing, performance measures and targets to be integrated into the transportation planning process.