

Summary of Action

Adoption of NJTPA-Specific Roadway Safety Performance Measure Targets for 2024

Action: Adoption of roadway safety performance measure targets for 2024, specific to the NJTPA region.

Background: The Federal Highway Administration (FHWA) has established national performance measures for the purpose of carrying out the Highway Safety Improvement Program (HSIP) and for state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) to use in assessing serious injuries and fatalities. Since 2017, DOTs and MPOs must annually collect and report performance data on safety targets for these measures as required by federal safety performance management rules. FHWA will assess whether state DOTs have met or are making significant progress toward their targets.

The five roadway safety performance measures are the five-year rolling averages of:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (HMVMT)
- Number of Serious Injuries
- Rate of Serious Injuries per HMVMT
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries (combined)

These measures include crashes on all public roads (i.e., not on private property) regardless of the roadway functional classification or ownership.

In August 2023, the New Jersey Department of Transportation (NJDOT) identified annual targets for the calendar year 2024 in its HSIP Annual Safety Report (ASR) submitted to FHWA. These targets were set in collaboration with the New Jersey Division of Highway Traffic Safety and the three New Jersey MPOs, after analyzing crash trends and considering safety policies, programs, and projects, and were initially reported to FHWA and the NJTPA on June 1, 2023.

The NJTPA is required to establish targets 180 days after NJDOT. The NJTPA action is to be reported to NJDOT and made available to FHWA upon request.

It is important to note that target-setting this year remains challenging. The data continue to reflect unsafe travel behavior since the beginning of the COVID-19 pandemic. Unfortunately, numbers for 2021 and 2022 reflect increases above pre-pandemic levels for both New Jersey overall and the NJTPA region in all five performance measures. These increases are the highest (and most worrisome) for the most vulnerable road users—those that are walking, biking, and using other nonmotorized modes.

Based on data obtained through the middle of September 2023, it appears that total fatalities and serious injuries are likely to be lower in 2023 than in 2022. However, the number of nonmotorized fatalities and serious injuries likely will increase this year compared to last year.

Also (as discussed in previous years), reporting changes in 2019 have contributed significantly to increased counts of serious injuries in 2019 and subsequent years. The required five-year averaging for the measures skews the trends because the averages are calculated with data from both before and after the 2019 changes.

Prior to 2022, NJTPA target-setting consisted of expressing support for the statewide targets (a permitted option). While maintaining a shared commitment with NJDOT to improve safety, last year the NJTPA identified numeric targets specifically for its region, a practice that would continue with this action. Like the statewide targets, these NJTPA-specific targets consider current trends, policies, programs, and projects, while even more explicitly emphasizing the NJTPA region's aim to eliminate all roadway fatalities and serious injuries by 2050.

To set the 2024 targets, NJTPA staff started with estimates of 2023 fatalities and serious injuries (both total and just for nonmotorized travelers) and calculated a straight line trajectory in annual numbers necessary to achieve five-year averages of zero by 2050. To start on this consistent downward trajectory towards zero, the 2024 annual values must decrease approximately 4 percent from 2023 annual estimates. The five-year averages calculated with these 2024 values, the 2023 estimates, and the 2020, 2021, and 2022 data are the identified NJTPA targets.

Due to the averaging and recent trends, the targets are increases over the 2018–2022 (baseline) numbers (more so for those that include serious injuries, due to the 2019 change, as explained in the footnote to the table below). However, these targets explicitly include the goal for *reductions* in the **annual** fatalities and serious injuries, both total and non-motorized (compared to estimated 2023 annual numbers). The ability to reach these reductions in 2024 will likely depend on a combination of enhanced transportation safety programs and projects along with improvements in traveler behavior, enforcement, and other related efforts.

It is also important to note that, although the federal transportation performance management system refers to these numbers as “targets,” they more accurately represent benchmarks to help measure progress toward the region's long-term target of zero fatalities and serious injuries in 2050.

The 2018-2022 baseline and 2020-2024 targets for the five-year averages are shown in the following table.

**NJTPA 2018-2022 Baseline and 2020-2024 Targets for
Roadway Safety Performance Measures**

PERFORMANCE MEASURE	2022 BASELINE 2018–2022 (5 YEAR AVERAGE)	2024 TARGET 2020–2024 (5 YEAR AVERAGE)
Number of Fatalities	372.0	374.7 ^b
Fatality Rate	0.702	0.714 ^{b,c}
Number of Serious Injuries	1,941.8 ^{a,f}	2,213.8 ^{a,d,f}
Serious Injury Rate	3.676 ^{a,f}	4.214 ^{a,c,d,f}
Number of Non-Motorized Fatalities and Serious Injuries	555.4 ^{a,f}	647.7 ^{a,e,f}

^a Based on serious injuries for 2022 as of September 18, 2023; 2022 annual serious injury data are not yet final.

^b Based on a projected overall decrease of approximately 4 percent per year in annual fatalities, from an estimated 355 in 2023 to 340 in 2024.

^c VMT in 2023 and 2024 is projected to increase by 0.35% each year, based on Plan 2050’s forecasted VMT growth.

^d Based on a projected overall decrease of approximately 4 percent per year in annual serious injuries, from an estimated 2,272 in 2023 to 2,173 in 2024.

^e Based on a projected overall decrease of approximately 4 percent per year in annual non-motorized fatalities and serious injuries—from an estimated 704 in 2023 to 673 in 2024.

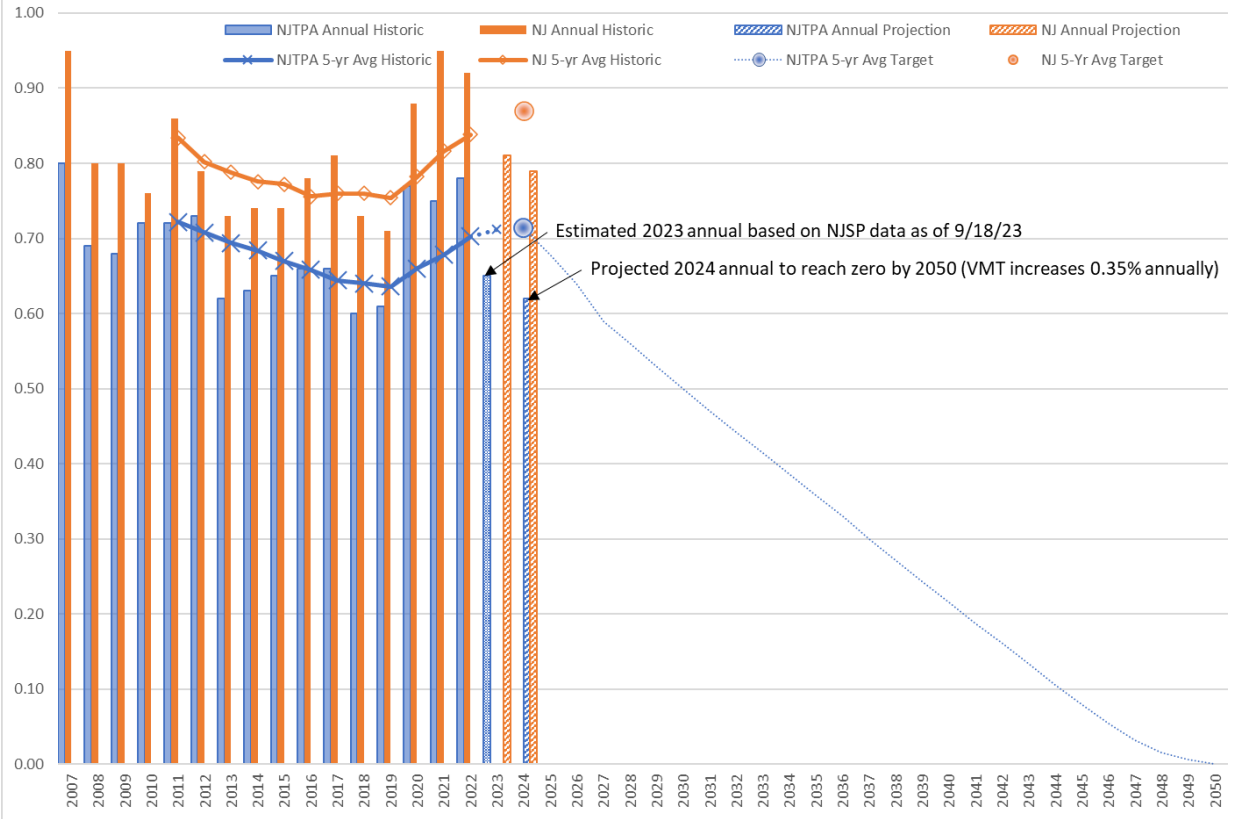
^f Beginning in 2019, New Jersey updated the police crash report to be consistent with the federally required classifications (Killed, Suspected Serious Injury, Suspected Minor Injury, Possible Injury, and No Apparent Injury). As a result of this change, injuries not previously attributed to the serious injury classification are now included in the serious injury numbers for 2019 and later. For example, a crash victim with a broken arm that would have been classified as a Moderate Injury in 2018 and earlier, is now classified as Suspected Serious Injury. As a result, the NJTPA region saw an increase in reported serious injuries due to the changes in reporting. Because the baseline period (2018-2022) includes four years with the new classification scheme, while the target period (2020-2024) includes all five years with the new classification scheme, the targets for the three measures that include serious injuries (number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries) exhibit an increase above the baseline.

Progress toward these 2024 targets will be assessed in 2025. While the NJDOT can face fiscal restrictions for failing to meet or make substantial progress toward meeting statewide safety targets, no specific regulatory sanctions apply to MPOs.

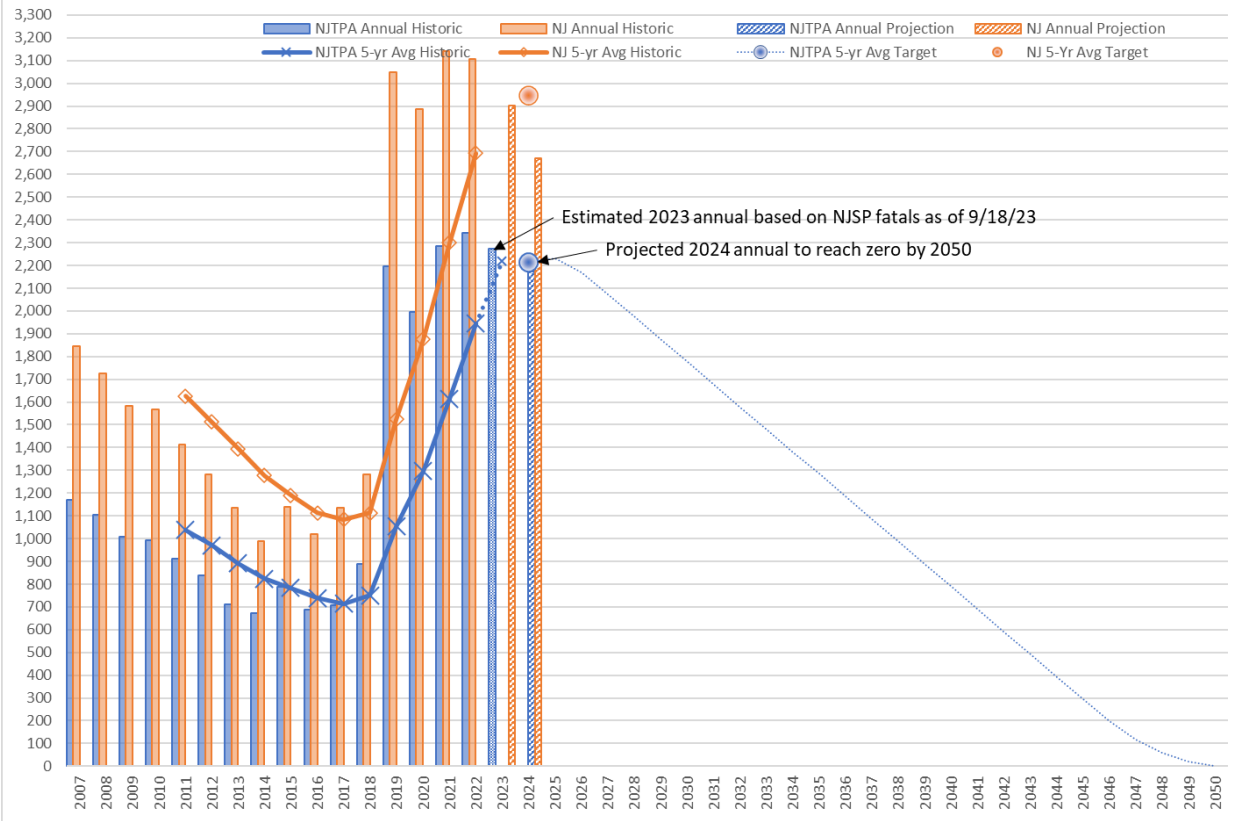
Based on the most current data as of September 18, 2023, it appears that the region is likely to meet the 2023 targets established last year for the total number of fatalities and the rate of fatalities per HMVMT. However, it appears it will likely not meet the targets established for the total number of serious injuries, the rate of serious injuries per HMVMT, and the total number of nonmotorized fatalities and serious injuries.

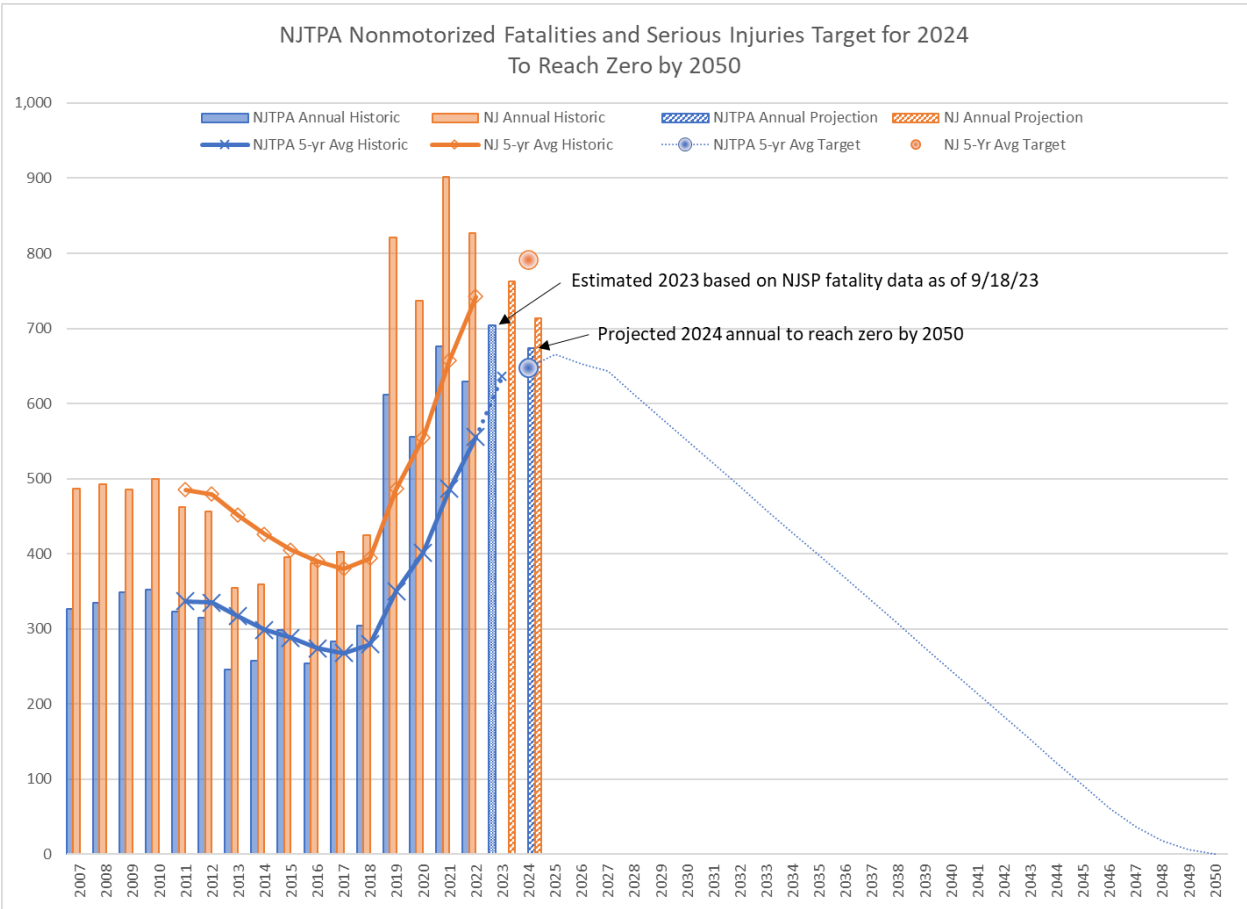
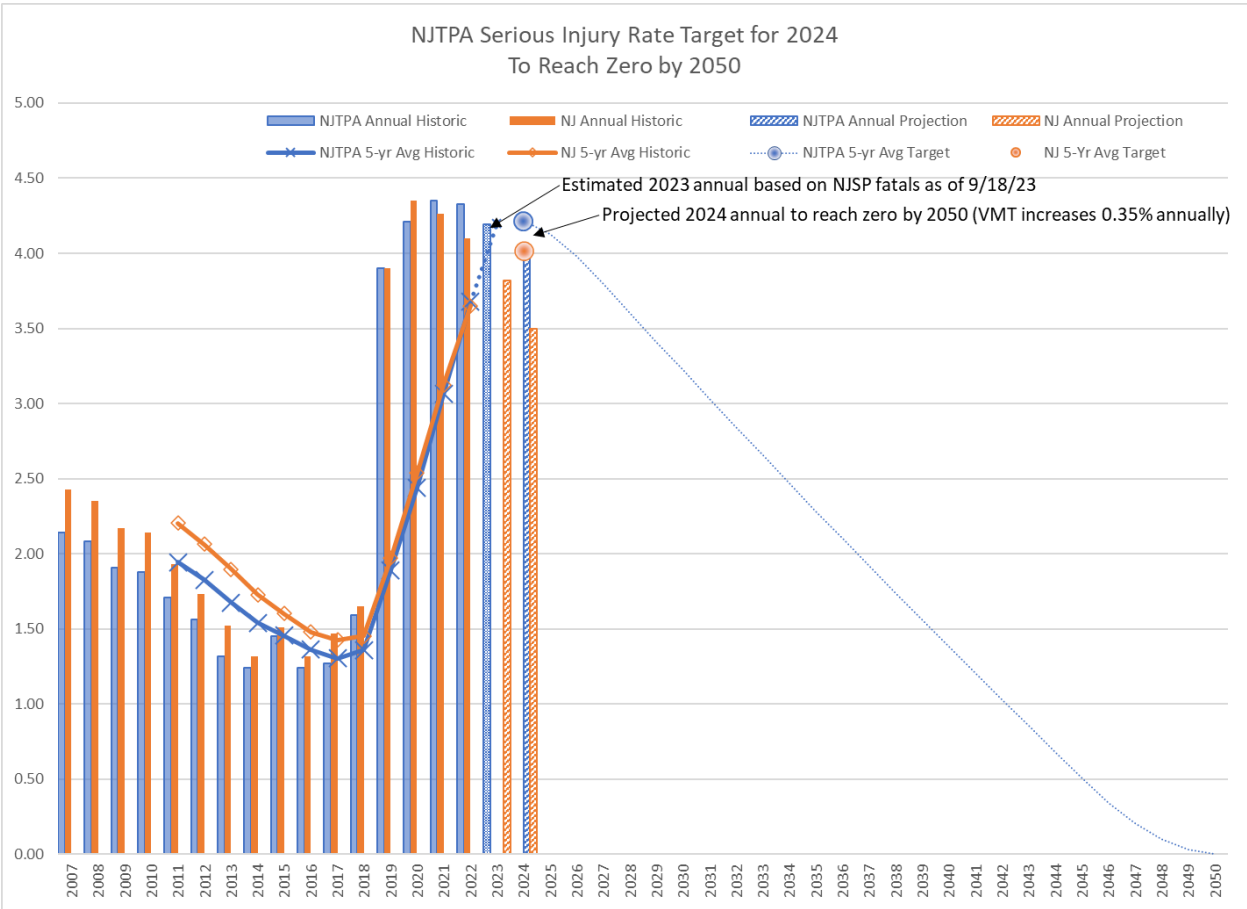
For the serious injury total and rate targets, although the 2023 estimates are for lower numbers than in 2022, the 2019-2023 targets were missed due to two primary factors: 1) based on the most recent data, the updated number of serious injuries for 2022 is now higher than what was estimated when setting the targets (which was based on earlier data received through the middle of November 2022); and 2) the estimated number of serious injuries in 2023, although lower than the 2022 value, is higher than last year’s 2023 annual projection needed to achieve zero by 2050 (which was also calculated based on the estimate of the 2022 total at that time). That said, it should still be noted that it appears that the total number of serious injuries will likely decline by

NJTPA Fatality Rate Target for 2024 To Reach Zero by 2050



NJTPA Serious Injuries Target for 2024 To Reach Zero by 2050





Justification for Action: The NJTPA is required to establish roadway safety targets within 180 days after they are identified by NJDOT, by either setting a specific numeric target or targets for the NJTPA region, or by agreeing to plan and program projects that support attaining the state targets. The NJTPA is setting roadway safety targets for 2024 specific to its region (similar to last year), to reflect a long-term goal of reaching zero fatalities and serious injuries by 2050.

Staff Recommendation: Central Staff recommends approval of this action.

DRAFT RESOLUTION: ADOPTION OF NJTPA-SPECIFIC ROADWAY SAFETY PERFORMANCE MEASURE TARGETS FOR 2024

WHEREAS, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

WHEREAS, Title 23, Section 134 of the United States Code requires that each MPO undertake a transportation planning process that establishes and uses a performance-based approach to transportation decision-making to support national goals; that each MPO shall establish performance targets that address the performance measures, tracking progress toward attainment of critical outcomes for the region; and that each MPO shall integrate those targets into its planning documents and processes; and

WHEREAS, the Federal Highway Administration (FHWA) published the final Highway Safety Improvement Program (HSIP) and Safety Performance Measures rules (23 CFR Parts 924 and 490, respectively), requiring states and MPOs to annually develop and adopt targets assessing the number of motor vehicle crash-related serious injuries and fatalities; serious injuries and fatalities per vehicle miles traveled (VMT); and the number of serious injuries and fatalities of non-motorized users; and

WHEREAS, on May 27, 2016, FHWA issued a final rule on metropolitan planning (23 CFR 450 and 771 and 49 CFR 613), under which MPOs must adopt safety targets within 180 days of state target adoption; and

WHEREAS, the final rule also requires that MPOs coordinate with the New Jersey Department of Transportation (NJDOT) to set performance targets for the specified measures and integrate those targets into their planning documents and processes; and

WHEREAS, the NJTPA coordinated with NJDOT, the New Jersey Division of Highway Traffic Safety, and the other MPOs in New Jersey on analyzing trends and developing appropriate safety targets; and

WHEREAS, the final rule on metropolitan planning states that MPOs have the option to (1) agree to program investments in support of NJDOT's targets, or (2) set its own quantifiable targets; and

WHEREAS, the NJDOT notified the NJTPA of statewide roadway safety targets on June 1, 2023; and

WHEREAS, the NJTPA has developed quantifiable targets for the NJTPA region that serve as suitable benchmarks along a trajectory to achieving an elimination of traffic deaths and serious injuries by 2050; and

WHEREAS, these targets align with the planning goals and desired outcomes for the projects and programs of the NJTPA Long Range Transportation Plan and Transportation Improvement Program; and

WHEREAS, no action authorized by the NJTPA shall have force or effect until 10 days (Saturdays, Sundays and public holidays excepted) after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

NOW, THEREFORE, BE IT RESOLVED, that the NJTPA hereby adopts the attached targets for the roadway safety performance measures listed in National Performance Management Measures: Highway Safety Improvement Program (HSIP); Final Rule (23 CFR 490); and

BE IT FURTHER RESOLVED that a copy of this resolution be forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.