



## MEMORANDUM

**TO:** TPB Technical Committee  
**FROM:** Jon Schermann, TPB Transportation Engineer  
**SUBJECT:** MPO Area Draft Regional Highway Safety Targets  
**DATE:** September 5, 2017

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This memorandum provides the TPB Technical Committee a brief overview of the MAP-21/FAST federal requirements for regional highway safety performance targets. It also discusses a regional target setting methodology that is consistent with the target setting approaches of Maryland, Virginia, and the District of Columbia.

### **REVIEW OF HIGHWAY SAFETY PERFORMANCE MEASURES AND TARGET SETTING REQUIREMENTS FOR MPOS**

The Federal Highway Administration (FHWA) published the Safety Performance Management Measures (Safety PM) Final Rule on March 15, 2016, with an effective date of April 14, 2016. The rule requires states to set targets for five highway safety performance measures for calendar year 2018 by August 2017. MPOs are required to set their highway safety targets 180 days afterward, or by the end of February, 2018.

#### **Safety Performance Measures**

The five required safety performance measures, along with proscribed data sources, are outlined in Table 1 on the next page.

**Table 1: Highway Safety Performance Measures Summary**

Performance Measure	Description	Data Source
Number of Fatalities (5 year rolling average)	Total number of fatalities during a calendar year	FARS <sup>1</sup>
Rate of Fatalities per 100 million VMT (5 year rolling average)	Ratio of total fatalities to VMT	FARS and HPMS <sup>2</sup> (or MPO estimate)
Number of Serious Injuries (5 year rolling average)	Total number of serious injuries during a calendar year	State reported serious injury data <sup>3</sup>
Rate of Serious Injuries per 100 million VMT (5 year rolling average)	Ratio of total serious injuries to VMT	State reported serious injury data <sup>3</sup> and HPMS
Number of Non-Motorized Fatalities and Serious Injuries (5 year rolling average)	Total number of fatalities and serious injuries during a calendar year	FARS and State serious injury data <sup>3</sup>

<sup>1</sup> FARS: Fatality Analysis Reporting System

<sup>2</sup> HPMS: Highway Performance Monitoring System

<sup>3</sup> for the first 36 months – after that States must adopt the Model Minimum Uniform Crash Criteria (MMUCC) definition of serious injury

### **Target Setting**

States and MPOs must fulfill the target setting requirements of the final rule. State DOTs are required to set statewide targets for each of the five performance measures. Targets for the first three performance measures (number of fatalities, rate of fatalities, and number of serious injuries) must be identical to the same targets set by State Highway Safety Office (SHSO). Each target must also represent the anticipated performance outcome for all public roadways in the state, regardless of ownership. States may establish additional targets for any number or combination of urbanized area boundaries wholly contained within the state and/or a single non-urbanized area target for all the non-urbanized areas of the state.

MPOs can satisfy the target setting requirement by either:

- 1) agreeing to plan and program projects to contribute toward accomplishing the state DOT safety target for that performance measures, or;
- 2) committing to a quantifiable target for that performance measure for the metropolitan planning area.

MPOs must coordinate with state DOTs to ensure consistency.

### **Target Reporting**

State DOTs must report their targets to the FHWA within the state’s HSIP (Highway Safety Improvement Program) annual report due each year on August 31. This requirement is effective beginning with the 2017 HSIP annual report.

MPOs do not report their targets to the FHWA, but rather to their respective state DOTs in a manner that is documented and mutually agreed upon. MPOs also report progress toward achieving their targets within the “System Performance Report” portion of their long-range transportation plan. In addition, MPO TIPs must include a discussion of how the implementation of the TIP will further the achievement of the targets.

### **MPO Coordination with State DOTs**

MPOs are required to establish their performance targets in coordination with their state partners.

### **FHWA Determination of Significant Progress**

States do not have to meet each of their safety targets to avoid the consequences outlined in the rule, but must either meet the target or make significant progress toward meeting the target for four of the five performance measures. The FHWA determines that the significant progress threshold is met if the performance measure outcome is better than the “baseline” – which is defined as the 5-year rolling average for that performance measure for the year prior to the establishment of the target.

MPO targets are not evaluated by the FHWA.

### **Consequences for Failing to Meet Targets of Making Significant Progress**

State DOTs that have not met or made significant progress toward meeting their safety performance targets lose some flexibility in how they spend their HSIP funds and are required to submit an annual implementation plan that describes actions the DOT will take to meet their targets.

There are no consequences outlined in the rule for MPOs not meeting their targets. However, the FHWA will review how MPOs are incorporating and discussing safety performance measures and targets in their long-range transportation plans and TIPs during MPO certification reviews.

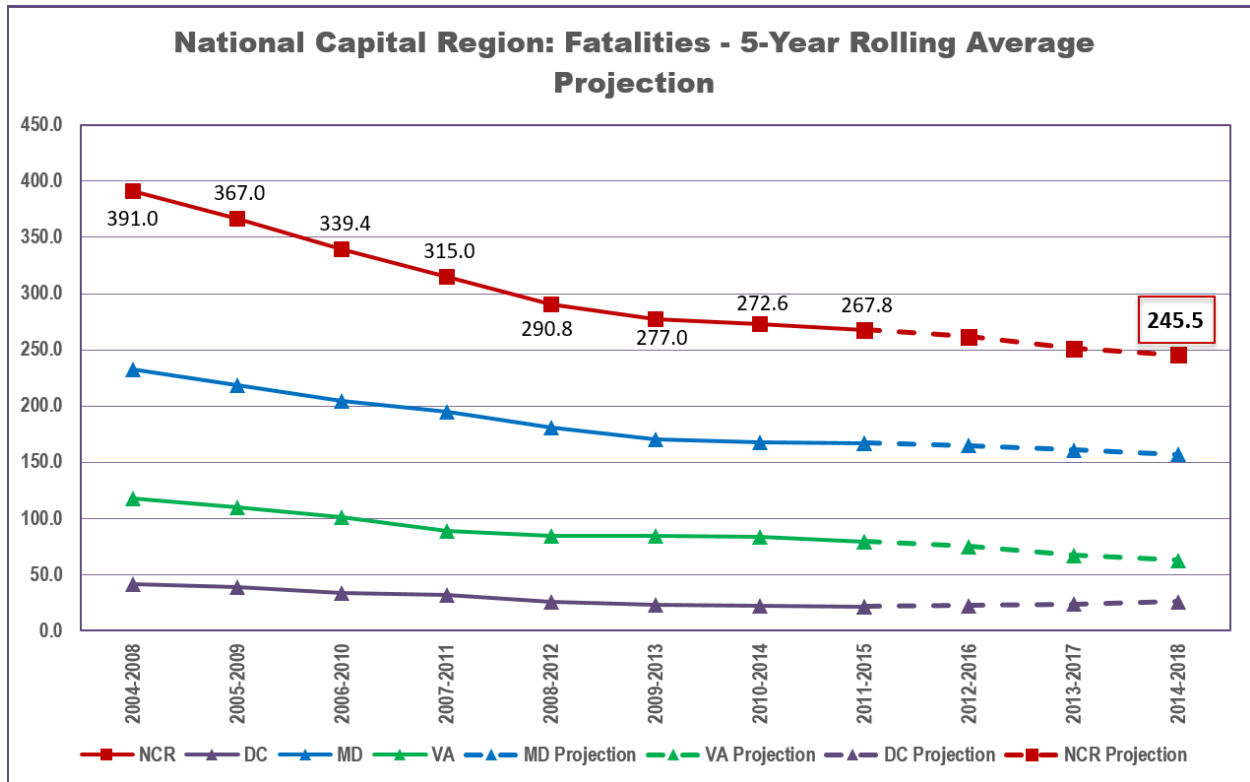
## **DRAFT REGIONAL SAFETY TARGET SETTING APPROACH**

To account for and incorporate the different target setting approaches used by Maryland, Virginia, and the District of Columbia into targets for the entire National Capital Region (NCR), staff proposes the following target setting methodology:

- 1) identifying a “sub-target” for the Maryland portion of the NCR by applying MDOT’s target setting approach to the NCR safety data;
- 2) identifying a “sub-target” for the Virginia portion of the NCR by applying VDOT’s target setting approach to the NCR safety data;
- 3) identifying a “sub-target” for the District of Columbia portion of the NCR by directly incorporating DDOT’s targets; and
- 4) establishing the draft NCR targets by summing items 1 through 3.

This approach is visualized in Figure 1 on the next page.

Figure 1: Draft National Capital Region Fatality Target



## NEXT STEPS

Next steps are as follows:

- Finalize NCR target setting approach based on Transportation Safety Subcommittee and Technical Committee feedback
- Update NCR data with official 2016 NHTSA fatality numbers (when available)
- Review recently submitted State HSIP Annual Reports
- Develop draft targets for the remaining four safety performance measures
- Share the draft regional safety targets with State safety officials for their feedback
- Present to Transportation Safety Subcommittee and Technical Committee later this year.
- Present to TPB and request approval later this year (January, 2018 at the latest)