

PBPP: MPO AREA DRAFT REGIONAL HIGHWAY SAFETY TARGETS

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Presentation Items

- Review of Highway Safety Performance Measures Requirements for MPOs
- Approach (and Example) for Setting Regional Safety Targets
- Next Steps



Highway Safety Performance Measures

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

¹ FARS: Fatality Analysis Reporting System

² HPMS: Highway Performance Monitoring System

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



Highway Safety Performance Measures: Annual Target Setting

MPOs

- For each performance measure (PM), the MPO will either:
 - 1) Agree to plan and program projects so they contribute toward accomplishing the state DOT safety target for that PM, or
 - 2) Commit to a quantifiable target for that PM for the metropolitan planning area
 - Each target shall represent anticipated performance outcome for all public roadways in the metropolitan planning area, regardless of ownership
 - MPOs shall coordinate with the state DOT(s) to ensure consistency



Highway Safety Performance Measures: Reporting

State DOTs

- Targets will be reported to FHWA in the State's HSIP annual report (due August 31 each year)
- Targets will begin to be reported in the 2017 HSIP annual report and each year thereafter in subsequent HSIP annual reports

MPOs

- MPOs will annually report targets to respective state DOTs in a manner that is documented and mutually agreed upon
- MPOs will also report on progress toward achieving their targets in their System Performance Report as part of their transportation plan
- Targets will begin to be reported no more than 180 days after state DOTs have set their targets (February, 2018)



Highway Safety Performance Measures: Coordination

- MPOs shall establish performance targets in coordination with their State partners.
- Metropolitan Transportation Plan shall include:
 - (1) a description of the performance measures and targets; and
 - (2) a report evaluating the condition of the system(s) with respect to the MPO performance measures and targets, including progress achieved.
- Transportation improvement programs (TIPs) must include a discussion of the anticipated effects of the TIP toward achieving the performance targets by linking investment priorities to those performance targets.



Highway Safety Performance Measures: FHWA Determination of Significant Progress

State DOTs

- FHWA will only evaluate progress on the 5 statewide performance targets – **not** on any of the additional targets states might set for urbanized and non-urbanized areas
- A state is determined to have met or made significant progress toward meeting its targets when at least 4 of the targets are either:
 - Met; or
 - The outcome of a performance measure is less than the 5 year rolling average for that performance measure for the year prior to the establishment of the state target

MPOs – not applicable



Highway Safety Performance Measures: Consequences for Failing to Meet Targets or Making Significant Progress

State DOTs

- State DOTs that have not or made significant progress toward meeting safety performance targets must:
 - 1) Use a portion of their obligation only for HSIP projects, and;
 - 2) Submit an annual implementation plan that describes actions the DOT will take to meet their targets

MPOs – Not applicable. However, FHWA will review how MPOs are incorporating and discussing safety performance measures and targets in their long-range plans and TIPs during MPO certification reviews



Highway Safety Performance Measures: An Approach to Setting Regional Targets

- MD, VA, and DC have used different approaches in developing targets
- Staff is proposing a target setting methodology that accounts for / incorporates each State's approach
 - Apply Maryland's approach to identify a "sub-target" for the Maryland portion of the NCR
 - Apply Virginia's approach to identify a sub-target for the Virginia portion of the NCR
 - Incorporate the District of Columbia's target as a sub-target for the DC portion of the NCR
 - Combine the three sub-targets into a regional target for the NCR



Strategic Highway Safety Plan

Hypothetical Washington Region Targets



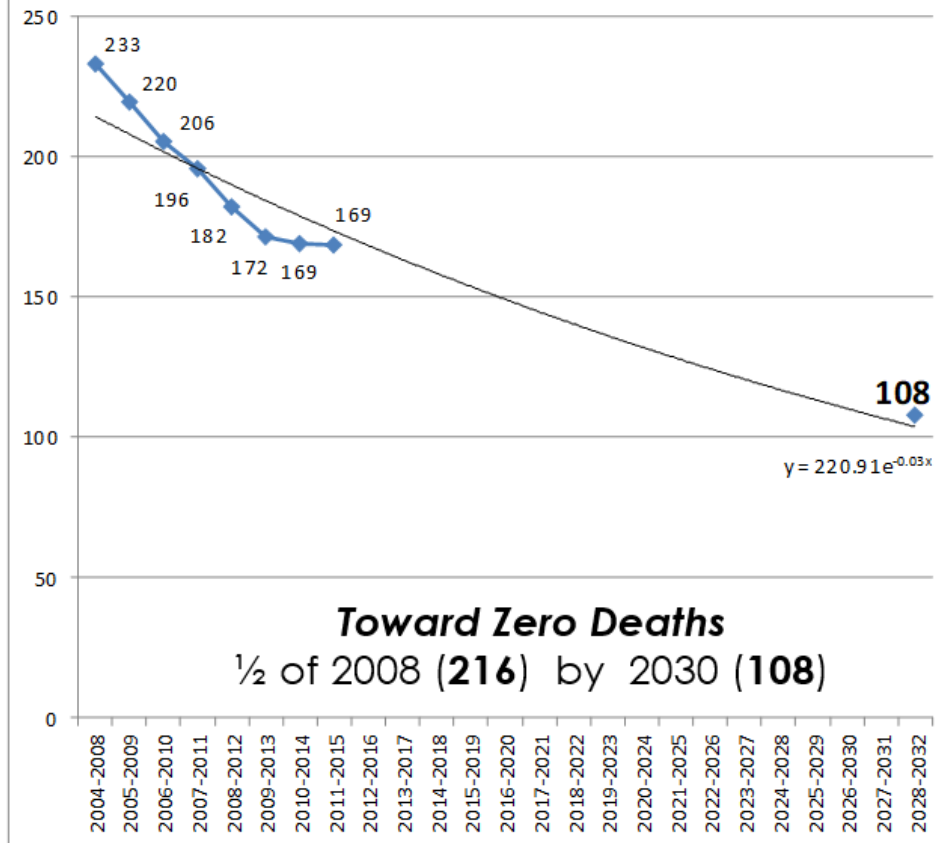
Overall Fatality Goals

Total of 4 Counties

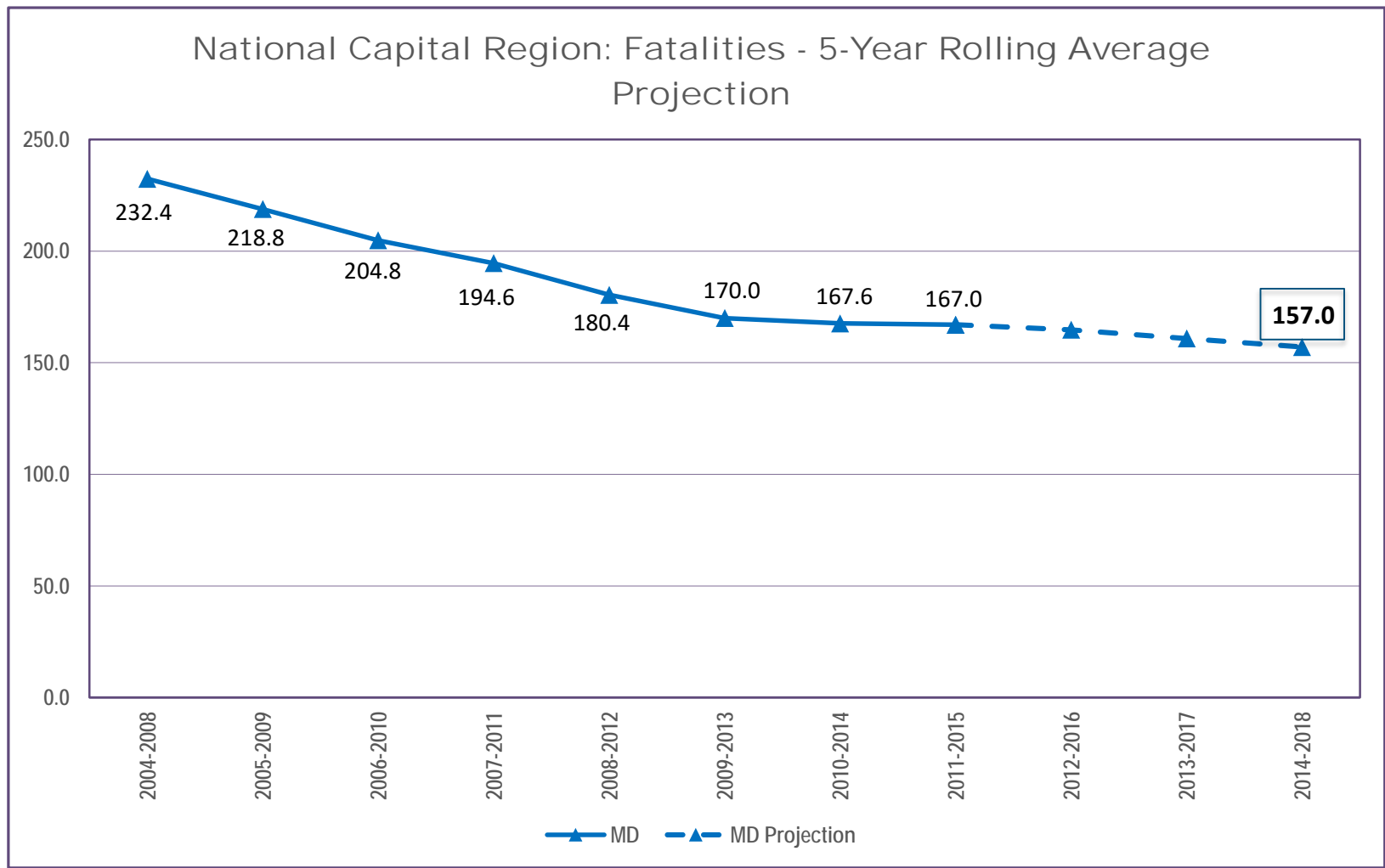
Montgomery
Prince George's
Frederick &
Charles

Interim yearly goals

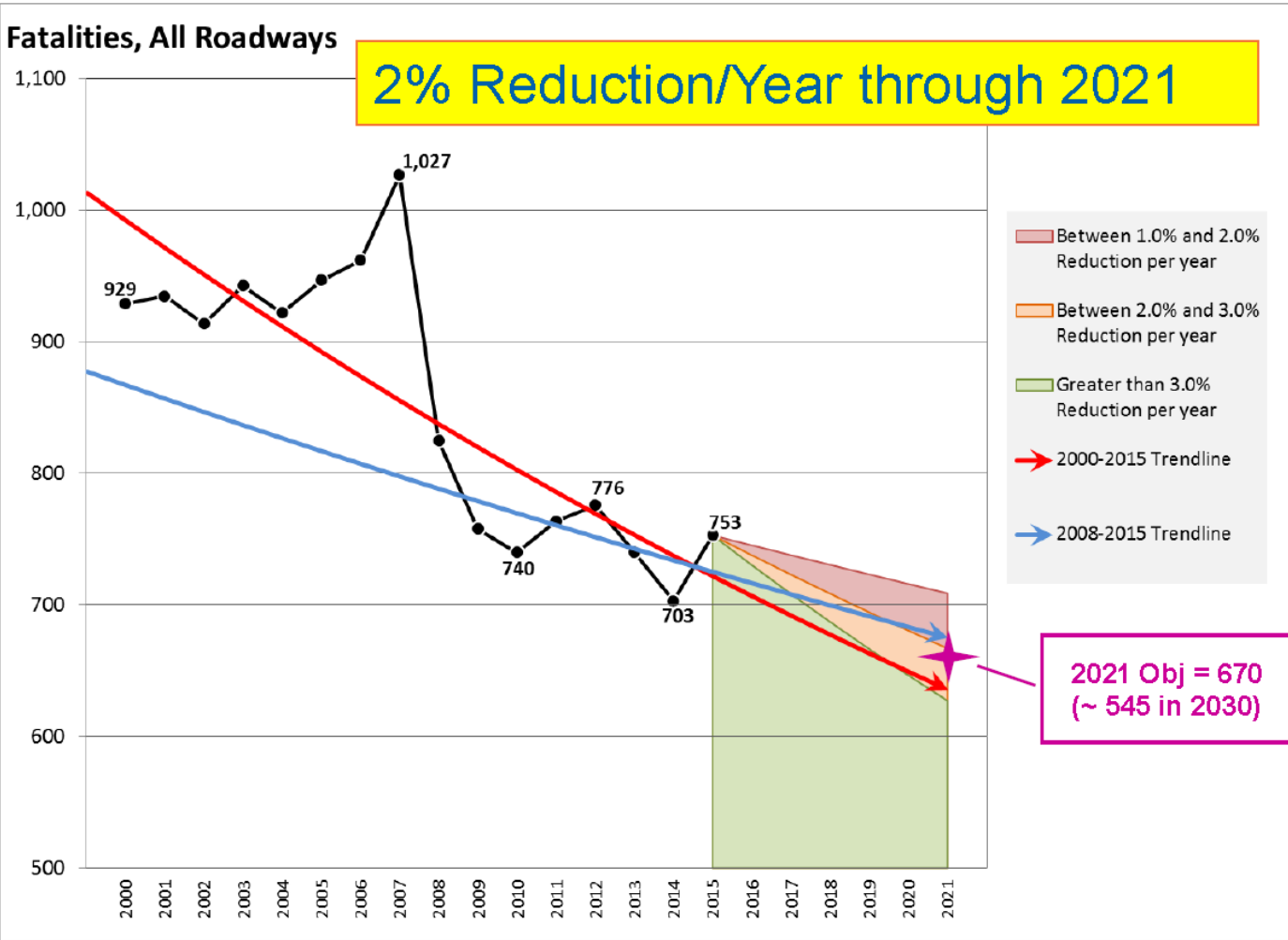
2017 - 154
2018 - 150
2019 - 145
2020 - 141



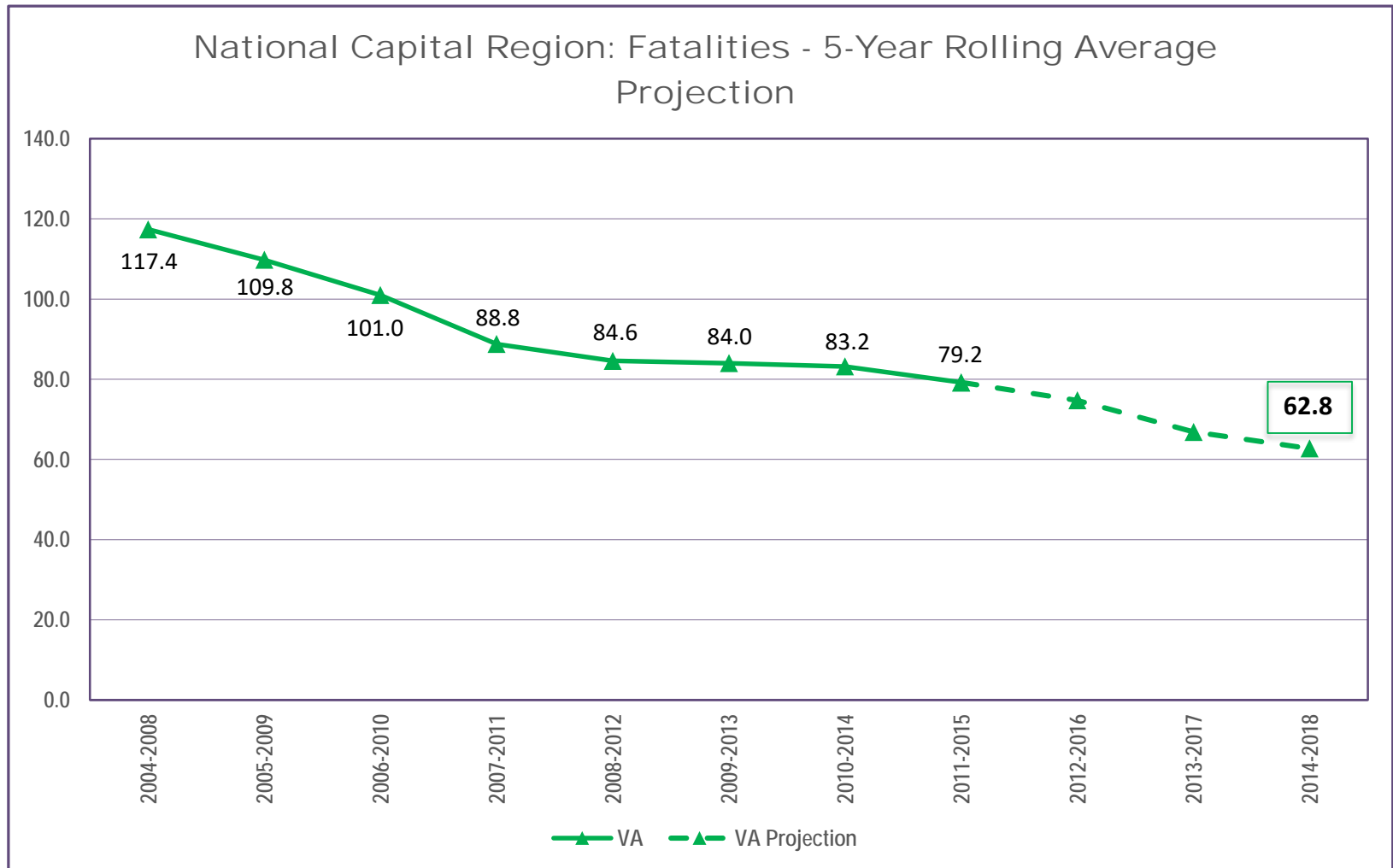
Draft Maryland sub-Target: Fatalities



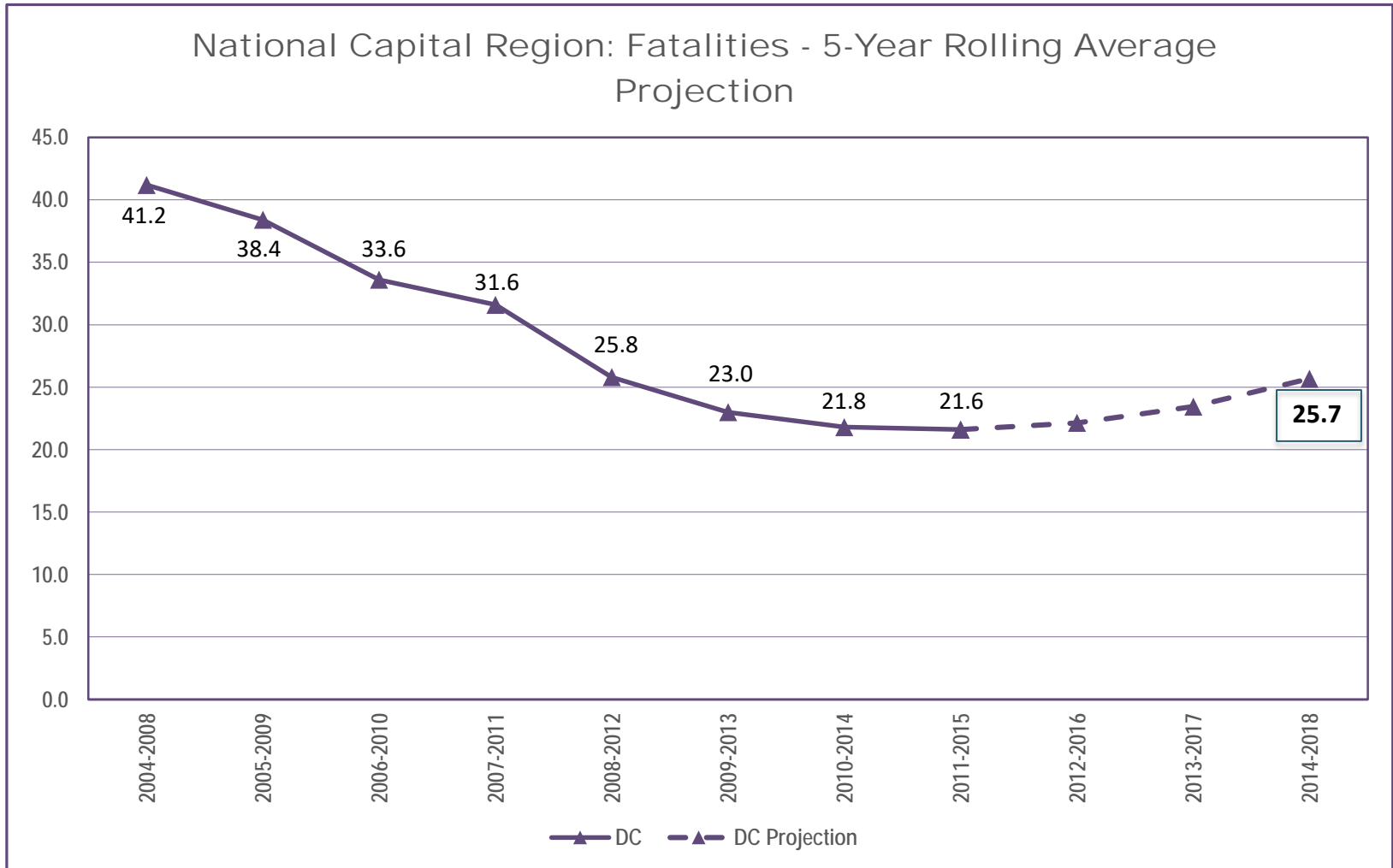
SHSP 2021 Fatality Objective



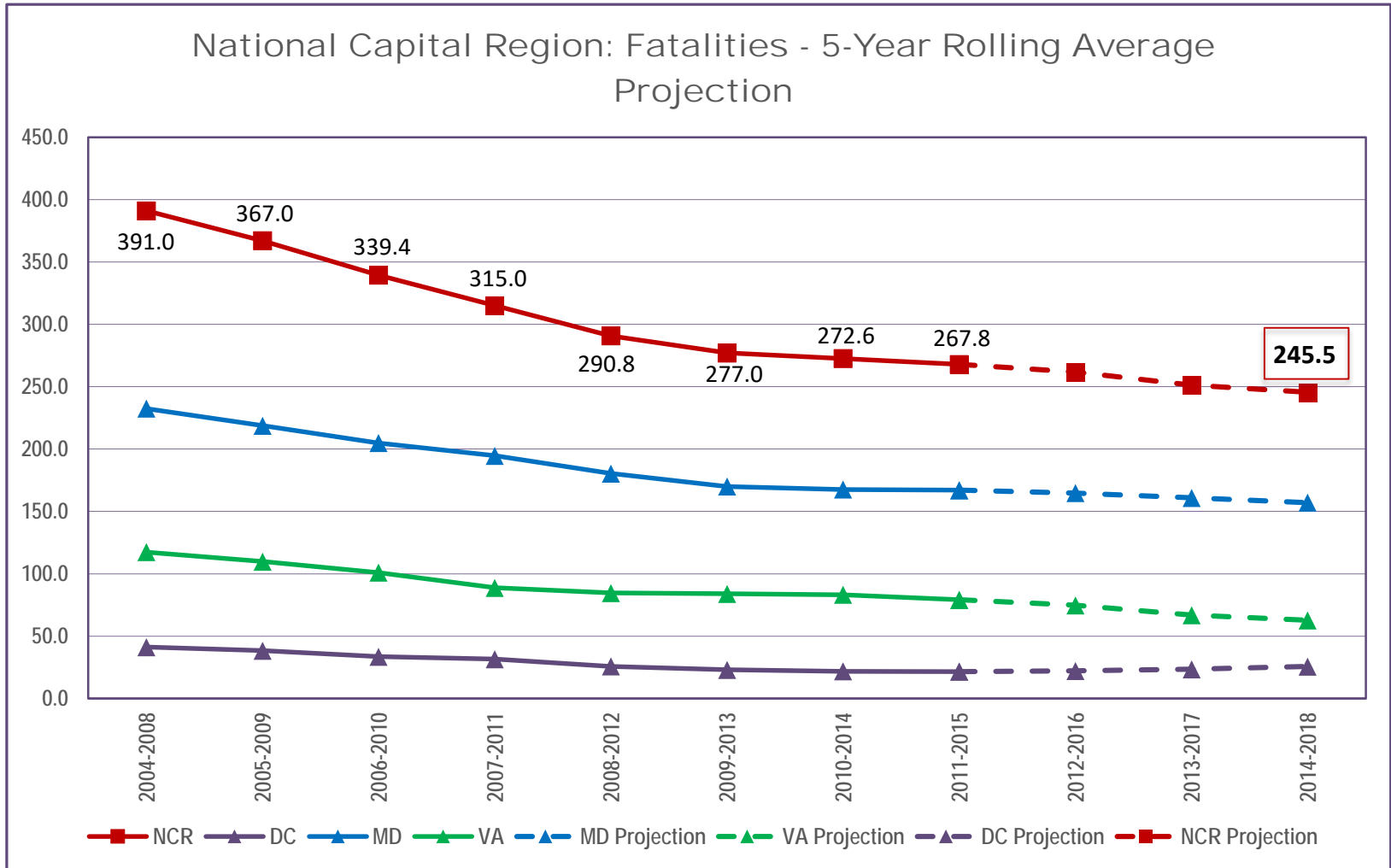
Draft Virginia sub-Target: Fatalities



Draft DC sub-Target: Fatalities



Initial Draft NCR: Fatalities



Notes on draft target projections for each State

- Maryland provided an initial forecast for its portion of the NCR in Tom Gianni's February, 2017 presentation to this Committee
- Virginia has provided a tool for MPOs to use that summarizes the State safety data by planning area and enables MPOs to apply various percentage reduction factors to help develop regional safety targets, but they do not recommend any particular methodology or reduction
- Since DC lies within the NCR, its targets are directly incorporated into the NCR target setting methodology
- TPB staff projections were made at the state level– i.e., for the Maryland and Virginia portions of the NCR, TPB staff did not make projections for individual jurisdictions



Next Steps

- Finalize NCR target setting approach based on Transportation Safety Subcommittee and Technical Committee feedback
- Update 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)



Questions / Discussion



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