

# PBPP: DRAFT 2018 NATIONAL CAPITAL REGION HIGHWAY SAFETY TARGETS

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December 12, 2017



# Presentation Items

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- Review of Highway Safety Performance Measures and Target Setting Requirements for MPOs
- Review of Approach for Setting National Capital Region Safety Targets
- Draft 2018 National Capital Region Safety Targets
- Next Steps



# PBPP Review

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- **PBPP approach is Federally required** for MPOs and DOTs – MAP-21 and FAST Acts
- Improved Outcomes
  - Improved investment decision-making
  - Improved return on investments and resource allocation
  - Improved system performance
  - Increased accountability and transparency
- The Highway Safety Performance Measure Final Rule was published March 2016



# 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 <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



# Highway Safety Performance Measures: Annual Target Setting

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## State DOTs

- Required to set statewide targets for each of the five performance measures
  - Each of these targets must be identical to those set by the State Highway Safety Office (SHSO)
  - Each target shall represent anticipated performance outcome for all public roadways in the State, regardless of ownership
  - Targets cannot be changed after they are reported
- Targets will be reported to FHWA in the State's HSIP annual report (due August 31 each year)
- Initial State targets for 2018 were reported in the 2017 HSIP annual report



# 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 MPO planning area
    - Each target shall represent anticipated performance outcome for all public roadways in the MPO planning area, regardless of ownership
    - MPOs shall coordinate with the state DOT(s) to ensure consistency
- MPOs report targets to respective state DOTs in a manner that is documented and mutually agreed upon
- MPOs also report on progress toward achieving their targets in their System Performance Report as part of their transportation plan
- Targets to be reported no more than 180 days after state DOTs have set their targets - or February of the following year



# Highway Safety Performance Measures: MPO Coordination and Planning

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- MPOs shall establish performance targets in coordination with their State partners
- Targets should be data-driven and realistic
- Metropolitan Transportation Plan (Visualize 2045) 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: An Approach to Setting Regional Targets

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- 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 Suburban Maryland portion of the NCR
  - Apply Virginia's approach to identify a sub-target for the Northern Virginia portion of the NCR
  - Incorporate the District of Columbia's target as a sub-target for the DC portion of the NCR
  - Mathematically combine the three sub-targets into an overall target for the NCR







# Strategic Highway Safety Plan

## Hypothetical Washington Region Targets

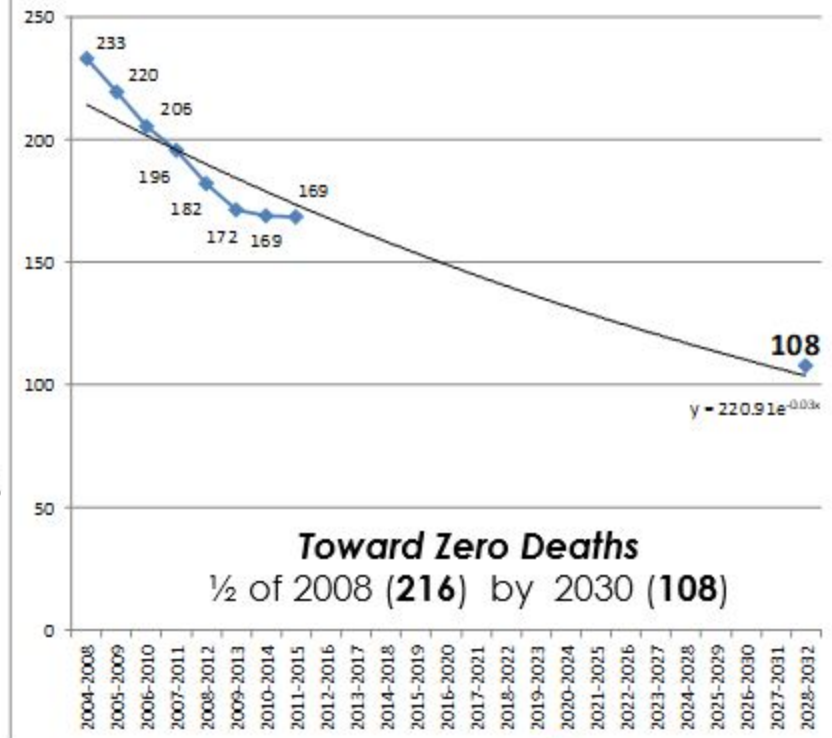
### Overall Fatality Goals

#### Total of 4 Counties

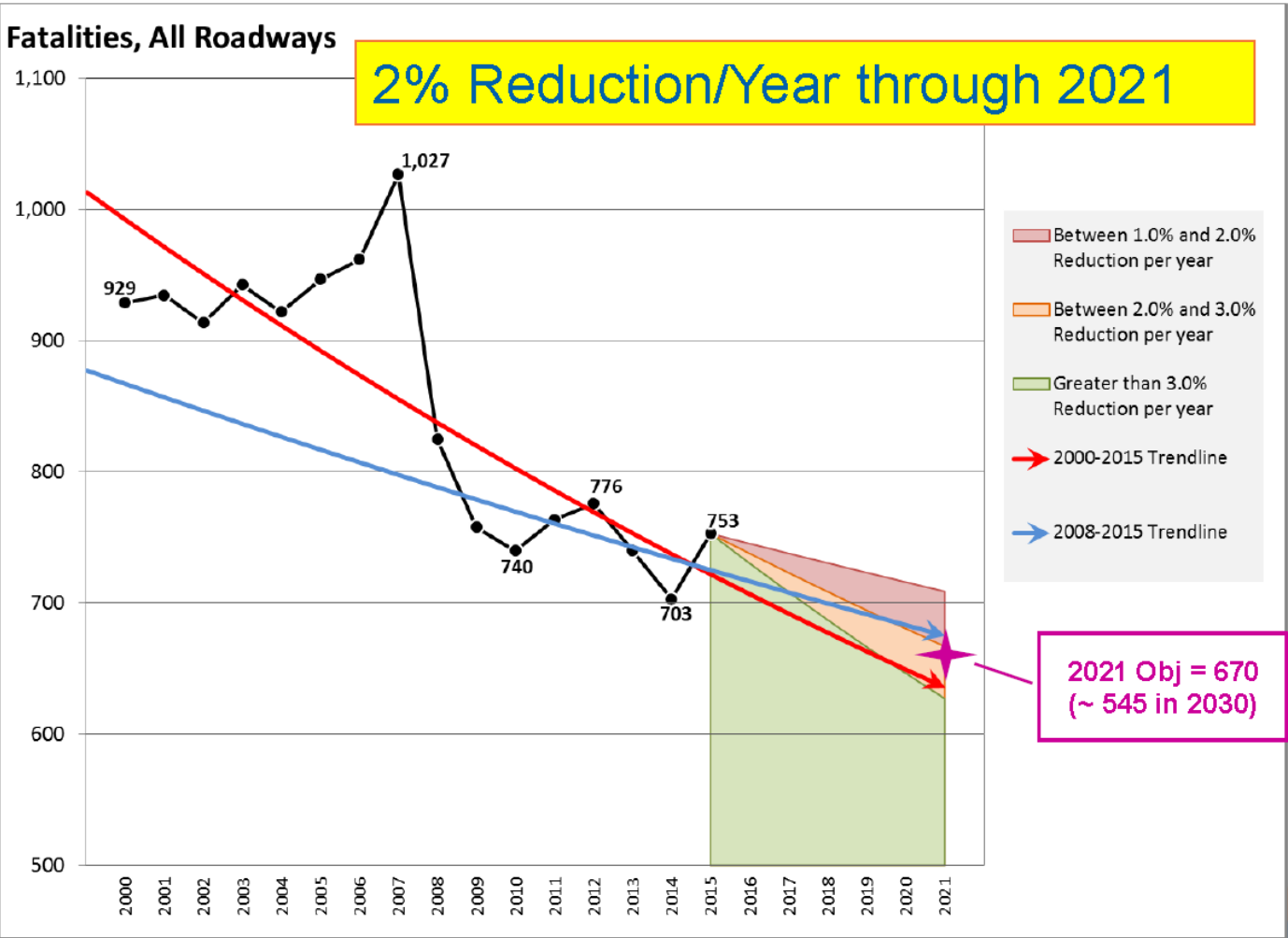
Montgomery  
Prince George's  
Frederick &  
Charles

#### Interim yearly targets

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



# SHSP 2021 Fatality Objective



# Summary of Targets

- Number of fatalities - **26**
- Number of serious injuries - **384** *Note: "420" was reported in the HSIP Annual Report*
- Fatality rate per hundred million vehicle miles traveled (HVMVT) - **0.70**
- Serious injury rate per HVMVT - **10.24**
- Number of non-motorized fatalities and non-motorized serious injuries - **11 & 134**



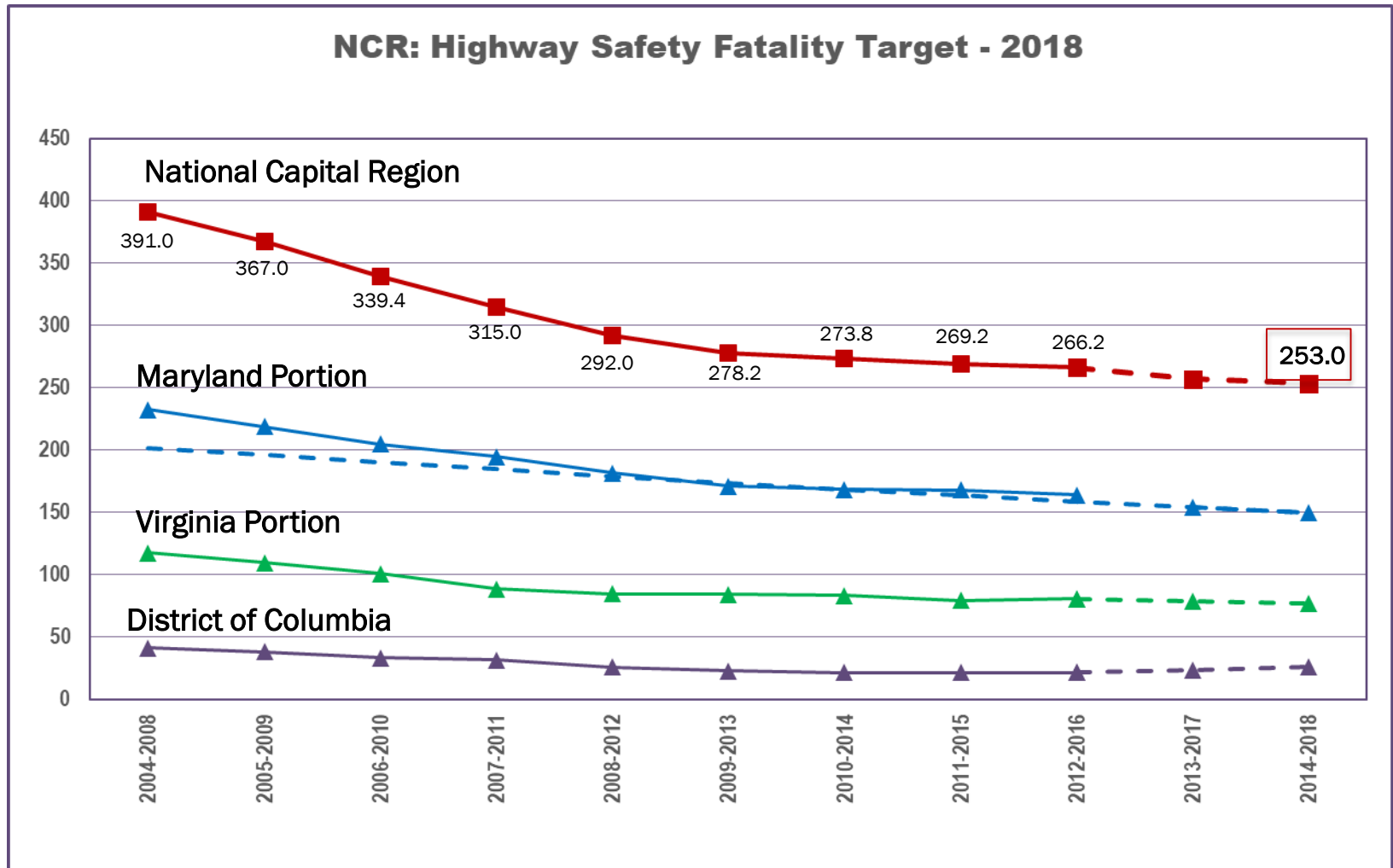
# Regional Target Setting Approach

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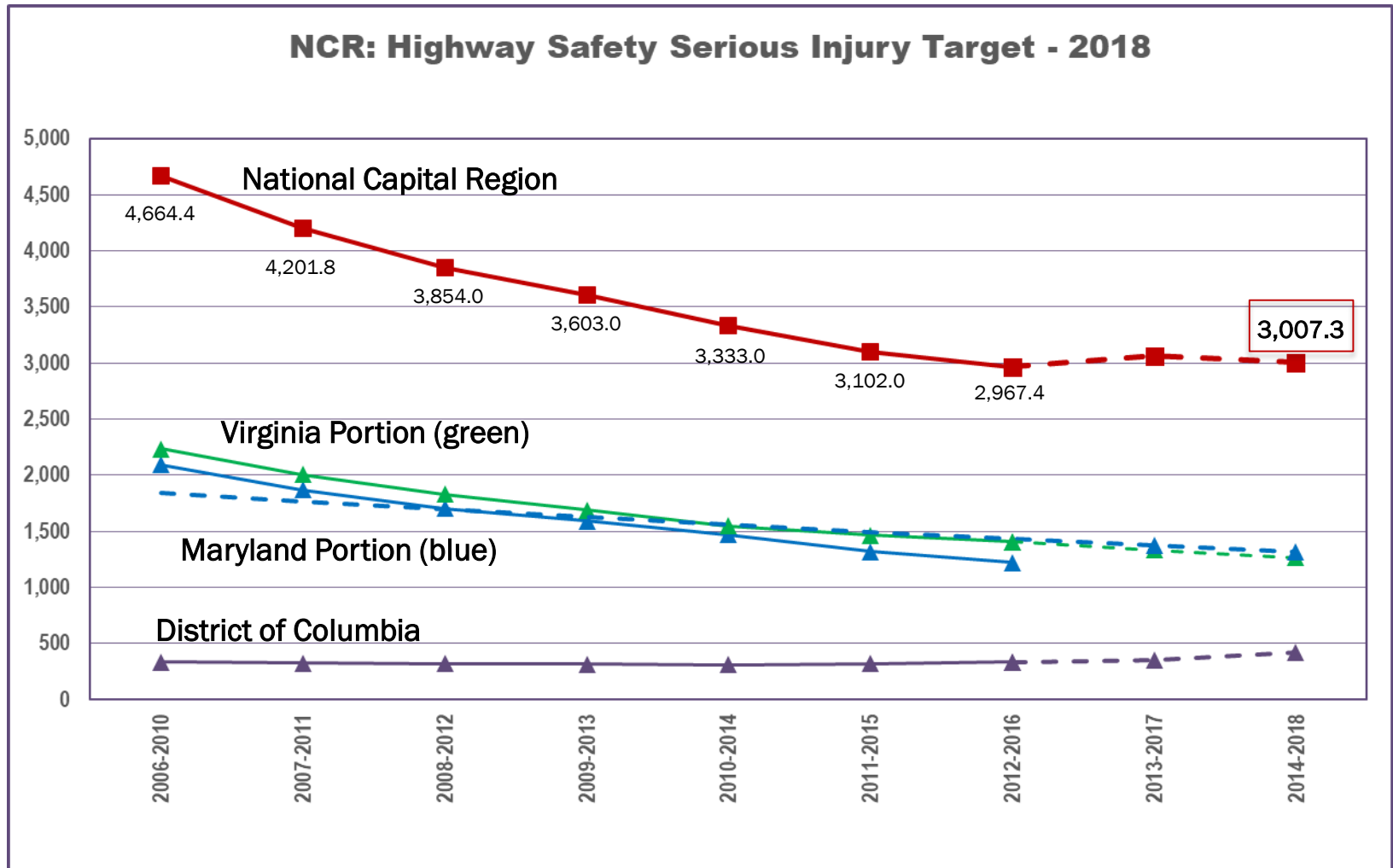
- The following slides show the results obtained from applying the proposed target setting methodology that incorporates each State's approach
  - Maryland: fixed glide path (1/2 of 2008 levels by 2030)
  - Virginia: yearly percent reductions for each performance measure
  - District of Columbia: projections of recent trends



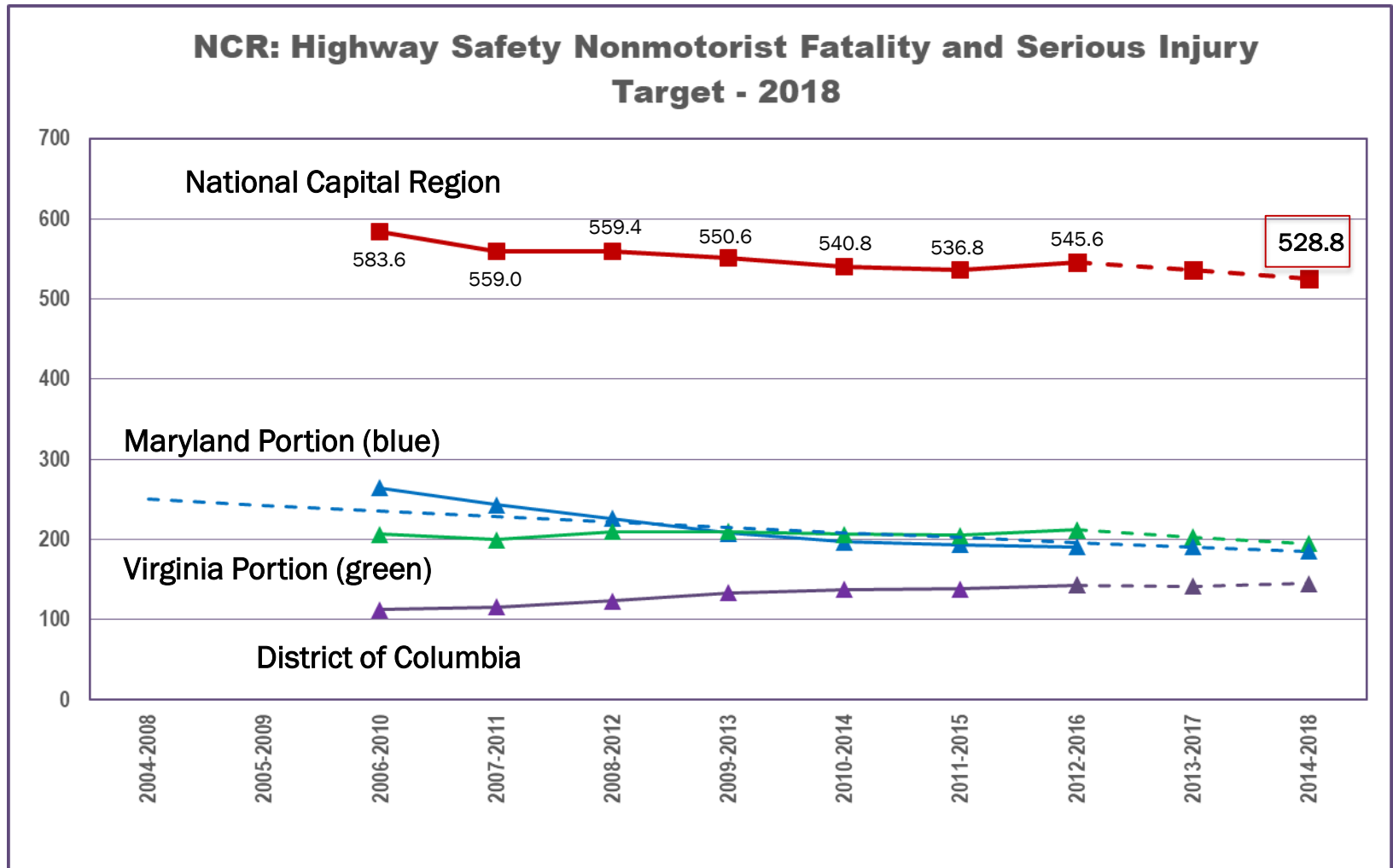
# Fatality Target: 253.0



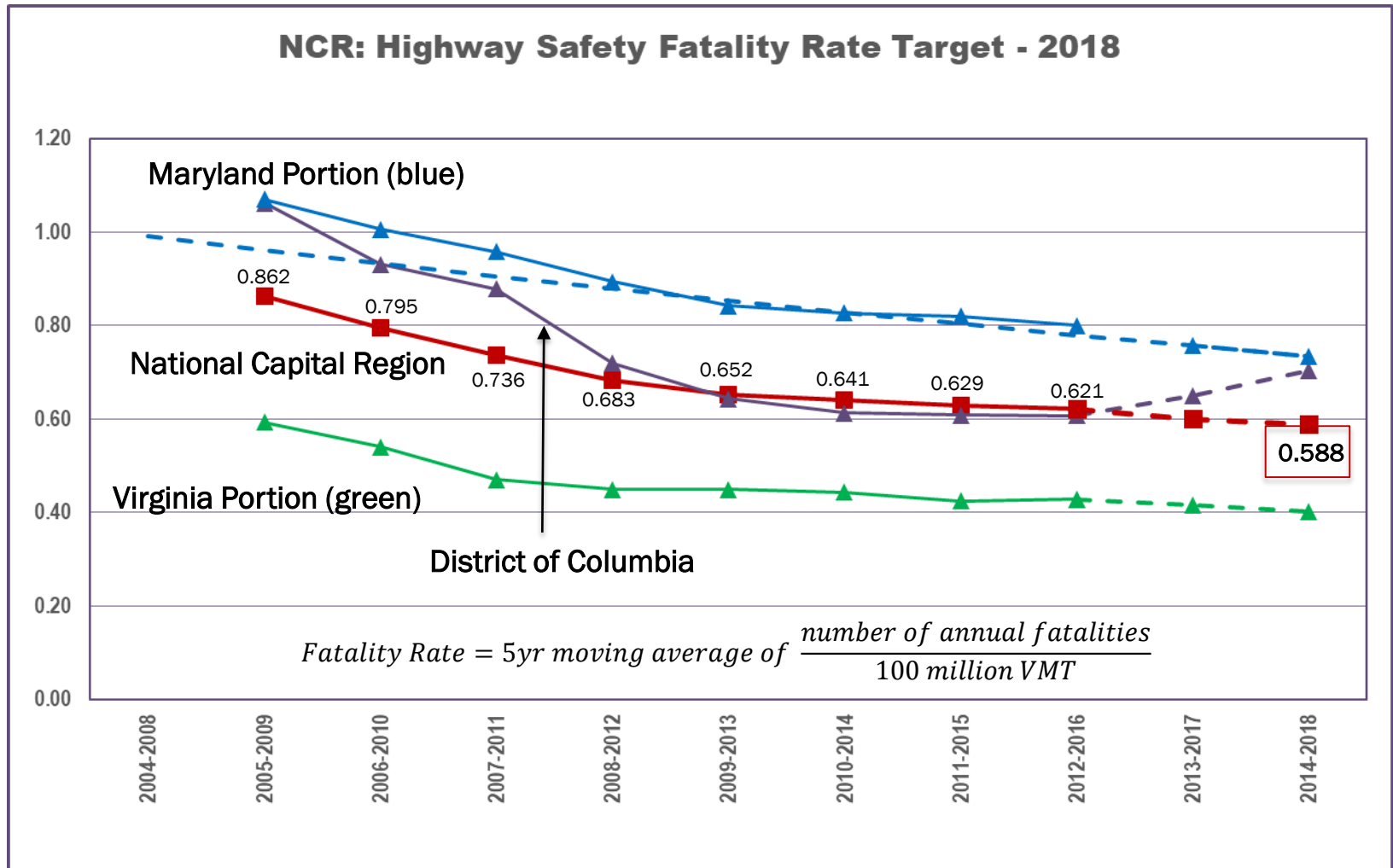
# Serious Injury Target: 3,007.3



# Nonmotorist Target: 528.8

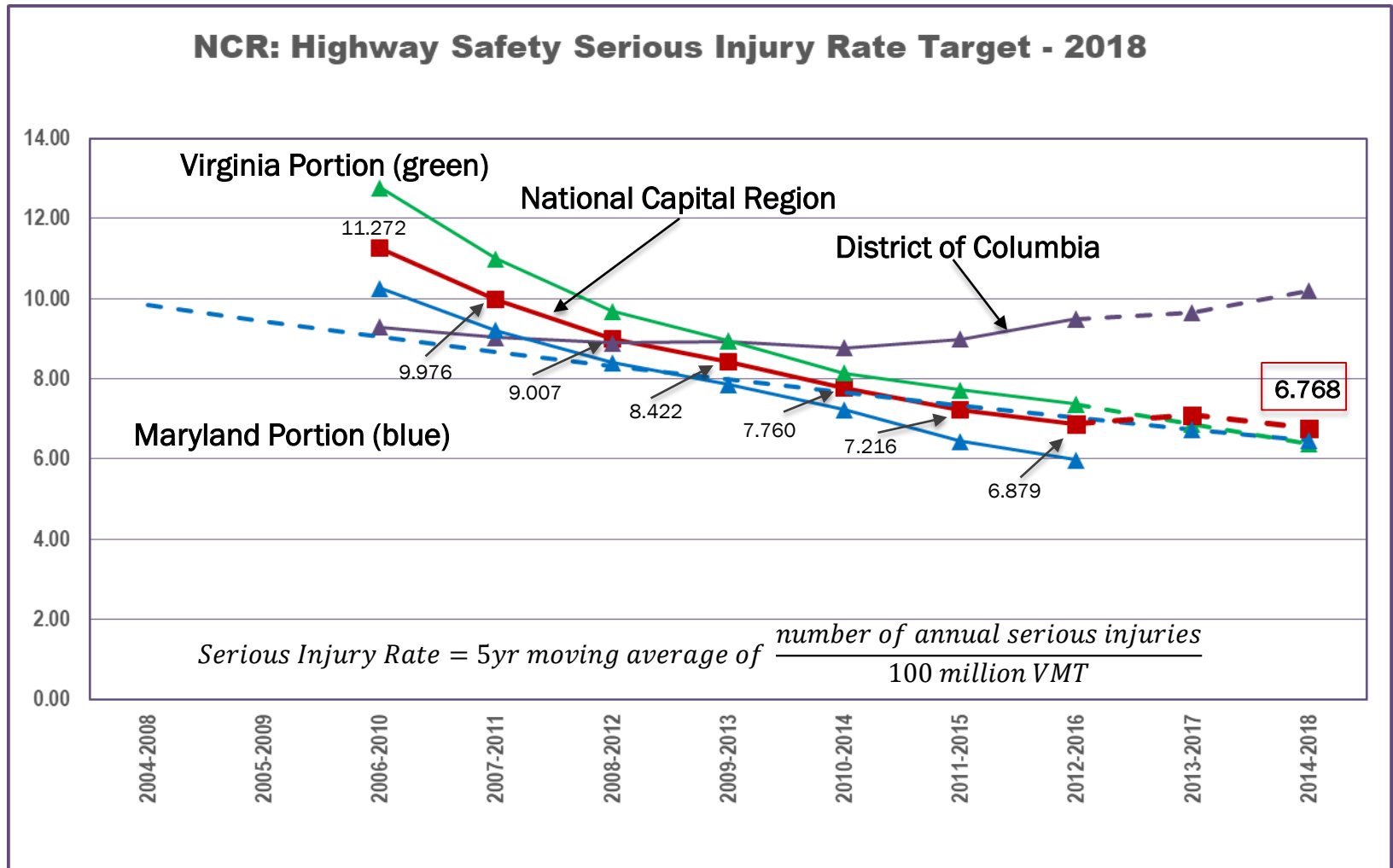


# Fatality Rate Target: 0.588





# Serious Injury Rate Target: 6.768



# NCR Highway Safety Targets: Summary

	2012-2016 Actual	2014-2018 Target	Difference	Percent Difference
# of Fatalities	266.2	<u>253.0</u>	↓ 13.2	↓ 4.9%
Fatality Rate (per 100 MVMT)	0.621	<u>0.588</u>	↓ 0.033	↓ 5.3%
# of Serious Injuries	2,967.4	<u>3,007.3</u>	↑ 39.9	↑ 1.3%
Serious Injury Rate (per 100 MVMT)	6.879	<u>6.768</u>	↓ 0.111	↓ 1.6%
# Nonmotorist Fatalities & Serious Injuries	545.6	<u>528.8</u>	↓ 16.8	↓ 3.1%



# Highway Safety Performance Measures: FHWA Determination of Significant Progress

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## State DOTs

- A state is determined to have met or made significant progress toward meeting its targets when for at least 4 measures either:
  - 5-year performance is better than the target; or
  - 5-year performance is better than it was for the base year

MPOs – not applicable



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

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## 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



# Next Steps

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- Finalize NCR target setting approach based on Safety Subcommittee and Technical Committee feedback
- Present draft to the Board at the December 2017 TPB meeting
- Request Board approval of targets at the January 2018 TPB meeting



# Questions / Discussion

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