

# MAP-21/FAST SAFETY PERFORMANCE MEASURES AND TARGET SETTING UPDATE

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# Rulemaking Schedule

	<b>Planning Rules</b> <i>USDOT Significant Rulemaking Report, as of March 16, 2016</i>	<b>Proposed Rulemaking</b>	<b>Final Rulemaking</b>
Planning	<ul style="list-style-type: none"> <li>Statewide and Metropolitan Planning Rule</li> </ul>	June 2014	May 2016
<b>Highway Safety</b>	<ul style="list-style-type: none"> <li><b>Safety Performance Measures Rule</b></li> <li><b>Highway Safety Improvement Program (HSIP)</b></li> </ul>	<b>March 2014</b>	<b>March 2016</b>
Highway Conditions	<ul style="list-style-type: none"> <li>Pavement and Bridges Performance Measurement</li> <li>Asset Management Plan</li> </ul>	January/February 2015	<i>December 2016</i>
Congestion / System performance	<ul style="list-style-type: none"> <li>System Performance Measures Rule (Congestion, Air Quality, and Freight)</li> </ul>	<i>April 2016</i>	<i>December 2016</i>
Transit	<ul style="list-style-type: none"> <li>Transit Asset Management</li> <li>Public Transportation Agency Safety Plan</li> </ul>	September 2015 (Transit Asset) February, 2016 (Transit Safety)	July 2016 (Transit Asset) January 2017 (Transit Safety)



# Safety Performance Measure Final Rule

Provision	State DOT	MPO
Establishes Safety Performance Measures	✓	✓
Establishes a target setting process	✓	✓
Describes how progress will be reported	✓	✓
Describes how the FHWA will assess whether or not sufficient progress has been made	✓	
Describes the consequences for neither meeting the targets nor making significant progress	✓	



# Highway Safety Performance Measures: Expected Outcomes

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- The amount and quality of safety data will be improved – particularly with respect to serious injuries
- Greater transparency will be achieved by requiring fatality and serious injury data to be reported through a public reporting system
- Aggregation of targets and progress at the national level will be possible through improved data consistency
- State DOTs will meet or make significant progress toward their safety targets

Furthermore:

- State DOTs and MPOs are expected to use the information generated by these regulations to make investment decisions that will result in the greatest possible reductions in fatalities and serious injuries



# Highway Safety Performance Measures and Data Sources

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: 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
- In addition, state DOTs may establish additional targets for portions of the state as follows
  - Any number and combination of urbanized area boundaries wholly contained within the state, and/or
  - A single non-urbanized area target for all on the non-urbanized areas of the state



# Highway Safety Performance Measures: Target Setting

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## 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



# Coordination of Performance Targets with Metropolitan Planning

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- MPOs shall establish performance targets in coordination with State DOTs.
- 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 MPOs 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: Reporting

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## States

- Targets for fatalities, fatality rate, and serious injuries will be reported to NHTSA in the State's HSP (due July 1 each year)
- All 5 targets will be reported to the FHWA in the State's HSIP annual report (due August 31 each year)
- Targets will begin to be reported in the 2017 HSP and the 2017 HSIP annual report and each year thereafter

## MPOs

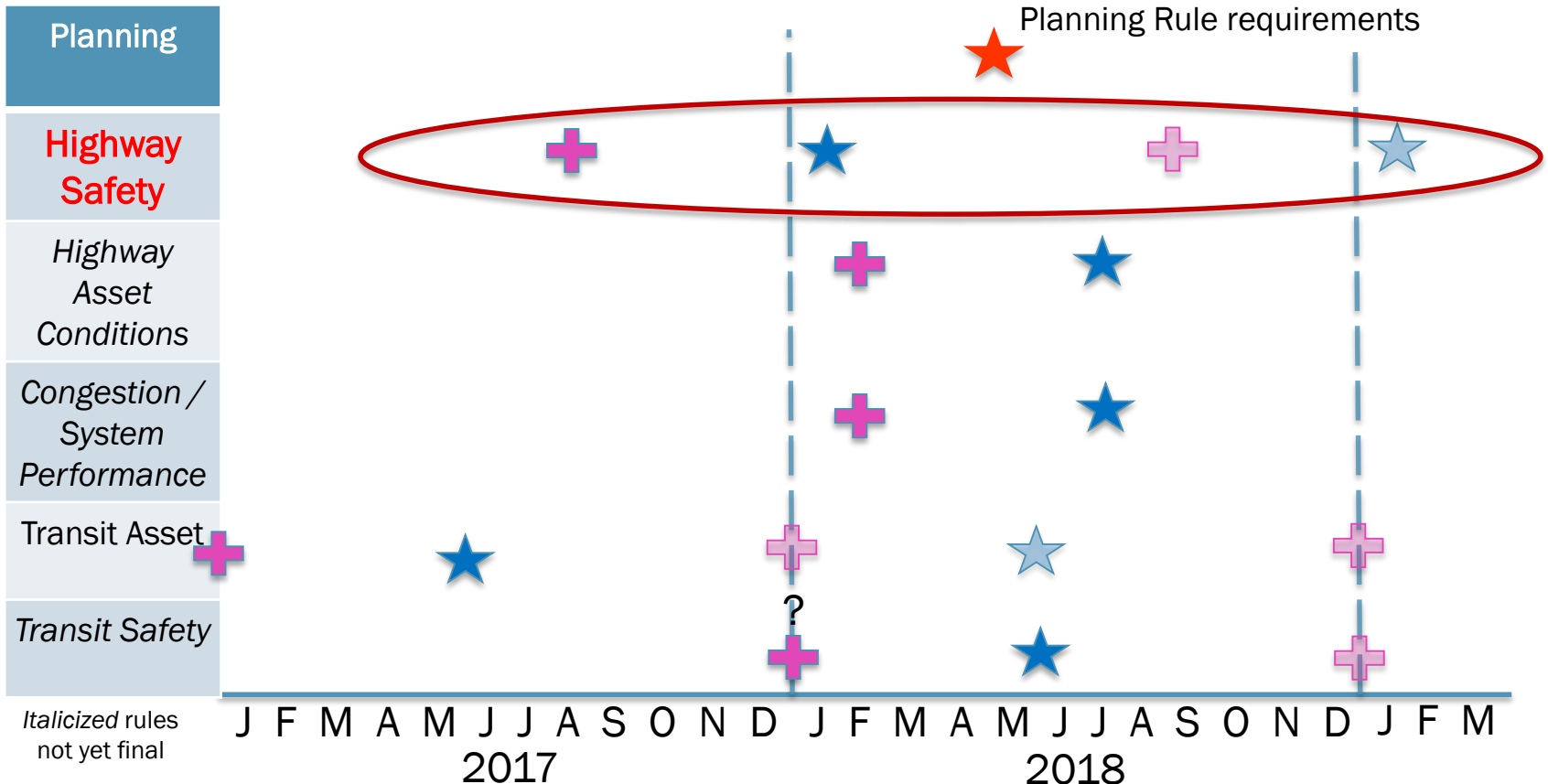
- MPOs will annually report targets to respective state DOTs in a manner that is documented and mutually agreed upon
- MPOs will also report on progress toward achieving their targets in their System Performance Report as part of their transportation plan
- Targets will begin to be reported no more than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



# PBPP Calendar: 2017-2018

**+** DOT / Transit Agency sets targets (1, 2, or 4 years)

**★** TPB sets targets (within 180 days)



TIP/LRTP must meet new Planning Rule requirements



# TPB Coordination Activities

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Continuing collaboration with key Virginia, Maryland, and District of Columbia partners

- Compiling regional performance measure data consistent with state data
- Ongoing coordination with Maryland, Virginia, and District of Columbia officials as they develop their respective target setting methodologies
- Ongoing engagement with the Transportation Safety Subcommittee, the Technical Committee, and the TPB
- Will develop a staff-recommended regional safety target setting methodology - and corresponding targets - based on coordination with our member states and this committee



# Strategic Highway Safety Plan

## Hypothetical Washington Region Targets

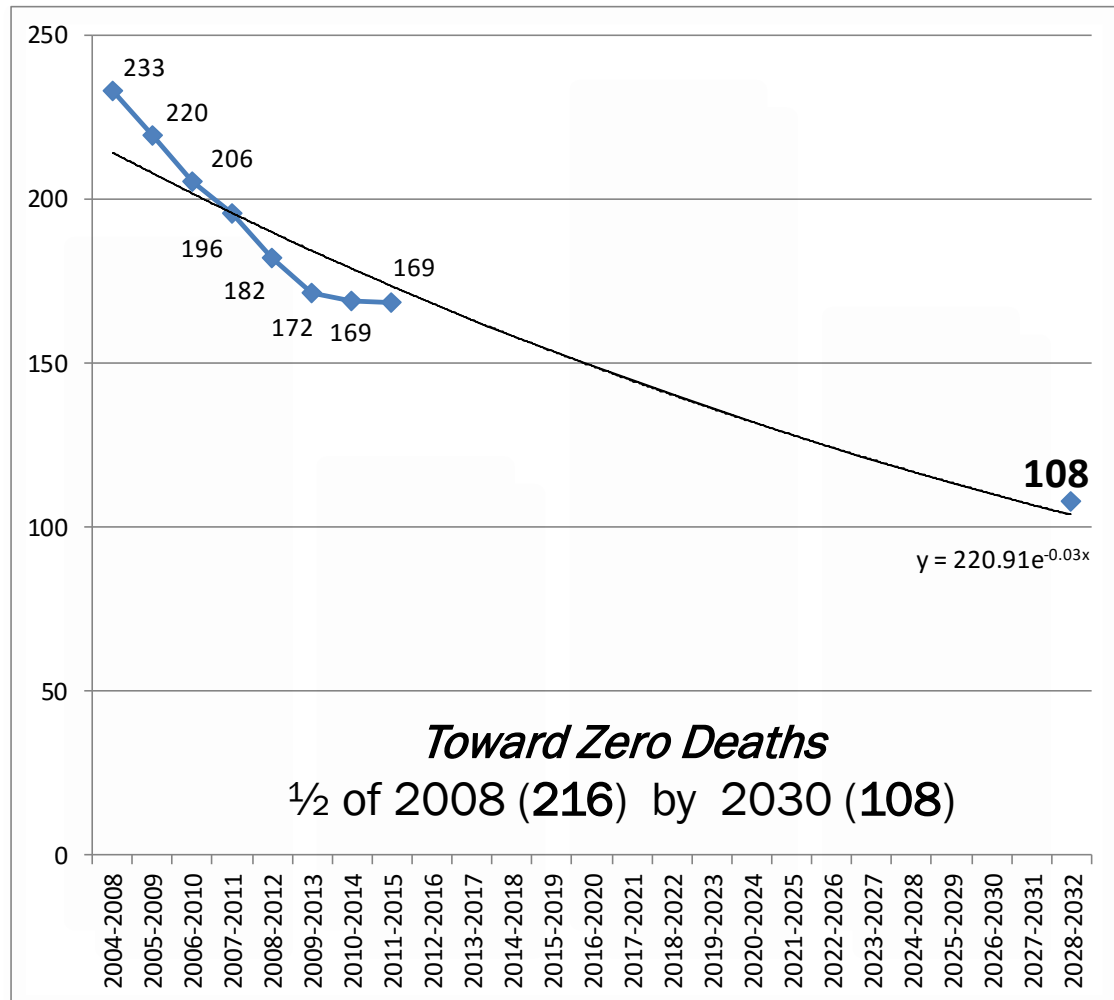
### Overall Fatality Goals

#### Total of 4 Counties

Montgomery  
Prince George's  
Frederick & Charles

#### Interim yearly goals

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



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Transportation Planning Board

# Regional Safety Data - Fatalities

