

# TPB REGIONAL SAFETY PROGRAM

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Jon Schermann  
TPB Systems Performance Analysis Manager

TPB Citizens Advisory Committee  
December 10, 2020

# Regional Safety Program

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- Proposed Program Description
  - Short-term consultant services to individual member jurisdictions
  - For planning or design projects that will improve roadway safety
  - Provides up to \$60k for studies or planning projects
  - Provides up to \$80k for design/preliminary engineering projects



# Regional Safety Program

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- Program Funding
  - \$250k for FY 2021
  - Similar funding levels anticipated for future years
- Eligible Applicants
  - Any jurisdiction or agency that is a TPB member is eligible to apply



# Regional Safety Program

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- Application Process

- 2 month application period beginning early 2021
- Optional abstract can be submitted for TPB staff feedback
- Selection Panel will identify applications to be recommended for approval
- The recommended applications will be presented to the TPB for final approval
- Consultants will submit proposals
- A separate panel will select the winning consultant proposal
- Contracting and project execution



# Regional Safety Program

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- Selection Panel Composition
  - One TPB staff member; and
  - One safety expert each from MDOT, VDOT, and DDOT; and
  - One FHWA safety expert

# Regional Safety Program

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- Funding Priorities

- The TPB encourages applications that address one or more of the following regional safety priorities:
  - Safety improvements for low-income and minority communities
  - Improving road user behavior
  - Identifying and designing safety countermeasures
  - Understanding safety data
  - Cross jurisdictional safety improvements



# Regional Safety Program

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- Studies and Planning Projects (up to \$60k)
  - Examples include but are not limited to:
    - Support for local roadway safety plans
    - Road Safety Audits
    - Crash data analysis
    - Jurisdictional efforts to leverage the “Street Smart” program
    - Identification of jurisdictional “high injury networks”



# Regional Safety Program

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- Design and Preliminary Engineering (up to \$80k)
  - Examples include but are not limited to:
    - Lighting and signage improvements
    - Intersection improvements
    - Enhanced pedestrian infrastructure
    - Road diet design





# Regional Safety Program

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- **Contracting**
  - “Master Contracts” vs Traditional Process
- **Proposed Pilot Program Timeline**
  - Regional Safety Program defined: November 2020
  - Solicit applications: January 2021 through February 2021
  - Master contracts: December 2020 through February 2021
  - Select projects: March 2021
  - TPB approval April or May 2021
  - Consultants submit proposals: June 2021
  - Contract award: July 2021
  - Project complete: April 2022



# Regional Safety Program

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- Proposed Future Year Program Timeline
  - Solicit applications: April through May
  - Select projects: June
  - TPB approval: July
  - IDIQ consultants submit proposals: August
  - Contract award: September
  - Projects complete: May



# Next Steps

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- Develop program application form
- Develop program web page
- Develop RFQ (for master contracts)
- Finalize selection panel members

# 2017-2021 PBPP HIGHWAY SAFETY TARGETS

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# Presentation Items

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- Part I: Review of Safety Trends
- Part II: Staff Recommended 2017-2021 Regional Safety Targets
- Part III: Next Steps



# Part I

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## Review of Safety Trends



# NCR Safety – With Final 2019 Annual Data

|   | 2015  | 2016  | 2017  | 2018  | 2019               | Change from 2018 to 2019 |
|---|-------|-------|-------|-------|--------------------|--------------------------|
| # of Fatalities                             | 263   | 279   | 313   | 292   | 306 <sup>1</sup>   | ↑ 4.8 %                  |
| Fatality Rate (per 100 MVMT)                | 0.610 | 0.633 | 0.695 | 0.649 | 0.672 <sup>1</sup> | ↑ 3.5 %                  |
| # of Serious Injuries                       | 2,632 | 2,925 | 2,581 | 2,444 | 2,345              | ↓ 4.1 %                  |
| Serious Injury Rate (per 100 MVMT)          | 6.109 | 6.634 | 5.731 | 5.429 | 5.135              | ↓ 5.4 %                  |
| # Nonmotorist Fatalities & Serious Injuries | 524   | 553   | 585   | 547   | 599                | ↑ 9.5 %                  |

Note <sup>1</sup>: Figures listed are from state fatality data; 2019 FARS data not yet published

# Part II

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## Staff Recommended 2017-2021 Regional Safety Targets





# Background (or Why, What, and How)

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- The TPB has also set regional targets in January 2018, January 2019, and December 2019 – and are scheduled to set their next round of targets in December 2020.
  - Federal requirement for State DOTs and MPOs to update highway safety targets on an annual basis
  - State DOTs approved their most recent set of targets in August 2020
- Data-driven and realistic highway safety targets are to be set for 5 performance measures
- These data-driven performance measures enable us to consistently track regional safety results
- Targets are averages for a given 5-year period (ex., 2016-2020, 2017-2021 etc.)



# 2017-2021 Target Setting Methodology

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- Apply Maryland’s approach to identify a “sub-target” for the Maryland portion of the NCR
- Apply Virginia’s suggested approach for its MPOs 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
- If a calculated target is higher than the previous target, set the target equal to the previous target
- *Note that this is the same methodology as was used for last year’s (2016-2020) targets*



# Summary: NCR Highway Safety Targets: pre-cap

|  | 2016-2020<br>Target | 2017-2021<br>Target | Difference | Percent<br>Difference |
|--|---------------------|---------------------|------------|-----------------------|
| # of Fatalities                                | 253.0               | <u>269.5</u>        | 16.5       | 6.5%                  |
| Fatality Rate (per 100<br>MVMT)                | 0.588               | <u>0.628</u>        | 0.049      | 6.8%                  |
| # of Serious Injuries                          | 2,692.1             | <u>2,435.8</u>      | -256.3     | -9.5%                 |
| Serious Injury Rate (per<br>100 MVMT)          | 6.157               | <u>5.539</u>        | -0.618     | -10.0%                |
| # Nonmotorist Fatalities<br>& Serious Injuries | 508.6               | <u>529.9</u>        | 48.6       | 4.2%                  |

# Summary: NCR Highway Safety Targets: with cap

|  | 2016-2020<br>Target | 2017-2021<br>Target | Difference | Percent<br>Difference |
|--|---------------------|---------------------|------------|-----------------------|
| # of Fatalities                                | 253.0               | <u>253.0</u>        | 0.0        | 0.0%                  |
| Fatality Rate (per 100<br>MVMT)                | 0.588               | <u>0.588</u>        | 0.000      | 0.0%                  |
| # of Serious Injuries                          | 2,692.1             | <u>2,435.8</u>      | -256.3     | -9.5%                 |
| Serious Injury Rate (per<br>100 MVMT)          | 6.157               | <u>5.539</u>        | -0.618     | -10.0%                |
| # Nonmotorist Fatalities<br>& Serious Injuries | 508.6               | <u>508.6</u>        | 0.000      | 0.0%                  |

# Summary: NCR Highway Safety Targets

| Performance Measure<br>(5-year rolling average)   | 2015-<br>2019<br>Target | 2016-<br>2020<br>Target | 2017-<br>2021<br>Target | Difference | Percent<br>Difference |
|---|-------------------------|-------------------------|-------------------------|------------|-----------------------|
| # of Fatalities                                   | 253.0                   | 253.0                   | <u>253.0</u>            | 0.0        | 0.0%                  |
| Fatality Rate<br>(per 100 MVMT)                   | 0.588                   | 0.588                   | <u>0.588</u>            | 0.0        | 0.0%                  |
| # of Serious Injuries                             | 2,919.6                 | 2,692.1                 | <u>2,435.8</u>          | -256.3     | -9.5%                 |
| Serious Injury Rate<br>(per 100 MVMT)             | 6.564                   | 6.110                   | <u>5.539</u>            | -0.618     | -10.0%                |
| # Nonmotorist<br>Fatalities & Serious<br>Injuries | 508.6                   | 508.6                   | <u>508.6</u>            | 0.0        | 0.0%                  |



# Part III

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## Next Steps



# Next Step

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- Request board approval of targets at the December TPB meeting



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