



August 25, 2023

Ohio Metropolitan Planning Organizations
Executive Directors

Dear Colleagues,

The deadline for the Ohio Department of Transportation (ODOT) to establish the annual Safety Performance targets is approaching. As a result, I'm writing to inform you of the state's targets and the process for Metropolitan Planning Organizations to adopt these targets or develop regional targets of their own.

Background

Federal Rule 23 CFR 490 establishes five safety performance measures and requires states set targets for those measures to demonstrate reductions in fatalities and serious injuries on all public roads. The required performance measures are:

- Number of Fatalities
- Number of Serious Injuries
- Rate of Fatalities
- Rate of Serious Injuries
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries

Together, these performance measures foster transparency and accountability, and help organizations track safety progress at the regional, state, and national level.

Deadlines

The deadlines for establishing the state's targets are:

- **July 1, 2023** – The Ohio Department of Public Safety (ODPS) must submit the state's Highway Safety Plan to the National Highway Traffic Safety Administration. This plan includes the five required targets. ODOT and ODPS worked together to mutually agree upon the same targets for these measures, and ODPS has submitted the plan.
- **August 31, 2023** – ODOT submits the Highway Safety Improvement Program Report to the Federal Highway Administration. This report includes targets identical to those in the Highway Safety Plan. In turn, MPOs are required to establish safety targets within 180 days of the submittal of ODOT's HSIP Report.
- **February 26, 2024** – Ohio MPOs must establish safety targets for their respective metropolitan planning areas. **ODOT requests that MPO Safety Performance targets be adopted through MPO**

Governance Board resolutions. For each safety performance measure, the MPO has two options for establishing a target:

- Adopt the statewide target and agree to plan and program projects so they contribute toward the accomplishment of the ODOT safety target for that performance measure; or
- Cooperatively develop and adopt a quantifiable target for that performance measure for its metropolitan planning area.

MPO Board Resolutions can be forwarded to Nathaniel Vogt (nathaniel.vogt@dot.ohio.gov) in ODOT's Division of Planning prior to the February 26, 2024, deadline. ODOT has created several interactive tools MPOs can use to develop regional targets, if an MPO chooses to do so. The interactive reports and tools can be found here: <https://www.transportation.ohio.gov/programs/highway+safety/dashboard-tests/04-strategic-highway-safety-plan-dashboards>.

Ohio Adopts 2% Annual Reduction Goal

After reviewing historical crash trends and other factors, ODOT and ODPS have once again adopted a **2% percent annual reduction target across all five categories**.

Ohio has adopted these aggressive targets for two reasons: 1) The state made progress last year in reducing key performance targets, and 2) The state is continuing to make record-level investments in road safety. Thanks to an increase in the state gas tax in 2019 and additional federal funding passed in 2021, ODOT is investing \$185M annually in road safety across the state. We believe it's the largest per capita investment by any state DOT in the country.

Ohio's safety community is also energized by the recent passage of the state's distracted driving law, which prohibits drivers from interacting with electronic devices while driving. It also makes these activities a primary offense. The new law – coupled with better enforcement tools and more public education – should change driver behavior and help prevent serious and fatal crashes in our state.

In addition, we want to emphasize that Ohio is choosing to adopt aggressive target reductions as a matter of philosophy and motivation. Ohio can't – in good conscience – set negative targets or low expectations and expect to inspire Ohioans to do more to improve safety in our state.

Calculated Targets for 2024

Below are Ohio's calendar year (CY) 2024 targets. The baseline years for setting CY 2024 targets are CYs 2018-2022. FHWA will determine whether a state DOT has met or made significant progress toward meeting its CY 2024 targets in December 2025. States will be notified in March 2026.

A state is considered to have met or made significant progress toward meeting its performance targets if at least four of the five targets have been met or the actual outcome for the target is better than the baseline performance.

CY 2024 Targets for Ohio are:

- 1,172.0 Number of Fatalities
- 7,270.0 Number of Serious injuries
- 1.05 Rate of Fatalities

- 6.51 Rate of Serious Injuries
- 835.0 Frequency of non-motorized fatalities and non-motorized serious injuries

Baselines used to set targets are (CY 2018-2022):

- 1,220.0 Number of Fatalities
- 7,529.4 Number of Serious Injuries
- 1.09 Rate of Fatalities
- 6.78 Rate of Serious Injuries
- 869.19 Frequency of Non-motorized Fatalities and Non-motorized Serious Injuries

Please contact us if you would like to discuss these targets and how investments in your region or across the state might influence them.

If you have questions, please contact Nathaniel Vogt at (614) 351-2849 or nathaniel.vogt@dot.ohio.gov.

Respectfully,

A handwritten signature in black ink, appearing to read "James W. Gates".

James Gates,
Deputy Director
ODOT Division of Planning