



September 14, 2021

**Ohio Metropolitan Planning Organizations
Executive Directors**

Dear Colleagues,

The deadline for Ohio to adopt the annual Safety Performance Management Measures has arrived. As a result, I'm writing to inform you of the state's adopted targets, as well as to provide a timeline and process for Metropolitan Planning Organizations to adopt these targets or develop regional targets of their own.

Background

Federal Rule 23 CFR 490 requires states to establish five performance measures and set targets for those measures to demonstrate fatal and serious injury reductions 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 are being required to foster transparency and accountability, and help organizations track safety progress at the regional, state and national level.

Deadlines

The deadlines for publishing a state's targets are:

- **July 1, 2021** – Targets included in the Highway Safety Plan developed by the Ohio Department of Public Safety (ODPS) and submitted to the National Highway Traffic Safety Administration.
- **August 31, 2021** – Targets included in the Highway Safety Improvement Program Report developed by the Ohio Department of Transportation (ODOT) and submitted to the Federal Highway Administration. **This starts the 180-day deadline for MPOs.**
- **February 26, 2022** – Ohio MPOs must establish Safety Performance Management targets for their respective metropolitan areas. ODOT requests that MPO Safety Performance targets be adopted through MPO Governance Board resolutions. MPO Safety Performance target options are:
 - Adopt the statewide targets and agree to plan and program projects so they contribute toward the accomplishment of the ODOT safety target for that performance measure; or
 - Commit to a quantifiable target for that performance measure for their metropolitan planning area.

MPO Board Resolutions should be forwarded to **Nate Brugler (Nathaniel.Brugler@dot.ohio.gov)** in **ODOT's Division of Planning** prior to the February 26, 2022 deadline. **We also have created several interactive reports, which includes tools you can use to calculate regional targets**, if you decide to adopt your own and not the state targets. [Strategic Highway Safety Plan Dashboards | Ohio Department of Transportation](#)

Ohio Adopts 2% Annual Reduction Goal

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

Ohio has adopted these aggressive targets because the state is making a record level of investments in safety thanks to an increase in the state gas tax – the first increase in almost 15 years. This increase has resulted in an additional \$50 million annually for HSIP projects – bringing our total investment to \$158 million annually.

Ohio is also pursuing changes to its distracted driving law, which could significantly change driver behavior and reduce traffic deaths in the state. Ohio's law has not been updated since 2012, when mobile devices could do a fraction of what they can do today.

And finally, Ohio is choosing to adopt aggressive targets for fatalities because we cannot in good conscience set negative targets or low expectations and expect to inspire ourselves or Ohioans to do more.

Calculated Targets for 2022

Below are Ohio's calendar year (CY) 2022 targets. The baseline years for setting CY 2022 targets are CY 2016-2020. FHWA will determine whether a state DOT has met or made significant progress toward meeting its CY 2022 targets in December 2023. States will be notified in March 2024.

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 2022 Targets for Ohio are:

- 1,106.0 Number of Fatalities
- 7,744.0 Number of Serious injuries
- 0.970 Rate of Fatalities
- 6.780 Rate of Serious Injuries
- 808 Frequency of non-motorized fatalities and non-motorized serious injuries

Baselines used to set targets are (CY 2016-2020):

- 1,152.2 Number of Fatalities
- 8,063.4 Number of Serious Injuries
- 1.015 Rate of Fatalities
- 7.063 Rate of Serious Injuries
- 840.4 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 Nate Brugler at (614) 387-0459 or Nathaniel.Brugler@dot.ohio.gov

Respectfully,

A handwritten signature in black ink that reads "Tim McDonald". The signature is written in a cursive, flowing style.

Timothy McDonald, Deputy Director
ODOT Division of Planning