



September 15, 2020

Ohio Metropolitan Planning Organizations Executive Directors

Dear Colleagues,

The deadline for Ohio to adopt the annual Safety Performance Management Measures is approaching. 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, 2020** – 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, 2020** – 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, 2021** – 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 can be forwarded to **Nate Brugler (Nathaniel.Brugler@dot.ohio.gov)** in ODOT's **Division of Planning** prior to the February 26, 2021 deadline. **We have also created a web page, which includes tools you can use to calculate regional targets**, if you decide to adopt your own and not the state targets. <https://tinyurl.com/y6yju7hl>

Ohio Adopts 2% Annual Reduction Goal

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

We have adopted a more aggressive target based on the Governor's commitment and focus on safety. This includes several new initiatives, which are being launched this year:

- Additional \$50 Million Annually for ODOT's Highway Safety Program
 - This includes the Governor's Intersection Safety Program targeting the top urban, rural and suburban intersections in our state.
 - Ohio now has the third largest Highway Safety Program in the country.
- Statewide Implementation of Centerline Rumble Stripes
 - ODOT is targeting more than 4,000 miles of high-speed, two-lane roads.
 - There are approximately 120 left of center deaths each year.
- ODPS Young Driver and Driver Training Initiatives
 - The department is launching new programs to reduce crashes among young adults age 15-25.
 - Young adults are involved in 28% of all traffic deaths and 35% of all serious injuries across Ohio each year.
- New \$10 Million Pedestrian Safety Improvement Program, which will provide 8 Ohio cities with funding to implement proven safety counter measures such as medians, signals, marked crossings and related infrastructure.

We believe these initiatives will have a significant affect on reducing crashes in Ohio.

For comparison, two years ago Ohio had adopted a 1% annual reduction target for all five categories. Last year the state adopted the more aggressive 2% target and met two of the five goals.

Calculated Targets for 2021

Below are Ohio's calendar year (CY) 2021 targets. The baseline years for setting CY 2021 targets are CY 2015-2019. FHWA will determine whether a state DOT has met or made significant progress toward meeting its CY 2021 targets in December 2021. States will be notified in March 2022.

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 2021 Targets for Ohio are:

- 1,084 Number of Fatalities
- 8,101 Number of Serious injuries
- 0.93 Rate of Fatalities
- 6.97 Rate of Serious Injuries
- 811 Frequency of non-motorized fatalities and non-motorized serious injuries

Baselines used to set targets are (CY 2015-2019):

- 1,128.8 Number of Fatalities
- 8,434.2 Number of Serious Injuries
- 0.97 Rate of Fatalities
- 7.25 Rate of Serious Injuries
- 844.8 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 Jordan Whisler at (614) 644-8181 or jordan.whisler@dot.ohio.gov

Respectfully,

Jennifer Townley

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