

Date: June 30, 2017 at 9:27:03 AM MDT

Subject: Safety Target Coordination with MPOs

We are providing the following information for the Transportation, Planning and Programming Division to share with the Texas Association of Metropolitan Planning Organizations (TEMPO).

We recently met with the Strategic Highway Safety Plan (SHSP) stakeholder and executive teams to discuss SHSP Safety Targets and SHSP Branding. Several MPOs were a part of these meetings. As was discussed at the Safety Target Workshop in January, the SHSP targets have to be consistent with the Highway Safety Plan (HSP) Targets and the Highway Safety Improvement Program (HSIP) Targets. The HSP and HSIP Targets have to be identical. The MPOs also need to have input into the statewide targets and will establish specific MPO targets or choose to support the statewide targets.

The following table summarizes that timeline:

Safety Program	Target Year(s)	Establishment Date
Highway Safety Plan (HSP)	2018 and 2020	July 1, 2017
Strategic Highway Safety Plan (SHSP)	2022	August 1, 2017
Highway Safety Improvement Program (HSIP)	2018	August 31, 2017
Metropolitan Planning Organization (MPO)	2018	February 27, 2018

The SHSP utilized a data-driven, multi-year, collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

Based upon that direction, draft targets were calculated for the 5 common performance measures as follows:

Target: Total number of traffic fatalities

2018 Target: To decrease the expected rise of fatalities from 3,516 in 2015 to not more than 3,891 fatalities in 2018

The 2018 Target expressed as a five year rolling average would be as follows:

Year	Source	Projection or Actual Data	Percent Reduction	Target or Actual Data
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2014	FARS	3,536	N/A	3,536
2015	ARF	3,516	N/A	3,516
2016	CRIS	3,775	N/A	3,775
2017	Target	3,801*	0.0%	3,801
2018	Target	3,907*	0.4%	3,891
2018 Target expressed as 5-year average				3,703.8

*based upon linear trend analysis from 2011-2015 FARS data

Target: Total number of incapacitating injuries

2018 Target: To decrease the rise of serious injuries from 17,578 serious injuries in 2016 to not more than 18,130 serious injuries in 2018

The 2018 Target expressed as a five year rolling average would be as follows:

Year	Source	Projection or Actual Data	Percent Reduction	Target or Actual Data
2014	CRIS	17,133	N/A	17,133
2015	CRIS	17,096	N/A	17,096
2016	CRIS	17,578	N/A	17,578
2017	Target	17,890*	0.0%	17,890
2018	Target	18,203*	0.4%	18,130
2018 Target expressed as 5-year average				17,565.4

*based upon linear trend analysis from 2012-2016 CRIS data

Target: Deaths per 100 million vehicle miles traveled

2018 Target: To decrease the expected rise of deaths per 100 MVMT from 1.36 deaths per 100 MVMT in 2015 to not more than 1.46 deaths per 100 MVMT in 2018

The 2018 Target expressed as a five year rolling average would be as follows:

Year	Source	Projection or Actual Data	Percent Reduction	Target or Actual Data
2014	FARS	1.45	N/A	1.45
2015	ARF	1.36	N/A	1.36
2016	CRIS	1.44	N/A	1.44
2017	Target	1.45*	0.0%	1.45
2018	Target	1.46*	0.4%	1.46
2018 Target expressed as 5-year average				1.432

*based upon linear trend analysis from 2011-2015 FARS data

Target: Serious Injuries per 100 million vehicle miles traveled

2018 Target: To decrease the rate of serious injuries per 100 MVMT from 6.71 serious injuries per 100 MVMT in 2016 to 6.64 serious injuries per 100 MVMT in 2018

The 2018 Target expressed as a five year rolling average would be as follows:

Year	Source	Projection or Actual Data	Percent Reduction	Target or Actual Data
2014	CRIS	7.05	N/A	7.05
2015	CRIS	6.62	N/A	6.62
2016	CRIS	6.71	N/A	6.71
2017	Target	6.68*	0.0%	6.68
2018	Target	6.64*	0.0%	6.64
2018 Target expressed as 5-year average				6.740

*based upon linear trend analysis from 2012-2016 CRIS data

Target: Total number of non-motorized fatalities and serious injuries

2018 Target: To decrease the expected rise of non-motorized fatalities and serious injuries from 2,023 in 2015 to not more than 2,309 non-motorized fatalities and serious injuries in 2018

The 2018 Target expressed as a five year rolling average would be as follows:

Year	Source	Projection or Actual Data	Percent Reduction	Target or Actual Data
2014	FARS-CRIS	1,893	N/A	1,893
2015	FARS-CRIS	2,023	N/A	2,023
2016	CRIS	2,304	N/A	2,304
2017	Target	2,224*	0.0%	2,224
2018	Target	2,318*	0.4%	2,309
2018 Target expressed as 5-year average				2150.6

*based upon linear trend analysis from 2011-2015 FARS and CRIS data