



Hillsborough TPO
Transportation
Planning Organization

2024 Safety Performance Targets

Connor Trejos-MacDonald, TPO Staff



Refresher on Performance Measures

- Required by MPOs out of MAP-21 (Moving Ahead for Progress in the 21st Century Act of 2012)
- “Creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system”
- Six categories of targets

Moving Ahead for Progress in the 21st Century Act

Overview

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 represents a milestone for the U.S. economy – it provides needed funds and, more importantly, it transforms the policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure.

MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

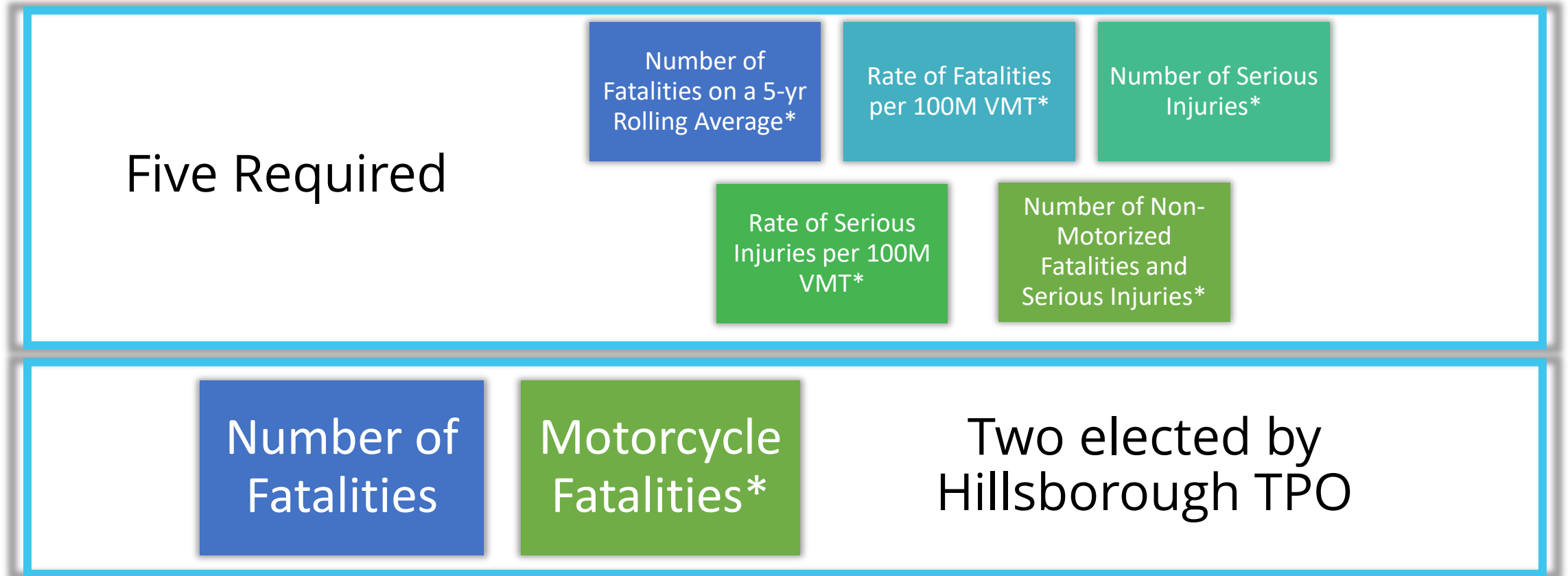
MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991. This summary reviews the policies and programs administered by the Federal Highway Administration. The Department will continue to make progress on transportation options, which it has focused on in the past three years, working closely with stakeholders to ensure that local communities are able to build multimodal, sustainable projects ranging from passenger rail and transit to bicycle and pedestrian paths.

Setting the course for transportation investment in highways, MAP-21 –

- *Strengthens America's highways*
MAP-21 expands the National Highway System (NHS) to incorporate principal arterials not previously included. Investment targets the enhanced NHS, with more than half of highway funding going to the new program devoted to preserving and improving the most important highways – the National Highway Performance Program.
- *Establishes a performance-based program.*
Under MAP-21, performance management will transform Federal highway programs and provide a means to more efficient investment of Federal transportation funds by focusing on national transportation goals, increasing the accountability and transparency of the Federal highway programs, and improving transportation investment decisionmaking through performance-based planning and programming.
- *Creates jobs and supports economic growth*
MAP-21 authorizes \$82 billion in Federal funding for FYs 2013 and 2014 for road, bridge, bicycling, and walking improvements. In addition, MAP-21 enhances innovative financing and encourages private sector investment through a substantial increase in funding for the TIFIA program. It also includes a number of provisions designed to improve freight movement in support of national goals.
- *Supports the Department of Transportation's (DOT) aggressive safety agenda*
MAP-21 continues the successful Highway Safety Improvement Program, doubling funding for infrastructure safety, strengthening the linkage among modal safety programs, and creating a positive agenda to make significant progress in reducing highway fatalities. It also continues to build on other aggressive safety efforts, including the Department's fight against distracted driving and its push to improve transit and motor carrier safety.



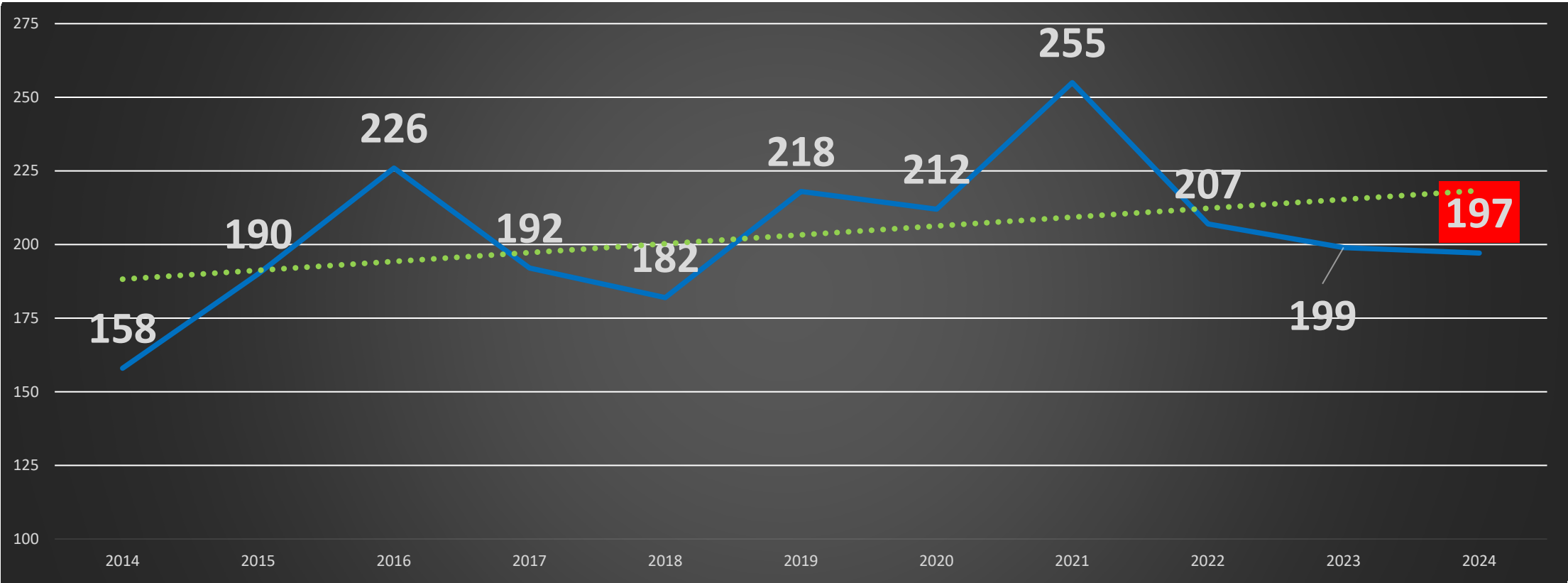
Safety Performance Targets



*On a 5-year Rolling Average

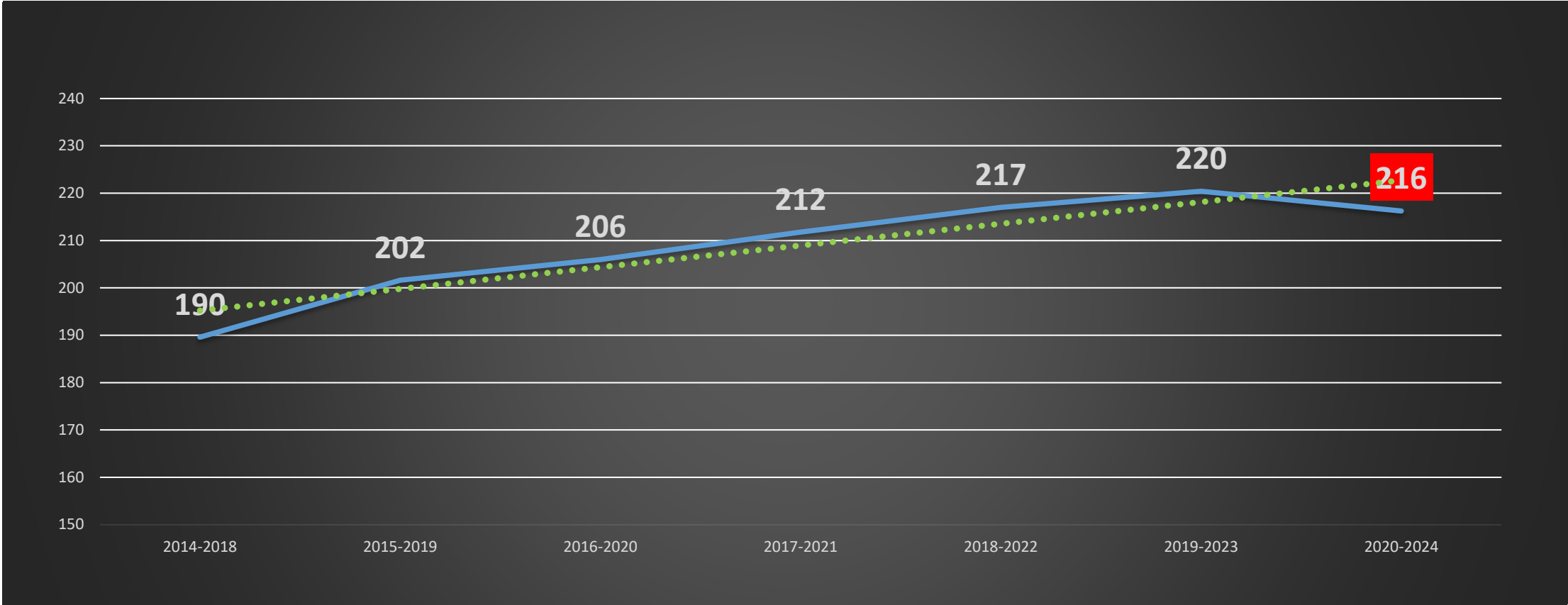


Annual Actual Fatalities, *projected through 2024* (Hillsborough TPO Elected Target)

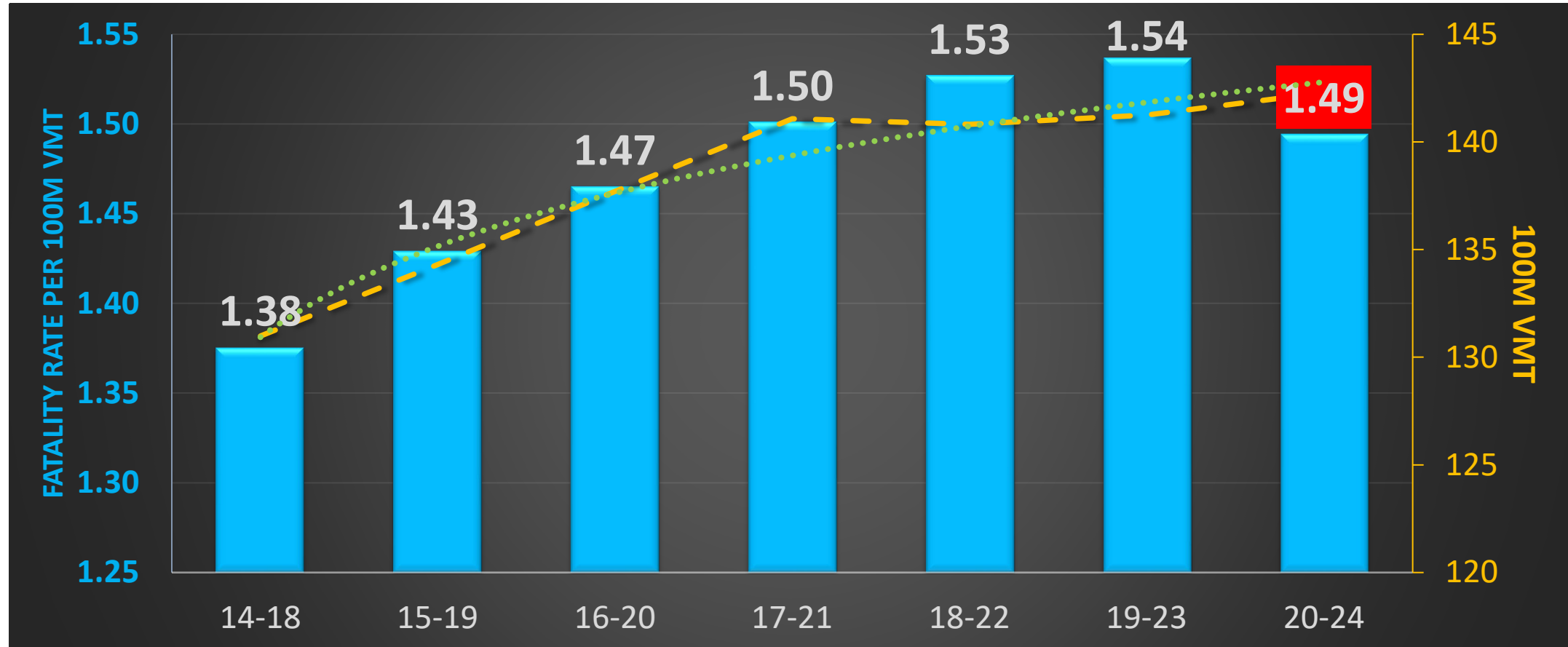


Annual Fatalities, *5-yr Rolling Average, Projected through 2024*

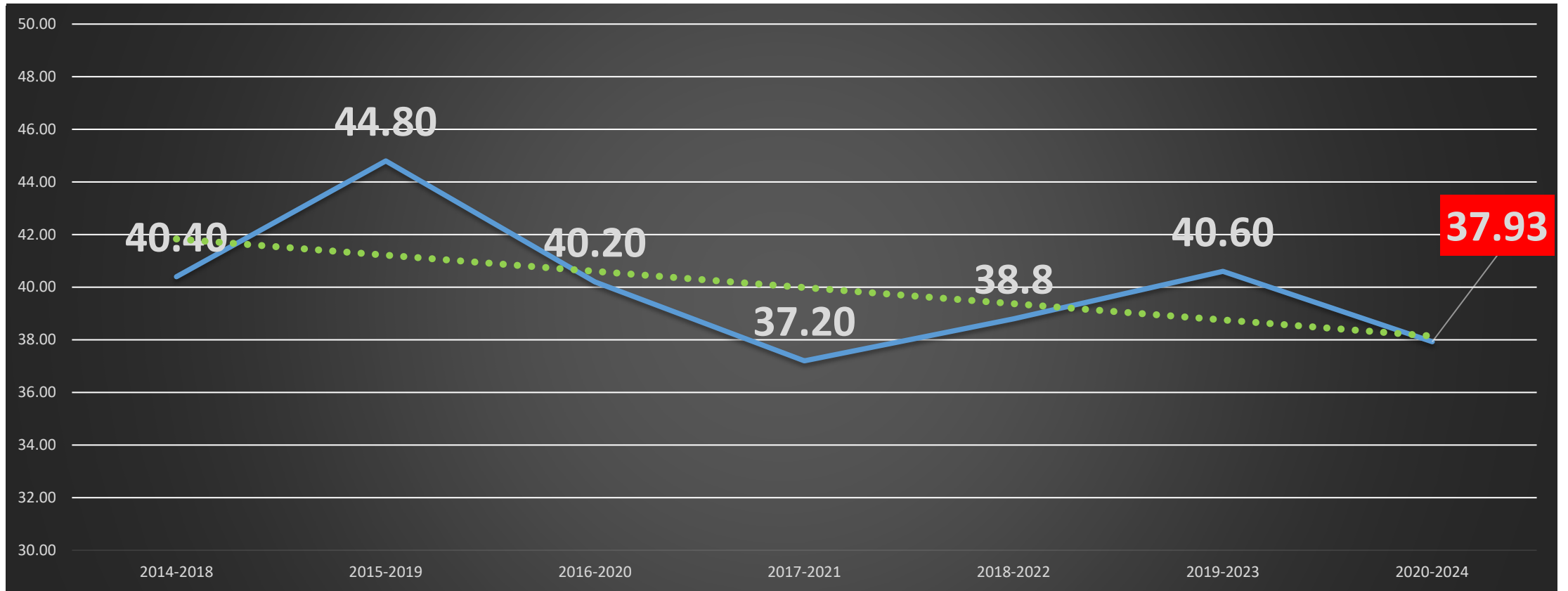
(Federally Required)



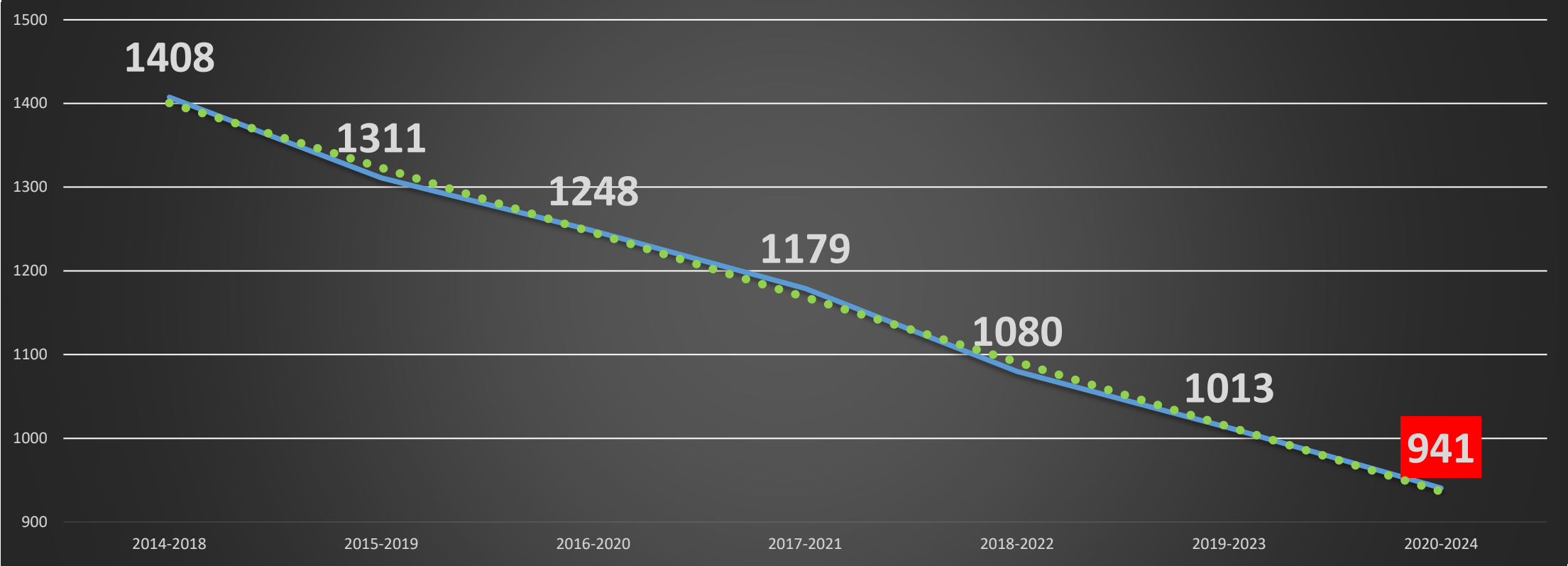
Fatality Rate per 100M VMT, *5-yr Rolling Average* (Federally Required)



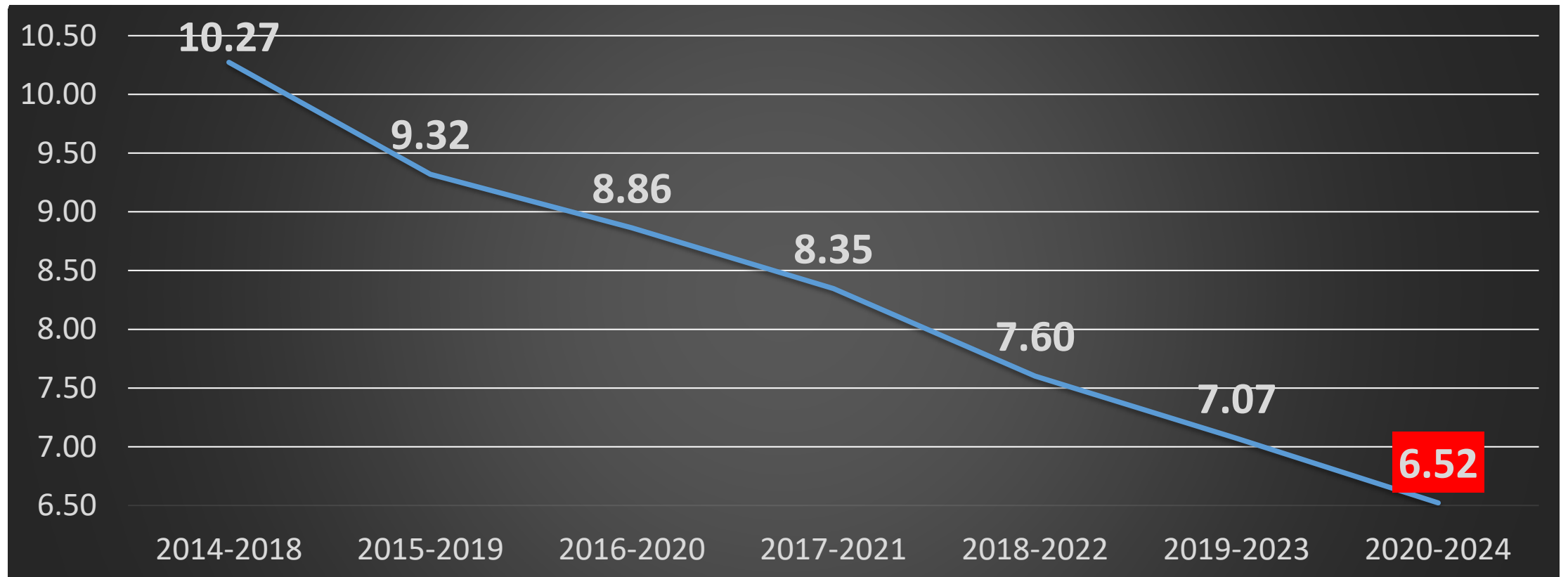
Motorcycle Fatalities, 5-yr Rolling Average, Projected through 2024 (TPO Elected)



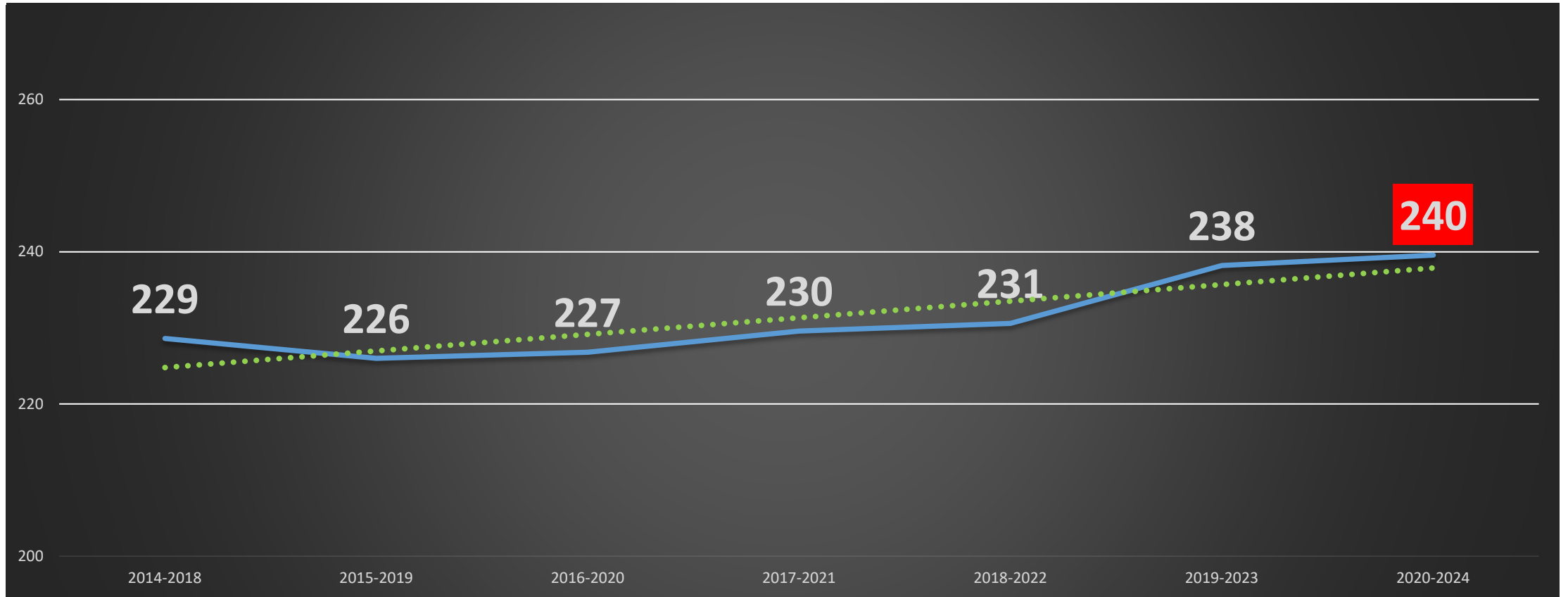
Annual Serious Injuries, 5-yr Rolling Average (Federally Required)



Serious Injury Rate per 100M VMT, 5-yr Rolling Average (Federally Required)



Annual Nonmotorized Fatalities + Serious Injuries, *5-yr Rolling Average, Projected through 2024 (Federally required)*



Report Card

Performance Measure	2023 Target	Actual	Met Target?
Fatalities	≤214	199	YES
Fatalities (5yr)	≤224	220	YES
Fatalities per 100 MVMT (5yr)	≤1.56	1.54	YES
Motorcycle Fatalities (5yr)	≤40.21	40.60	NO
Serious Injuries (5yr)	≤1,084	1,013	YES
Serious Injuries per 100 MVMT (5yr)	≤7.56	7.07	YES
Nonmotorized Fatalities & Injuries (5yr)	≤241	241	YES



Takeaways

- Targets not met were motorcycle fatalities
- Nonmotorized fatalities and serious injuries are seeing an upward trend



Local Relation and Implementation (*What can the TPO do?*)

- MPO and local government toolbox
 - Design and prioritize safety projects in local **Capital Improvement Plans (CIP)**
 - Continue to program safety studies in the **Unified Planning Work Program (UPWP)**
 - **Transportation Improvement Program (TIP)**
 - Continue to prioritize safety projects that are lower cost and/or “shovel ready.”
- Hillsborough TPO Speed Management Action Plan (2019) Recommendations
 - Design self-enforcing roadways
 - Set and communicate safe speed limits
 - Enforce safe speed limits



2024 Proposed Performance Targets

Performance Measure	Target
Annual Actual Fatalities	≤197
Fatalities: 5-Year Rolling Average	≤216
Motorcycle Fatalities: 5-Year Rolling Average	≤37.93
Serious Injuries: 5-Year Rolling Average	≤941
Non-Motorized Fatalities and Serious Injuries: 5-Year Rolling Average	≤240
Fatality Rate per 100 MVMT: 5-Year Rolling Average	≤1.49
Serious Injury Rate per 100 MVMT: 5-Year Rolling Average	≤6.52



Comments & Questions

