



STAFF REPORT/RESOLUTION

TO: Southwest Washington Regional Transportation Council Board of Directors
FROM: Matt Ransom, Executive Director *MR*
DATE: December 31, 2019
SUBJECT: **MAP-21/FAST Act Safety Performance Measures and Target Setting,
Resolution 01-20-04**

AT A GLANCE - ACTION

To adopt Resolution 01-20-04 for the purpose of providing an annual update on federally-required safety targets for prescribed safety performance measures and to re-affirm RTC's current strategy agreeing to support the WSDOT's statewide safety performance targets now updated to 2020.

INTRODUCTION

The federal transportation act, MAP-21 (2012), established performance driven transportation planning and decision making, and these provisions were carried into the current federal transportation act, the FAST Act (2015). States and Metropolitan Planning Organizations (MPOs) are required to establish and update performance management targets for designated assets and monitor conditions and publish periodic reports. Performance management is a strategic approach that uses performance data to inform decision-making and outcomes. When implemented effectively, performance management can improve project and program delivery, inform investment decisions, focus on leadership priorities, and provide greater transparency and accountability.

At the January 2020 meeting, the RTC Board can review the latest crash data, safety trends and the third round of safety target setting at the statewide level. Updated crash data is also available for the RTC Metropolitan Planning Organization (MPO) region. Given the updated data and statewide safety targets, the Board will be asked to agree to continue the current status regarding safety targets whereby the MPO agrees to plan and program projects so they contribute toward the accomplishment of the WSDOT Highway Safety Improvement Program (HSIP) targets.

SAFETY PERFORMANCE MEASURES AND FIRST-ROUND TARGET SETTING

Among the 17 required transportation performance measures reviewed at prior RTC Board meetings in 2017, 2018 and early 2019, the 5 safety performance measures were the first that had to have performance targets set by State and MPOs.

The 5 Safety Performance Management Measures for which targets are set are summarized in the list below:

- Number of fatalities on all public roads
- Fatality rate per 100 million vehicle miles traveled (VMT) on all public roads
- Number of serious injuries on all public roads
- Serious injury rate per 100 million VMT on all public roads
- Number of non-motorist fatalities and serious injuries on all public roads (bicyclists and pedestrians)

WSDOT set the first round of safety performance measure targets in August 2017. These were aspirational targets based on the State's Strategic Highway Safety Plan, Target Zero. The RTC Board adopted Resolution 01-18-02 in January 2018, supporting the WSDOT's safety performance targets rather than setting targets for the Clark County region. All other MPOs in Washington State opted to use the same strategy to work cooperatively with WSDOT.

The updated RTP for Clark County (2019) includes a description of the performance measures and Washington statewide targets along with RTC's resolve to support WSDOT in trying to attain these performance targets. Performance targets are addressed in Chapter 6 of the RTP.

SECOND-ROUND OF SAFETY MEASURES TARGET SETTING - 2019

Under federal rules, WSDOT must report on the performance targets annually. In August 2018, the Washington Traffic Safety Commission (WTSC) and WSDOT set the second round of state safety targets. These statewide targets were reviewed by RTAC at the February 2019 meeting and the RTC Board adopted Resolution 03-19-05, again supporting the WSDOT's safety performance targets rather than setting targets for the Clark County region. Again, all MPOs in Washington State opted to use the same strategy to work cooperatively with WSDOT.

THIRD-ROUND OF SAFETY MEASURES TARGET SETTING - 2020

WSDOT has continued to compile crash data with the most recent information from WSDOT included in the attached Folio, "MAP-21 and Safety, Washington State" (December 2019 – Final Rule). The most recent safety targets for 2020 are explained and included on page 3 of the attached Folio. All five statewide safety targets for 2020, developed by WSDOT and the Washington State Traffic Safety Commission, were reported to the Federal Highway Administration by the August 31, 2019 Highway Safety Improvement Program (HSIP) deadline and MPOs have until February 28, 2020 to either agree to contribute toward accomplishing state targets or to set a quantifiable target for their Metropolitan Planning Area.

For the first and second round reporting periods, WSDOT also provided a spreadsheet that broke out the relative shares of the state's targets by each metropolitan planning area. WSDOT has again provided MPO break-outs (see the attachment Safety Performance for RTC, WSDOT

release date 9/04/2019). Again, page 1 of the RTC MPO attachment provides background information and page 2 provides the data and graphics.

At both the statewide and MPO regional level, fatalities and serious injuries trended upward between 2017 and 2018. A 5-year rolling average is used as the baseline for safety target setting.

WSDOT will continue to refine target setting and reporting processes in 2020 and RTC will provide any updates to the Regional Transportation Advisory Committee and the RTC Board.

POLICY IMPLICATION

Final rules governing traffic safety and safety-oriented performance management became effective on April 14, 2016, requiring State DOTs to set initial safety performance targets for 2018 by August 31, 2017 with MPOs having to set targets 180 days after the State. WSDOT and its partners adopted the state's *Target Zero* approach for MAP-21 safety target setting in February 2017. The RTC Board adopted Resolution 01-18-02 in January 2018, supporting the WSDOT's initial 2018 safety performance targets. RTC addressed the safety performance targets in the Regional Transportation Plan (March 2019) and in the 2019-2022 Transportation Improvement Program (adopted October 2018) and subsequent 2020-2023 Transportation Improvement Program (adopted October 2019). RTC will need to integrate updated safety performance targets into the Regional Transportation Plan and Transportation Improvement Program at the next update to the RTP and TIP.

WSDOT is required to report annually to FHWA as part of the Highway Safety Improvement Program and RTC works in close coordination with WSDOT to address updated crash data annually and to determine the strategy to try to attain established targets.

FHWA is to make its first determination of whether WSDOT is making "significant progress" toward achieving its 2018 targets in December 2020 and will notify states of the outcome in March 2021. Currently, Washington MPOs are not exposed to penalties using the target-setting approach used by WSDOT. Washington State's allocations to safety projects currently exceed its federally required amounts under the Highway Safety Improvement Program (HSIP) – a circumstance that currently ensures that funds received by or distributed through MPOs would not be affected if the state were subsequently penalized by USDOT for missing safety targets.

BUDGET IMPLICATION

There is no direct budget impact to RTC. RTC will use performance management data and information to guide decision-making on how to invest transportation funds for needed transportation projects, infrastructure and assets in the long-range Regional Transportation Plan and in the regional Transportation Improvement Program (TIP).

RTAC RECOMMENDATION TO THE RTC BOARD

At the December 20, 2019 meeting, Regional Transportation Advisory Committee (RTAC) members took action to recommend RTC Board adoption of Resolution 01-20-04 whereby RTC

will continue to help support WSDOT attain 2020 safety performance targets as established by WSDOT in June 2019.

ACTION REQUESTED

Adoption of Resolution 01-20-04, “MAP-21/FAST Act Safety Performance Measures and Target Setting.”

ADOPTED this 7th day of January 2020, by the Southwest Washington Regional Transportation Council.

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL

ATTEST:

Scott Hughes
Chair of the Board

Matt Ransom
Executive Director

Attachments:

MAP-21 & Safety, Washington State, Official Targets, December 2019 Final Rule (WSDOT)
Safety Performance for RTC, WSDOT, release date 9/04/2019



Penalties

As described in U.S. Code 23 Section 148(i), for the Final Safety Performance Rule (Rule #1), if the U.S. Department of Transportation (U.S. DOT) Secretary determines a state has not met or made significant progress toward achieving its safety performance targets by the date that is two years after the establishment of its targets, the State DOT would:

- Dedicate its obligation authority equal to the apportionment for HSIP to the state for the prior year to highway safety improvement projects until the U.S. DOT Secretary determines that the state has made significant progress or met the targets; and
- Annually submit to U.S. DOT a safety implementation plan until the U.S. DOT Secretary determines that the state has made significant progress or met the targets.

See WSDOT's [MAP-21 Funding and Performance Penalties](#) folio for full details, including special rule penalties.

Available Data

- Number of traffic fatalities for all public roads
- Rate of traffic fatalities per 100 million Vehicle Miles Traveled (VMT) for all public roads¹
- Number of serious traffic injuries for all public roads
- Rate of serious traffic injuries per 100 million VMT for all public roads¹
- Bicyclist/Pedestrian fatalities and serious injuries for all public roads²
- Fatality and serious injury data for drivers and pedestrians age 65 and older³
- Rate of traffic fatalities for all High Risk Rural Roads (HRRR)^{1,3}

Notes: Crash data is available for all Washington public roads and annual summaries are also available by county. WSDOT entered into a data sharing agreement with the Washington Traffic Safety Commission to incorporate the fatality data necessary for target setting. **1** The Federal Highway Administration (FHWA) requires the use of Highway Performance Monitoring System (HPMS) data for any performance metric involving estimated vehicle miles travelled. **2** This data is required as part of the Fiscal Year 2015 Omnibus Appropriations Bill. **3** This data satisfies a MAP-21 special rule reported at the statewide level to FHWA, that may be of interest to MPOs.

For more information

MAP-21 safety requirements information: John Milton, Director of Transportation Safety and Systems Analysis (360) 704-6363 or MiltonJ@wsdot.wa.gov.

Traffic crash fatal and serious injury data: Mike Bernard at (360) 570-2454, BernardM@wsdot.wa.gov. Data is protected by U.S. Code 23 §148 and §409, but can be requested.

What is the current distribution of HSIP funds?

Safety: Federal Highway Safety Improvement Program (HSIP) funding provided to the state is split based upon fatal and serious injury crash data on state and local facilities. The HSIP funds are used to implement engineering countermeasures which reduce fatal and serious injury crashes. WSDOT manages the Local Federal Safety program and provides more than \$24 million annually for improvements on local facilities. WSDOT prioritizes the improvements on state and local facilities based on crash data and benefit-cost analysis. The HSIP is one component of WSDOT's total annual expenditure on safety projects. WSDOT uses additional funds from other federal and state resources each year, averaging over \$15 million since 2013.

Data collection

- MAP-21 requires fatality data from the Washington State Traffic Safety Commission's (WTSC) Fatality Analysis Reporting System (FARS) and serious injury data from WSDOT's system.
- State law enforcement officers record crash events in The Washington State Police Traffic Collision Report. This report is the sole source for all WSDOT serious injury data and most FARS data, with few exceptions.
- MAP-21 requires Vehicle Miles Traveled (VMT) data from WSDOT's Highway Performance Monitoring System. Along with the number of fatalities or serious injuries, VMT is used to calculate the rate of fatalities or serious injuries per 100 million VMT.
- WSDOT's serious injury data and FARS fatality data for the previous calendar year is preliminarily available in about February and April of the following year, respectively. WSDOT's VMT data is available about June of the following calendar year.

Purpose of reporting requirements

In July 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) became law. The primary objectives of MAP-21 are to increase the transparency and accountability of states for their investment of federal taxpayer dollars into transportation infrastructure and services nationwide, and to ensure that states invest money in transportation projects that collectively make progress toward the achievement of national goals. The new rules will require reporting performance on the following areas: Safety; Pavement and Bridge; System Performance, Freight, and Congestion Mitigation and Air Quality.

Americans with Disabilities Act (ADA) Information: This material can be made available in an alternate format by emailing the WSDOT Diversity/ADA Affairs team at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Title VI Statement to Public: It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator at (360) 705-7082.

Moving Ahead for Progress in the 21st Century Act - Final rules on traffic safety performance management

The U.S. Department of Transportation has issued two interrelated final rules governing traffic safety and safety-oriented performance management which became effective on April 14, 2016. These two rules are referred to in this folio as

- Rule #1 - Safety Performance Measures rule; (23 CFR §490)
- Rule #2 - Highway Safety Improvement Program (HSIP) rule; (23 CFR §924)

Both final rules relate to highway safety, the primary objective being to significantly reduce fatal and serious-injury crashes on all public roads. The Safety Performance Measures rule (Rule #1) also includes the goal of reducing traffic fatalities of and serious injuries to people using non-motorized transportation modes, namely bicyclists and pedestrians.

Safety Performance Reporting

Rule #1 specifies the performance management measures for safety, and defines the target setting process for State DOTs and Metropolitan Planning Organizations (MPOs). Per Rule #2, State DOTs will establish and report their safety targets and progress toward these targets in an annual Highway Safety Improvement Program (HSIP) report.

Summary of required performance measures

Rule #1 requires all State DOTs to report targets and performance with respect to the following safety performance measures:

- No. 1 - Number of fatalities on all public roads** (due July 1/Aug. 31)
- No. 2 - Number of fatalities per 100 million vehicle miles traveled (VMT) on all public roads** (due July 1/Aug. 31)
- No. 3 - Number of serious injuries on all public roads** (due July 1/Aug. 31)
- No. 4 - Number of serious injuries per 100 million VMT on all public roads** (due Aug. 31)
- No. 5 - Number of non-motorist fatalities and serious injuries on all public roads (e.g. bicyclists and pedestrians)** (due Aug. 31)

In general, MPOs establish targets by either agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target, or by committing to a quantifiable target for their Metropolitan Planning Area. MPOs will report annually to their State DOT in a manner agreed upon and documented by both parties. MPOs would report safety performance in the Metropolitan Transportation Plan, as provided in U.S. Code 23 Section 134(i)(2)(C).

In Washington state, the MPOs and WSDOT worked together to jointly develop a collaborative approach in support of data, process, and target-setting decision making. This Target Setting Framework Group has agreed WSDOT will take the lead in establishing safety targets, which MPOs will adopt.

About this folio:

See inside for the official statewide safety targets for 2020, a description of the target setting approach for the five required safety performance measures in Washington state, and how this approach to target setting relates to the stipulations of MAP-21 rulemaking.

Optional targets: States have the option to set additional targets for the performance measures for any number and combination of urbanized area boundaries, as well as for a single non-urbanized area. If optional targets are set, they will not be assessed when determining significant progress, and states will not incur penalties if they fail to show progress.

Overlapping measures/targets in the Highway Safety Plan: Targets for Measures No. 1-3 must also be reported to the National Highway Traffic Safety Administration by July 1 of each year. They must be numerically identical targets to those reported for MAP-21 compliance on August 31 as part of the HSIP. See the Timelines section inside for details.

MAP-21 Special Rules: Numeric targets are not required, but states must report performance in these two categories, and show improvement compared to baseline.

- Fatality rate on High Risk Rural Roads (due Aug. 31)
- Number of fatalities and serious injuries of drivers and pedestrians age 65 and older on all public roads (due Aug. 31)

FHWA provides flexibility for safety target setting under MAP-21

State DOTs and MPOs have flexibility in setting numeric targets for the five performance measures identified in Rule #1. It does place stipulations on certain aspects of the process, however. It requires that states and MPOs report their performance metrics and targets for each of five performance measures as rolling 5-year averages. Per Rule #2, states are also required to develop a Strategic Highway Safety Plan (SHSP). Washington state's plan is called Target Zero, which can be used as the foundation for the target setting process (<http://www.targetzero.com>).

WSDOT's target adoption

For the 2020 annual target setting process, WSDOT and its partners adopted the Target Zero approach for MAP-21 using the 2019 updated Target Zero plan produced via this method (see table below).

MAP-21 Safety Target Setting

Five-year rolling averages; number of persons, or number of persons per 100 million VMT

	2018 Baseline	2020 Official Targets
		Statewide MAP-21 Target (Target Zero)
No. 1 - Fatalities	531.8	443.2
No. 3 - Serious injuries	2,154.6	1,795.5
No. 5 - Non-motorist fatalities & serious injuries	559.8	466.5

Data sources: Washington State Traffic Safety Commission - Fatality Analysis Reporting System; Washington State Department of Transportation - Transportation Data, GIS & Modeling Office.

FHWA's "Significant Progress" measurement

At the end of each reporting period, FHWA will determine whether a state has made overall "significant progress" toward achieving its safety targets. The penalties listed on the back page of this folio, including the obligation of state funds, will apply to the State DOT if FHWA deems it has not made that progress.

To make significant progress overall, a state must achieve at least four out of five targets. For each measure, there are two ways this can be done. For example, the value of the 5-year rolling average in 2020 must be:

- At or below the target set in 2019 for the 2020 year, OR
- At or below its 2018 (baseline) level. The FHWA included this provision to avoid punishing aspirational target setting.

If either of these conditions is met, the state has made significant progress for that individual measure. It must do so in any four of the five measures to have made significant progress overall and avoid the penalty provisions. For example, in the graph for Measure No. 1, Washington must lower the 5-year average to fewer than 531.8 fatalities (the baseline value) to achieve significant progress in that measure.

WSDOT uses Target Zero to reduce traffic fatalities and serious injuries

Due to long-term fatality reductions in Washington coupled with a recent rise in the number of fatalities, WSDOT may not achieve overall significant progress toward these targets. WSDOT and its partners concur that Target Zero should be consistently used to move Washington forward with fatality and serious injury reductions. WSDOT will continue to monitor spending levels and penalty consequences to assess risk and the impacts of this target setting approach.

The general process for generating trend and target information as prescribed by Rule #1 proceeds as follows:

- The annual number of fatalities, serious injuries, and Vehicle Miles Traveled (VMT) is determined for a 10-year period.
- A 5-year rolling average is calculated for each performance measure. For example, in the graph for Measure No. 1, data from 2006-2010 creates the value of the rolling average in 2010—535.4 fatalities. Data from 2007-2011 creates the next 5-year rolling average in 2011.
- The rolling 5-year average value for 2018 will be set as the baseline performance (annual average of 2014 through 2018).

States are then free to develop targets using any variety of databased methods. In Target Zero and Washington state's particular approach to target setting, the method to establish targets continues:

- A straight line will be drawn from the baseline value to a zero value in 2030. (The line is redrawn with each new year of data.)
- The value of the Target Zero trendline in 2020 becomes the target for the performance measure in 2020.

Timelines

For MAP-21 compliance, all five statewide targets were reported to FHWA by the HSIP deadline of August 31, 2019. MPOs have until February 28, 2020 (180 days after the HSIP reporting deadline) to either agree to plan and program projects so they contribute toward the accomplishment of the State DOT HSIP targets, or commit to a quantifiable target for their Metropolitan Planning Area. In Washington state, MPOs have agreed to adopt the WSDOT targets.

In December 2020, the FHWA will make its first determinations of significant progress toward achieving 2018 targets. They will notify states of the outcome in March 2021.

About these graphs

These graphs display the final 2020 targets for each of the five MAP-21 safety performance measures, and show targets developed by WSDOT in coordination with Washington State Traffic Safety Commission.

Measure No. 1 - Fatalities
2006 through 2030

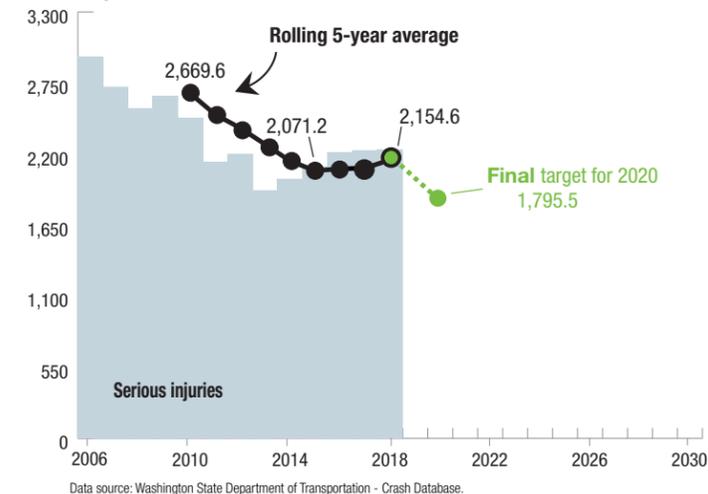


Measure No. 2 - Fatality rate per million VMT
2006 through 2030

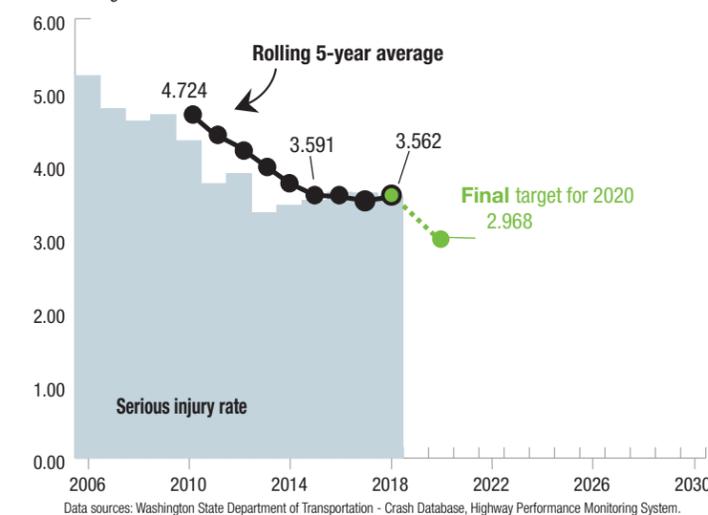


Notes for all graphics: Fatality data for 2017 is finalized as of January 2019, serious injury count for 2017 is as of August 2019. All data for 2018 is preliminary as of August 2019. Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a federal or state court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

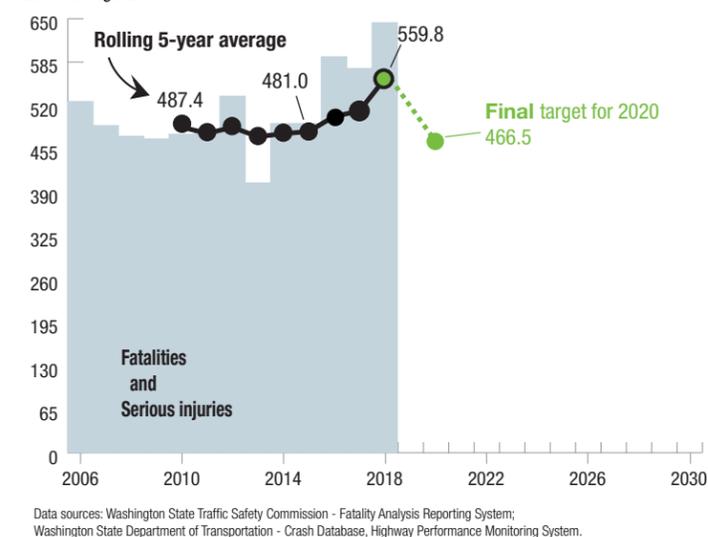
Measure No. 3 - Serious injuries
2006 through 2030



Measure No. 4 - Serious injury rate per 100 million VMT
2006 through 2030



Measure No. 5 - Non-motorist fatalities and serious injuries
2006 through 2030



Demonstration of MPO Portion of Adopted State Targets (Final: October 2018)

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Date of release: 9/4/2019

Point of contact for questions related to the data and this Microsoft Excel™ tool: Ida van Schalkwyk, Ph.D.
Safety, Assets, and Innovations Engineer
vansch@wsdot.wa.gov or 360-705-7119

Point of contact for safety performance metrics and target setting (executive level): John Milton, Ph.D., PE.
State Safety Engineer
miltonj@wsdot.wa.gov or 360-704-6363

Point of contact for safety performance metrics and target setting (WSDOT Planning): Gabe Phillips
Tribal and Regional Planning Manager
philipg@wsdot.wa.gov or 360-705-7954

Data sources:

Fatality data: WA FARS Analytical File (2018Q4 release on 04/11/2017)
Contact for FARS data:
Staci Hoff, Ph.D., WTSC
shoff@wtsc.wa.gov (360) 725-9874

Serious injury data: WSDOT Engineering Crash Database (snapshot: 6/11/2018)
Contact for WSDOT Crash Data Mart:
Mike Bernard, WSDOT
BernarM@wsdot.wa.gov 360-570-2454

HPMS VMT source information
HPMS Data
Contact for HPMS Data:
Elizabeth Lanzer, WSDOT
LanzerE@wsdot.wa.gov 360-596-8925
NOTE: The HPMS VMT was used as the source data for the VMT conflation to MPA boundaries as required by the FHWA rulemaking (contact the HPMS team re the steps to develop these estimates)

Important Note:

1. This tool provides a summary of the MPA specific portions of the adopted statewide targets in 2020. The Target Zero method was used for the adopted statewide targets for 2020. The target setting method is described in detail in item 3 under Assumptions below. **The tool is not showing MPO specific targets.**
2. This tool incorporates MPA boundary changes in 2018, and uses the final HPMS release for 2018 VMT.

Assumptions:

1. Fatality data is from the preliminary 2018Q4 release (ARF). Note that the ARF is used because final FARS data is only available up to 2017.
2. Serious injury data is from the WSDOT Engineering Crash Database and represents reported crashes involving at least one motor vehicle and meeting the requirements of RCW 46.52.070, RCW 46.52.030 and WAC 446-85-010.
3. The rolling 5-year average for 2014-2018 is used as the baseline for the calculation of the MPA portion of the adopted statewide targets. For the 2020 statewide targets, a 'Target Zero approach' was followed. Using the baseline point (5-year average for 2014-2018), a straight line is projected to a zero value at 2030 (the Target Zero goal for WA). The proposed target, using this method, is set for 2020, and represents a rolling five year average value for 2016 through 2020. These values are shown in this tool merely as a way for MPAs to assess their portion of the statewide targets and NOT intended to prescribe or represent MPA targets.
4. The VMT values were estimated using the official HPMS submittal for 2010 through 2018, using spatial conflation. Because of the significant improvement in estimation of local access road coverage and VMT estimation, the local access road VMT values for 2016 are used as an estimate for the local access road VMTs for 2010 through 2016. The method used is consistent with the VMT estimation methods for HPMS as required by federal rulemaking.
5. FHWA will use the statewide baseline point and actual performance for 2016-2020 to determine whether the state has met targets or made significant progress. FHWA does not assess MPA targets in a similar way.
6. The published MPA GIS boundaries (updated in September 2017) were used to assign HPMS roadway segments, fatal crash points (using reported XY coordinates in the 2018Q1 release), and the serious injury crash points (XY coordinates from the WSDOT Engineering Crash Database), along with the xy coordinates for fatalities and serious injuries to assign crashes to each MPA boundaries. The spatial join function in ArcGIS was used to assign the crashes. It is important to note that some crashes may be reported on the boundaries of MPAs: these crashes may account for differences between the reported county that a crash occurred in and the GIS assignment; and crashes without XY coordinates were not included in the estimate for each MPA.
7. For further information, please visit the WSDOT MAP-21 safety page at <http://wsdot.wa.gov/Accountability/MAP-21safety.htm>. The website includes a link to the recording of a target setting webinar during June 2017; and the Safety MAP-21 WSDOT Technical Folio.
8. The VMT estimates are based on processing spatial files, including local access roadways where assumptions (per the HPMS) are made about a standard AADT value (or factor used to represent AADT) given the urban classification code. Reliability of VMT estimation that uses actual or simulated traffic volumes will differ from the estimate used in the spreadsheet.
9. For federal resources related to safety target setting, please visit: https://safety.fhwa.dot.gov/hsip/spm/target-setting_resources.cfm

File contents:

<i>Documentation and Assumptions:</i>	Summarizes the basic assumptions and file contents
<i>Input and Data Tables:</i>	Input for selection of MPA, and data tables for the safety performance metrics and targets
1. Fatalities	Graph showing the annual number of fatalities, the rolling 5-year averages, and the 2018 and 2019 portion of the state target
2. Fatality rate	Graph showing the fatality rate (fatalities per 100 million VMT, the rolling 5-year averages, and the 2018 portion of the state target) (VMT estimated using HPMS release for 2010 - 2018). Note that the 2019 portion of the state target is not shown, as the proportional distribution by MPO can't be estimated using the updated target setting methodology. Instead, the actual rate is calculated annually using the estimated VMT and the MPA fatality count.
3. Serious Injuries	Graph showing the annual number of serious injuries, the rolling 5-year averages, and the 2018 and 2019 portion of the state target
4. Serious injury rate	Graph showing the serious injury rate (fatalities per 100 million VMT, the rolling 5-year averages, and the 2018 target) (VMT estimated using HPMS release for 2010 - 2018). Note that the 2020 portion of the state target is not shown, as the proportional distribution by MPO can't be estimated using the updated target setting methodology. Instead, the actual rate is calculated annually using the estimated VMT and the MPA serious injury count.
5. Non-motorist fatalities and serious injuries	Graph showing the annual number of non-motorist fatalities and serious injuries, the rolling 5-year average, the 2020 portion of the state target. Non-motorists represent individuals other than motor vehicle occupants that died or were seriously injured (generally referred to as pedestrians and cyclists, or active transportation users).
SourceTable	The source data for all the tables in the 'Input and Data Tables' sheet - DO NOT MODIFY THIS TAB (linked table that provides part of the functionality of the spreadsheet)
Data1_BasicInput	Shows the basic inputs to the 5 metrics for each area by year - DO NOT MODIFY THIS TAB (linked table that provides part of the functionality of the spreadsheet)
Data2_InjuriesandHVMT	Provides injuries and HVMT per year by area - DO NOT MODIFY THIS TAB (linked table that provides part of the functionality of the spreadsheet)
Data3_ActiveTranspUsers	Detailed breakdown of the active transportation user fatalities and serious injuries by type across area and year

Select an MPO (dropdown): Southwest Washington Regional Transportation Council MPA

Table 1. Summary of metrics for Southwest Washington Regional Transportation Council MPA - 2010 to 2019

Year	Fatalities (FARS)	Fatalities (5-year rolling average) (FARS)	MPO portion of the State Target Fatalities for 2016-2020 (5-year rolling average)	Fatality rate	Fatality rate (5-year rolling average)	MPO portion of the State Target for Fatality rate for 2016-2020 (5-year rolling average)	Serious Injuries (WSDOT)	Serious Injuries (5-year rolling average) (WSDOT)	MPO portion of the State Target for Serious Injuries for 2016-2020 (5-year rolling average)	Serious injury rate (Serious Injuries per HMVMT)	Serious injury rate (5-year rolling average) (Serious Injuries per HMVMT)	MPO portion of the State Target serious injury rate for for 2016-2020 (5-year rolling average) (Serious Injuries per HMVMT)	Non-motorist fatalities and serious injuries	Non-motorist fatalities and serious injuries (5-year rolling average)	MPO portion of the State Target for non-motorist fatalities and serious injuries for for 2016-2020 (5-year rolling average)	Annual VMT (1000s) (from HPMS)
2010	24			0.855			145			5.165			31			2,807,624
2011	15			0.534			138			4.910			32			2,810,418
2012	19			0.677			108			3.846			28			2,808,222
2013	20			0.702			112			3.933			19			2,847,481
2014	35	22.6		1.213	0.796		118	124.2		4.088	4.388		31	28.2		2,886,598
2015	24	22.6		0.798	0.785		150	125.2		4.985	4.352		28	27.6		3,008,734
2016	20	23.6		0.656	0.809		128	123.2		4.200	4.210		30	27.2		3,047,747
2017	28	25.4		0.905	0.855		112	124.0		3.618	4.165		20	25.6		3,095,385
2018	33	28.0		1.036	0.922		136	128.8		4.271	4.232		35	28.8		3,184,594
2019																
2020			23.3			0.768			107.3			3.527			24.0	

Table 2. Southwest Washington Regional Transportation Council MPA Portion of Adopted State Targets for 2020

Year	Fatalities (5-year rolling average)	Fatality rate (5-year rolling average)	Serious Injuries (5-year rolling average)	Serious injury rate (5-year rolling average) (Serious Injuries per HMVMT)	Non-motorist fatalities and serious injuries (5-year rolling average)
2020	23.3	0.8	107.3	3.5	24.0

