

Safety Performance Measures and Target Setting



MPO/RPA Quarterly Meeting

March 29, 2017

Safety Performance Measures

- Five performance measures
 - ▣ Number of fatalities
 - ▣ Rate of fatalities per vehicle miles traveled (VMT)
 - ▣ Number of serious injuries
 - ▣ Rate of serious injuries per VMT
 - ▣ Number of non-motorized fatalities and serious injuries
- Applicable to all public roads
- 5-year rolling average used for calculation
- Rates expressed per 100 million VMT
- Non-motorized crashes must involve a motor vehicle



Safety Targets

- States establish annual targets in the HSIP report, beginning in August 2017 HSIP report (target for calendar year 2018)
 - ▣ Three (identical) targets are first reported in the Highway Safety Report that is due to NHTSA on July 1.
- Target must be reported for each measure (5-year rolling average)
- Targets based on calendar year
- Applicable to all public roads regardless of functional classification or ownership
- No change to targets once submitted in the HSIP report



Safety Targets – States

- States must set a statewide target for each measure
- Urbanized/non-urbanized area targets
 - ▣ States can establish any number of urbanized area targets and a single non-urbanized area target
 - ▣ Must report the urbanized area boundaries
 - ▣ Must evaluate and report progress for each target
 - ▣ Not included in assessment of target achievement



Safety Targets – MPOs

- MPOs establish targets for each measure within 180 days after the State
- Two options to establish targets
 - ▣ MPOs can agree to support the State DOT target; OR
 - ▣ MPOs can establish a numerical target specific to the MPO planning area
 - ▣ For each of the five performance measures, can make a different choice to establish a quantifiable target or agree to support the State's targets
- Multi-state MPOs
 - ▣ Establish one target for the entire metropolitan planning area; OR
 - ▣ Agree to support the DOT targets for each State



Safety Targets – MPOs

- Targets applicable to all public roads in the MPO
- MPOs will need to report the VMT estimate used for the rate targets and the methodology used to develop the estimate
- MPO targets are reported to State DOT and must be available to FHWA, if requested
- States and MPOs must coordinate on target establishment
 - ▣ Annual targets should logically support LRTP and SHSP goals



Safety – Determination of Significant Progress for State DOTs

- Four out of five targets must be:
 - Met, or
 - Better than performance for year prior to target establishment
- Requirements if State did not meet or make significant progress toward meeting targets
 - Use obligation authority equal to the HSIP apportionment for the prior year only for highway safety improvement projects, and
 - Submit a HSIP Implementation Plan

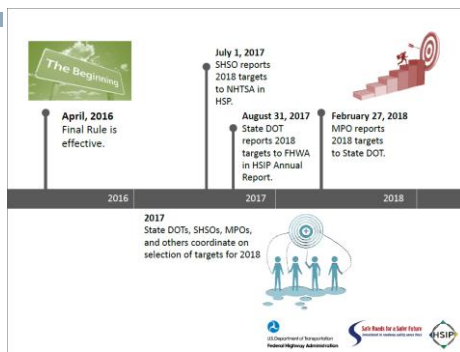


Safety – MPO Evaluation

- MPOs held accountable through the statewide and metropolitan planning process
 - L RTP including a system performance report component
 - TIP including the Federal Planning Finding
 - MPO certifications/planning reviews



Safety Targets – Timeline



Safety Targets – Timeline



Resources

- Highway Safety Improvement Program final rule: <https://www.federalregister.gov/articles/2016/03/15/2016-05190/highway-safety-improvement-program>
- National Performance Management Measures: Highway Safety Improvement Program final rule: <https://www.federalregister.gov/articles/2016/03/15/2016-05202/national-performance-management-measures-highway-safety-improvement-program>
- FHWA safety rulemaking website: <http://safety.fhwa.dot.gov/hsip/rulemaking/>
- FHWA safety performance management homepage: <https://safety.fhwa.dot.gov/hsip/spm/>

