

# **Safety Performance Management Measures**

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*Tennessee, November 14-15, 2016*



# Background


Highway Safety  
Improvement Program  
(HSIP)

Core Federal-aid  
program


Achieve a significant  
reduction in fatalities and  
serious injuries on all public  
roads

\$2.5 billion

# Safety Performance Management Measures

- Establishes new regulation (23 CFR 490) to implement MAP-21 Performance Management Requirements
  - Defines safety performance management requirements
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# Purpose of the Regulation

- Establish performance measures for the purpose of carrying out the HSIP
  - To assess:
    - Serious injuries and fatalities per vehicle miles traveled (VMT)
    - Number of serious injuries and fatalities
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# Major Provisions in the FHWA Safety PM Final Rule

- 5 safety performance measures
- Process for State DOTs and MPOs to establish & report on their targets
- Process for FHWA to assess whether a State has met or made significant progress in achieving targets
- A common national definition for serious injuries

# Performance Measures


- **5 Performance Measures**

- Number of Fatalities
- Rate of Fatalities per 100 million VMT
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries

- 5-Year Rolling Averages

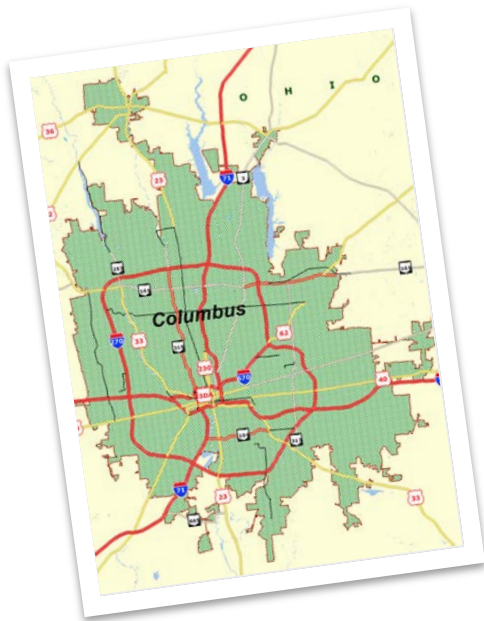


# Establishing Targets for State DOTs

- State DOTs establish and report annual targets in the HSIP report
    - Establish and report targets in HSIP Annual Report due August 31 each year
    - August 2017 HSIP report- will include calendar year 2018 targets
    - Targets based on calendar year and reported as 5 year rolling averages
    - Applicable to all public roads regardless of functional classification or ownership
  - HSIP Targets must be identical to HSP targets for common measures:
    - Number of fatalities
    - Rate of fatalities
    - Number of serious injuries
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# State DOT Optional Targets


- 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




# MPO Targets

- MPOs establish targets 180 days after 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
    - Can select a combination of the two
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# MPO Targets

- Targets applicable to all public roads in the MPO
  - Targets are reported to State DOT and must be available to FHWA, if requested
  - Targets are also reported in the system performance report
  - Report the VMT estimate used for rate targets and the methodology used to develop the estimate
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# MPOs with Multi-State Boundaries

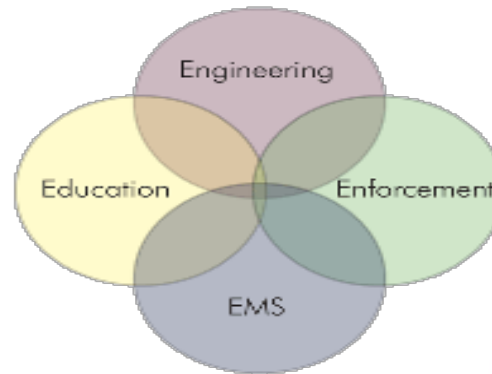
- If multi-State MPOs:
    - Agree to support the State DOT target, they must do so for each State
    - Establish their own target, they would establish a target for the entire metropolitan planning area
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# Target Coordination



- States and MPOs must coordinate c establishment
- State DOTs and SHSOs should coordinate on targets for common performance measures

- Safety Stakeholders



# Safety Plans in a State



# Coordination Cycle for 2018 Targets

## Target Setting Coordination

- By Spring, begin engaging DOT, SHSO, and MPO stakeholders
- Set targets for CY 2018

## Target Approval

By June, secure CY 2018 target approval from DOT/SHSO leadership




# Target Achievement for State DOTs

## Met or Made Significant Progress

- 4 out of 5 targets must be:
  - Met, or
  - Better than baseline performance
- Determination made:
  - End of CY following target year



# Met or Made Significant Progress

- Optional targets will not be evaluated
  - 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
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# MPO Target Accountability

- FHWA will review MPO performance as part of ongoing transportation planning process reviews
  - Transportation Management Area (TMA) Planning Certification
  - Federal Planning Finding with STIP Approval



# Data Sources

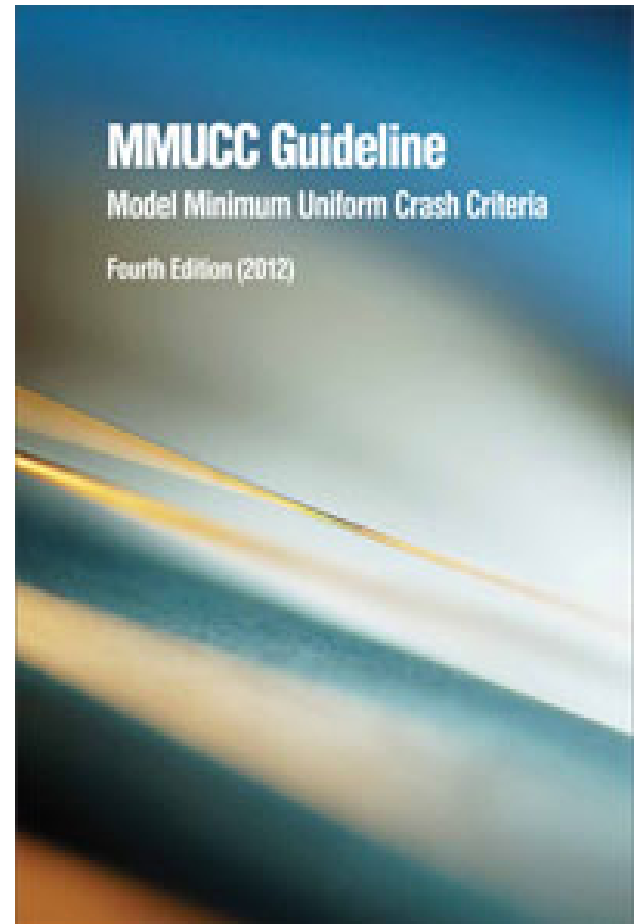
<b>Performance Measure</b>	<b>Data Source for Target Achievement Evaluation</b>
Number of Fatalities	FARS*
Fatality Rate per 100M VMT	FARS* & HPMS
Number of Serious Injuries	State Motor Vehicle Crash Database
Serious Injury Rate per 100M VMT	State Motor Vehicle Crash Database for serious injuries and HPMS
Number of Non-motorized Fatalities and Serious Injuries	FARS* and State Motor Vehicle Crash Database

# Target Assessment Example

Performance Measure	5-year Rolling Averages			Target Achieved?	Better than baseline?	Met or Made Significant Progress
	2012 – 2016 Baseline Performance	2014-2018 Target	2014-2018 Actual Performance			
Number of Fatalities	474.0	468.0	472.4	No	Yes	Yes
Fatality Rate	0.988	0.980	0.990	No	No	
Number of Serious Injuries	2,310.4	2,160.0	2,185.6	No	Yes	
Serious Injury Rate	4.822	4.572	4.584	No	Yes	
Number of Non-motorized Fatalities and Serious Injuries	113.2	110.0	109.4	Yes	N/A	

# National Definition for Serious Injuries

- FHWA's Safety PM Rule (23 CFR 490)
- By April 15, 2019 all States must use the definition for "Suspected Serious Injury (A) from the MMUCC 4<sup>th</sup> edition



# Safety PM Resources

FHWA's Safety PM website:

<http://safety.fhwa.dot.gov/hsip/spm/>

- Target Setting
  - Methodology Reports, Peer Exchange, Noteworthy Practices
  - Target Setting Coordination Workshops & Report
- Fact Sheets
  - Safety Performance Measures
  - Significant Progress
  - MPO
  - Timeline
  - FAQs
- Guidance
  - MPO VMT Technical Guidance
  - Serious Injury Conversion Tables

**QUESTIONS?**

