

Subpart B - National Performance Management Measures for the Highway Safety Improvement Program			
for a full version of the final rule, see https://www.federalregister.gov/documents/2016/03/15/2016-05202/national-performance-management-measures-highway-safety-improvement-program			
SECTION	REGULATION	KEY COMPONENT SYNOPSIS	KEY DATES
§ 490.201 - Purpose	The purpose of this subpart is to implement the requirements of 23 U.S.C. 150(c)(4), which requires the Secretary of Transportation to establish performance measures for the purpose of carrying out the Highway Safety Improvement Program (HSIP) and for State departments of transportation (State DOTs) to use in assessing: (a) Serious injuries and fatalities per vehicle miles traveled (VMT); and (b) Number of serious injuries and fatalities.	Reference: 23 U.S.C. 150(c) (4) Highway safety improvement program.—For the purpose of carrying out section 148, the Secretary shall establish measures for States to use to assess— (A) serious injuries and fatalities per vehicle mile traveled; and (B) the number of serious injuries and fatalities.	
§ 490.207	National performance management measures for the Highway Safety Improvement Program.		
§ 490.207 (a)	There are five performance measures for the purpose of carrying out the HSIP. They are: (1) Number of fatalities; (2) Rate of fatalities; (3) Number of serious injuries; (4) Rate of serious injuries; and, (5) Number of non-motorized fatalities and non-motorized serious injuries.	List of five (5) safety performance measures	
§ 490.207 (b)	Each performance measure is based on a 5-year rolling average. The performance measures are calculated as follows: (1) The performance measure for the number of fatalities is the 5-year rolling average of the total number of fatalities for each State and shall be calculated by adding the number of fatalities for each of the most recent 5 consecutive years ending in the year for which the targets are established, dividing by 5, and rounding to the tenth decimal place. FARS ARF may be used if Final FARS is not available. (2) The performance measure for the rate of fatalities is the 5-year rolling average of the State's fatality rate per VMT and shall be calculated by first calculating the number of fatalities per 100 million VMT for each of the most recent 5 consecutive years ending in the year for which the targets are established, adding the results, dividing by 5, and rounding to the thousandth decimal place. The FARS ARF may be used if Final FARS is not available. State VMT data are derived from the HPMS. The Metropolitan Planning Organizations (MPO) VMT is estimated by the MPO. The sum of the fatality rates is divided by five and then rounded to the thousandth decimal place. (3) The performance measure for the number of serious injuries is the 5-year rolling average of the total number of serious injuries for each State and shall be calculated by adding the number of serious injuries for each of the most recent 5 consecutive years ending in the year for which the targets are established, dividing by five, and rounding to the tenth decimal place. (4) The performance measure for the rate of serious injuries is the 5-year rolling average of the State's serious injuries rate per VMT and shall be calculated by first calculating the number of serious injuries per 100 million VMT for each of the most recent 5 consecutive years ending in the year for which the targets are established, adding the results, dividing by five, and rounding to the thousandth decimal place. State VMT data are derived from the HPMS. The MPO VMT is estimated by the MPO. (5) The performance measure for the number of Non-motorized Fatalities and Non-motorized Serious Injuries is the 5-year rolling average of the total number of non-motorized fatalities and non-motorized serious injuries for each State and shall be calculated by adding the number of non-motorized fatalities to the number non-motorized serious injuries for each of the most recent 5 consecutive years ending in the year for which the targets are established, dividing by five, and rounding to the tenth decimal place. FARS ARF may be used if Final FARS is not available.	5-year rolling average definition and criteria - average of the 5 most recent year's data for each performance measure Fatality rate is calculated using Vehicle Miles Travelled (VMT) which for State DOT's comes from HPMS. MPO VMT's are estimated with methodology.	
§ 490.207 (c)	For purposes of calculating serious injuries in paragraphs (b)(3), (4), and (5) of this section: (1) Before April 15, 2019, serious injuries may be determined by either of the following: (i) Serious injuries coded (A) in the KABCO injury classification scale through use of the NHTSA serious injuries conversion tables; or (ii) Using MMUCC (incorporated by reference, see § 490.111). (2) By April 15, 2019, serious injuries shall be determined using MMUCC.	Serious Injury Calculations Criteria - Model Minimum Uniform Crash Criteria (MMUCC) or The KABCO scale for crash severity defines levels of injury severity. "K" Fatal injuries "A" Severe injuries "B" Moderate injuries "C" Minor injuries "O" Property Damage Only	
§ 490.209	Establishment of performance targets.		
§ 490.209 (a)	State DOTs shall establish targets annually for each performance measure identified in § 490.207(a) in a manner that is consistent with the following: (1) State DOT targets shall be identical to the targets established by the State Highway Safety Office for common performance measures reported in the State's Highway Safety Plan, subject to the requirements of 23 U.S.C. 402(k)(4), and as coordinated through the State Strategic Highway Safety Plan. (2) State DOT targets shall represent performance outcomes anticipated for the calendar year following the HSIP annual report date, as provided in 23 CFR 924.15. (3) State DOT performance targets shall represent the anticipated performance outcome for all public roadways within the State regardless of ownership or functional class. (4) State DOT targets shall be reported in the HSIP annual report that is due after April 14, 2017, and in each subsequent HSIP annual report thereafter. (5) The State DOT shall include, in the HSIP Report (see 23 CFR part 924), at a minimum, the most recent 5 years of serious injury data and non-motorized serious injury data. The serious injury data shall be either MMUCC compliant or converted to the KABCO system (A) for injury classification through use of the NHTSA conversion tables as required by § 490.207(c). (6) Unless approved by FHWA and subject to § 490.209(a)(1), a State DOT shall not change one or more of its targets for a given year once it is submitted in the HSIP annual report.	State DOT establishes annual targets for each of the five performance measures. Targets are to be identical to those provided to NHTSA in the State's Highway Safety Plan (HSP). FHWA verifies target consistency with HSP through coordination with NHTSA Regional Office. Reference: 23 USC 402 (K)(4) Contents.—State highway safety plans submitted under paragraph (1) shall include— (A) performance measures required by the Secretary or otherwise necessary to support additional State safety goals, including— (i) documentation of current safety levels for each performance measure; (ii) quantifiable annual performance targets for each performance measure; and (iii) a justification for each performance target, that explains why each target is appropriate and evidence-based; HSIP report is due to the FHWA Division Administrator by August 31 of each year. State DOT establishes data driven targets in HSIP Annual Report based on anticipated outcomes. Reference: 23 CFR 924.15(a) For the period of the previous reporting year, each State shall submit, via FHWA's HSIP online reporting tool, to the FHWA Division Administrator no later than August 31 of each year, the following reports related to the HSIP in accordance with 23 U.S.C. 148(h) and 130(g): State DOT provides target for all public roads FHWA verifies State DOT provides targets in HSIP Annual Report by August 31st. Reference: 23 CFR Part 924 - HIGHWAY SAFETY IMPROVEMENT PROGRAM	
§ 490.209 (b)	In addition to targets described in paragraph (a) of this section, State DOTs may, as appropriate, for each target in paragraph (a) establish additional targets for portions of the State. (1) A State DOT shall declare and describe in the State HSIP annual report required by § 490.213 the boundaries used to establish each additional target. (2) State DOTs may select any number and combination of urbanized area boundaries and may also select a single non-urbanized area boundary for the establishment of additional targets. (3) The boundaries used by the State DOT for additional targets shall be contained within the geographic boundary of the State. (4) State DOTs shall evaluate separately the progress of each additional target and report that progress in the State HSIP annual report (see 23 CFR part 924).	Reference: 23 CFR Part 924 - HIGHWAY SAFETY IMPROVEMENT PROGRAM	
§ 490.209 (c)	The Metropolitan Planning Organizations (MPO) shall establish performance targets for each of the measures identified in § 490.207(a), where applicable, in a manner that is consistent with the following: (1) The MPOs shall establish targets not later than 180 days after the respective State DOT establishes and reports targets in the State HSIP annual report. (2) The MPO target shall represent performance outcomes anticipated for the same calendar year as the State target. (3) After the MPOs within each State establish the targets, the State DOT must be able to provide those targets to FHWA, upon request. (4) For each performance measure, the MPOs shall establish a target by either: (i) Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target for that performance measure; or (ii) Committing to a quantifiable target for that performance measure for their metropolitan planning area.	Establishment of MPO Targets MPO's must establish targets by February 27 each year. MPOs report their targets directly to the State DOT •MPO Supporting State Target •Agree to support the target number that State DOT establishes for a measure based on knowledge of MPO area baseline data •State target number = MPO target number •Plan and program projects that contribute to this number •Adopting MPO Target •MPO evaluates the data and sets a number for their planning area •State target number ≠ MPO target number •Plan and program projects that contribute to the MPO number	by February 27th annually

