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 Metropolitan Planning Organization (MPO) and shall establish performance measures for the purpose of carrying out the Highway Safety Improvement Program (HSIP). The Metropolitan Planning Organization (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 purpose or the HSIP is to reduce the number of serious injuries per 10,000 vehicle miles traveled (VMT) and the number of fatalities.
2. The MPO target shall represent performance outcomes anticipated for the same calendar year as the State target.
3. 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.

For each performance measure, the MPOs shall establish a target by either:

1. The MPOs establish annual targets for each of the performance measures identified in § 490.207(a), where applicable, in a manner that is consistent with the following:
2. The MPO target shall represent performance outcomes anticipated for the same calendar year as the State target.
3. 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.

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).

5. 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.

6. 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.

7. State DOT performance targets shall represent the anticipated performance outcome for all public roadways within the State regardless of ownership or functional class.

8. 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, including the number of serious injuries and fatalities.

B. Performance Measures

1. The MPO 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 mile traveled (VMT); and
   b. The number of serious injuries and fatalities.

2. The MPO shall establish and report performance measures for the purpose of carrying out the Highway Safety Improvement Program (HSIP) and for the purpose of carrying out the Metropolitan Planning Organization (MPO) and shall establish performance measures for the purpose of carrying out the Highway Safety Improvement Program (HSIP).

3. The Metropolitan Planning Organizations (MPOs) 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:

   a. The purpose or the HSIP is to reduce the number of serious injuries per 10,000 vehicle miles traveled (VMT) and the number of fatalities.
   b. The MPO target shall represent performance outcomes anticipated for the same calendar year as the State target.
   c. 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.

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 sum of 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 thousandth decimal place. Final FARS may be used if Final FARS is not available.

5. The performance measure for the number of serious injuries is the 5-year rolling average of the total number of serious injuries and shall be calculated by subtracting 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, dividing by five, and rounding to the thousandth decimal place. State VMT data are derived from FARS. The National Data System (NDS) is unavailable.

6. The performance measure for the rate of fatalities is calculated using vehicle miles traveled (VMT) which for State DOTs comes from Final FARS. MPO VMTs are estimated with methodology.

7. The performance measures for the purpose of carrying out the Metropolitan Planning Organization (MPO) and shall establish performance measures for the purpose of carrying out the Metropolitan Planning Organization (MPO) and shall establish performance measures for the purpose of carrying out the Highway Safety Improvement Program (HSIP).
The MPOs, if setting their own, must provide targets for all public roads within their area. The determination for having met or made significant progress toward meeting the performance targets under 23 U.S.C. 148(i) will be determined based on:

- Targets included with HSIP Annual Report submission. Reference: 23 CFR 490.213

The MPOs shall report baseline safety performance, VMT estimate and methodology if a quantifiable rate target was established, and progress toward the achievement of their targets and other performance measures. The FHWA will evaluate whether a State DOT has met or made significant progress toward meeting performance targets. The targets established by the State DOT shall be reported to FHWA in the State’s HSIP annual report in accordance with 23 CFR part 924.

The State DOT and MPOs must coordinate their target setting. The FHWA will not evaluate any additional targets a State DOT may establish under § 490.209(b).

The MPOs with multi-State boundaries that agree to plan and program projects to contribute toward State targets in accordance with paragraph (c)(4)(i) of this section shall plan and program projects to contribute toward two separate sets of targets (one set for each State).

The MPO provides state DOT with safety targets. The FHWA determines that a State has not met or made significant progress toward meeting the safety performance targets of the State, the State shall:

1. Use obligation authority equal to the apportionment of funds for the prior year only for highway safety improvement projects;
2. Submit annually to FHWA, until the implementation plan is revised, a description of the actions the State intends to undertake to meet the performance targets of the State; and
3. Submit annually to FHWA, until the implementation plan is revised, a description of infrastructure projects, activities, and strategies to be implemented.

The FHWA will not evaluate any additional targets a State DOT may establish under § 490.209(b).