

National Performance Management Measures, Highway Safety Improvement Program Notice of Proposed Rulemaking

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Background

Highway Safety Improvement Program (HSIP)



- Core Federal-aid program
- Reduce fatalities and serious injuries on *all public roads*
- MAP-21 changes to HSIP
 - SHSPs must be updated and evaluated regularly
 - High Risk Rural Roads set-aside replaced by special rule
 - Annual reports posted on FHWA's website
 - Transparency (5%) reports eliminated
 - FHWA required to establish performance measures

MAP-21 Safety Performance Management

- 12 performance areas required by MAP-21. 4 in safety
 - Number of Fatalities
 - Fatalities per VMT
 - Number of Serious Injuries
 - Serious Injuries per VMT
- USDOT (FHWA) published Notice of Proposed Rulemaking (NPRM) in March 2014

NPRM Topics

- Process to be used by State DOTs and MPOs to establish safety-related performance targets
- Methodology to assess State DOTs compliance with the target achievement
- Process State DOTs must follow to report on progress toward the achievement of safety-related performance goals
- Key definitions

Coordination

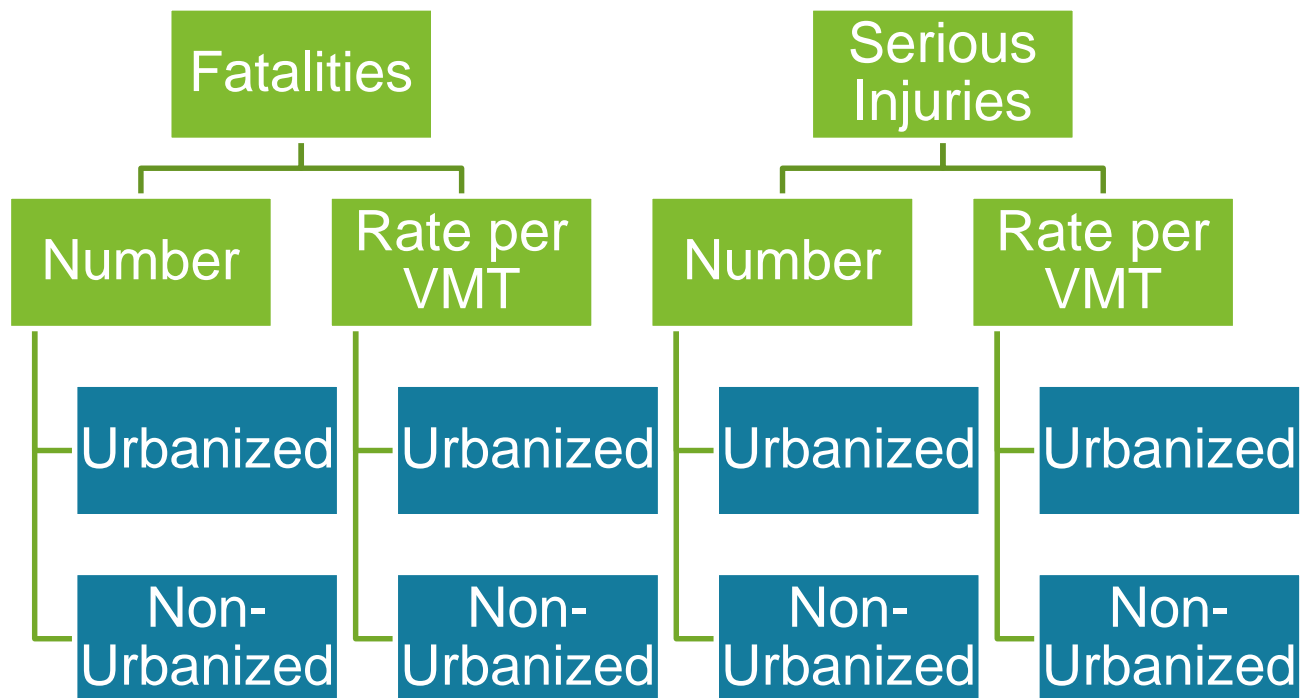
NHTSA and FHWA

- NPRM encourages identical performance measures between state's Highway Safety Plan (HSP) for NHTSA and HSIP
- Coordinate through SHSP process
- NHTSA subject to statutory requirement that performance measure revisions go through GHSA

HSIP Performance Measures

National Performance Management Measures, Highway Safety Improvement Program NPRM

(FHWA, March 2014)



Required

Optional

Setting Targets

- 5 year rolling average
- 10 years of most recent data available
- Trendline with forward projection

Data Sources

- **Fatalities**

Fatality Analysis Reporting System (FARS, NHTSA)

- **Serious Injuries** State databases

Shorter term:

- Model Minimum Uniform Crash Criteria (MMUCC) definition for “Suspected Serious Injury (A)”.
- States have 18 months to adopt MMUCC. Until then, convert to KABCO using NHTSA conversion tables.

Longer term: Recommends that by 2020, States prepare to determine serious injuries linked crash-medical records

- **Vehicle Miles Traveled (VMT)**

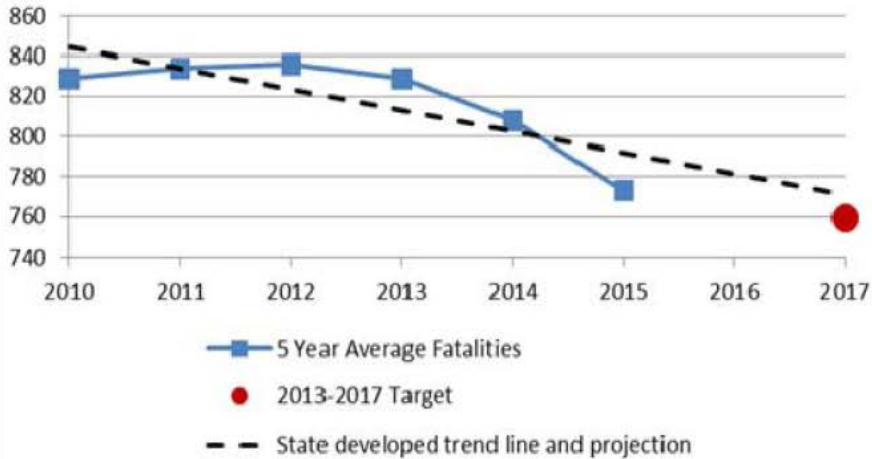
Highway Performance Monitoring System (HPMS).

Target Setting

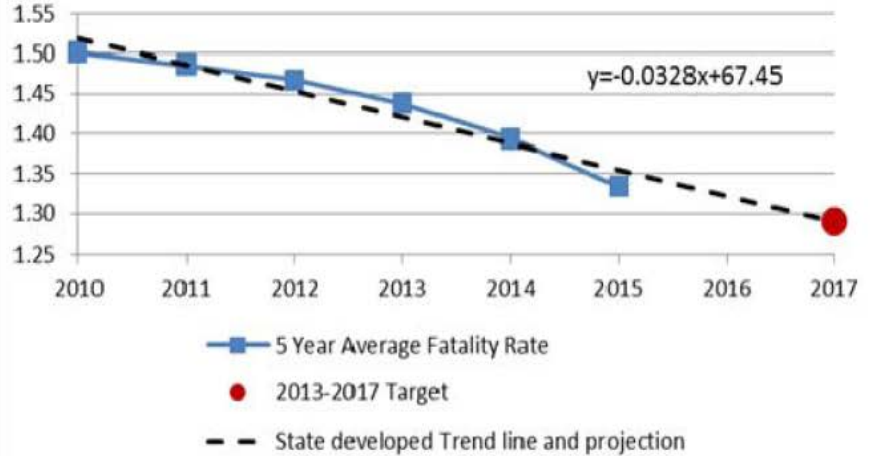
Example - Data Used

- 10 most recent years available = 2006-2015
- 5 year rolling averages
 - 2006-2010
 - 2007-2011
 - 2008-2012
 - 2009-2013
 - 2010-2014
 - 2011-2015
- Target set for 2013-2017 5 year rolling average

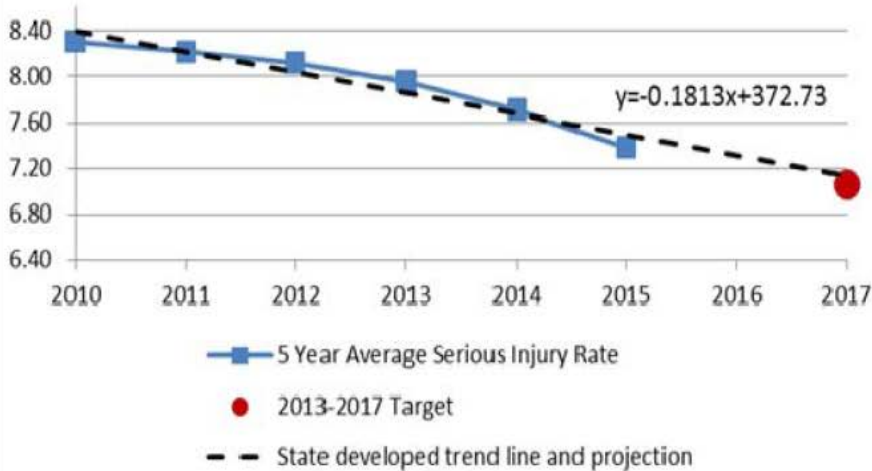
Fatality Number Target



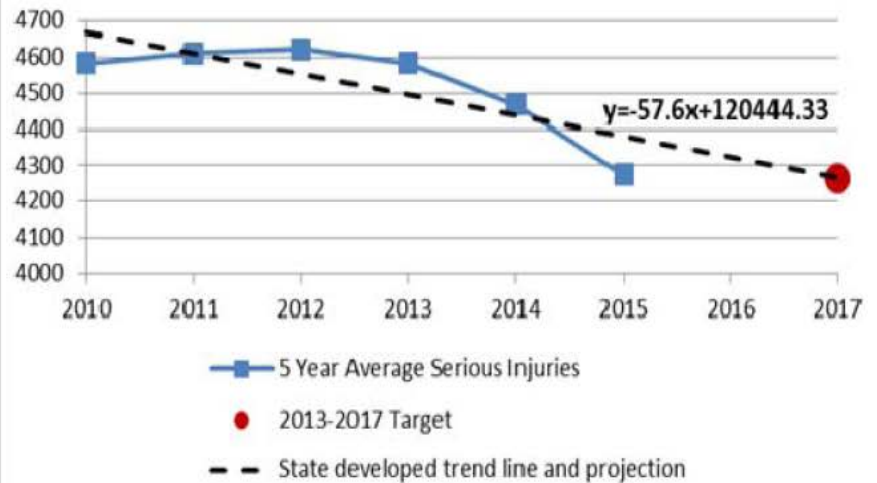
Fatality Rate Target



Serious Injury Rate Target



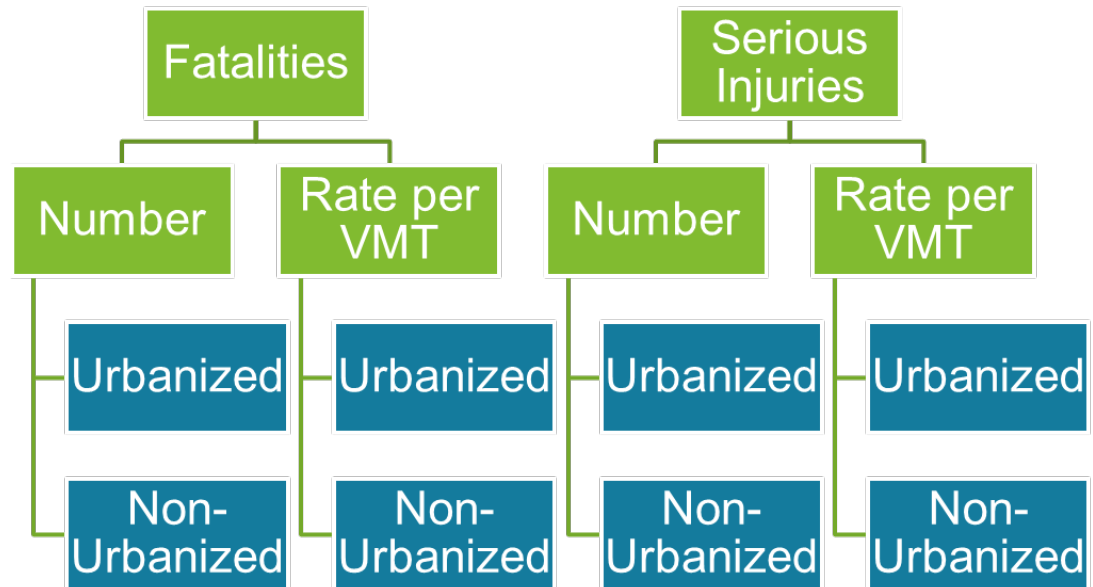
Serious Injury Target



Proposed Options

Urbanized area: Defined by Census every 10 years. Census-defined urbanized areas can be adjusted to facilitate the planning process and will issue guidance on how to address these adjusted urbanized area boundaries in the target-setting process.

Non-urbanized area: Non-urbanized areas include both “rural” areas and small urban areas that are larger than rural but do not meet the criteria of an “urbanized area.”



Metropolitan Planning Organizations

- Required to establish targets for entire Metropolitan Planning Area in coordination with the State DOT not later than 180 days after State DOT establishes safety targets.
- MPOs would be required to set their target each time the State DOT establishes a safety target.
- MPOs can either:
 - Supporting the State DOT target, or
 - Defining a target unique to its metropolitan area.

Assessing Achievement of Target or Significant Progress

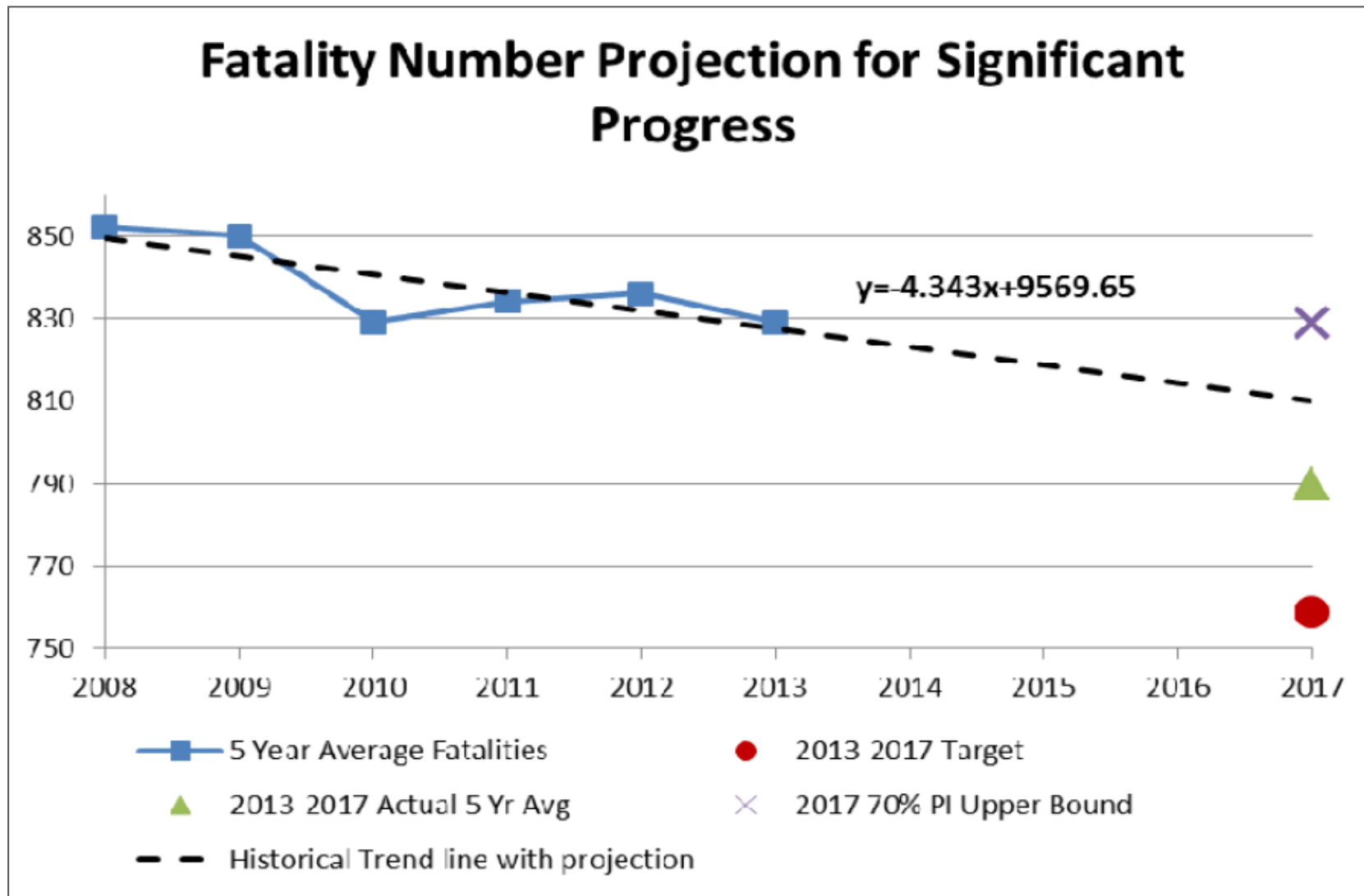
Success for each measure is...

- Achieving target

or

- Significant progress – actual outcome for target is at or below upper bound of the 70% prediction interval based on projection of 10-year historical trendline

Example



Overall success is...

- Achieve or make significant progress on at least half of targets set
- Minimum success is 2 of 4 required targets
- Extend to 6 of 12 including 4 required and 8 optional

Reporting and Consequences

Reporting

- State DOTs establish and report safety targets in annual HSIP report
- MPO targets to be reported to State DOT on annual basis

Consequences

- If a State fails to achieve or make significant progress toward at least 50 percent of the targets, it must:
 - Obligate a portion of their HSIP funding only for highway safety improvement projects, and
 - Develop and submit an annual implementation plan to document how they intend to improve performance using HSIP funds



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