Highway Safety Improvement Program
—and—
Safety Performance Management Measures

Final Rules Webinar

April 2016
A Message From

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Executive Director
FHWA
Today’s Agenda

1. Relationship between Rules
2. Overview of FAST Act changes related to Rules
3. Overview of the Highway Safety Improvement Program Final Rule
4. Overview of the Safety Performance Management Measures Final Rule
5. Wrap-up
Two Final Rules, Different but Related

• Highway Safety Improvement Program (*HSIP*)
  • Revises existing regulation (23 CFR 924)

• Safety Performance Measures
  • Establishes new regulation (23 CFR 490) to implement MAP-21 Performance Management Requirements
  • Defines safety performance management requirements
Relationship between Final Rules

- **Highway Safety Improvement Program** (23 U.S.C. 148)
  - **HSIP Program Requirements** (23 CFR 924)
  - **Safety Performance Management** (23 CFR 490 Subpart B)

- **National Goals and Performance Management Measures** (23 U.S.C. 150)
  - **National Performance Management Measures** (23 CFR 490)
  - **Other Performance Measures** (e.g. System Performance, Pavement & Bridge Condition)
FAST Act

• HSIP
  • Revised list of eligible highway safety improvement projects
  • Provided States the ability to not collect MIRE FDE on unpaved roads if certain conditions are met.

• Safety Performance Management
  • Clarified significant progress assessment requirements
Highway Safety Improvement Program

Overview of Final Rule

Docket #: FHWA-2013-0019
HSIP Background

• Core Federal-aid program
  • Purpose: achieve a significant reduction in fatalities and serious injuries on all public roads
  • $2.5 billion annual apportionment
    » Railway-Highway Crossing Program (RHCP) set-aside

• Last rulemaking update took effect:
  ✔️ January 23, 2009
Why is FHWA making this change?

• Provide consistency with MAP-21 and the FAST Act
• Implement actions required by the Secretary in MAP-21
• Clarify existing program requirements
Overview of Existing 23 CFR Part 924

§ 924.1 Purpose
§ 924.3 Definitions
§ 924.5 Policy
§ 924.7 Program Structure
§ 924.9 Planning
§ 924.11 Implementation
§ 924.13 Evaluation
§ 924.15 Reporting
Legislative Changes and Requirements for HSIP

• Items Removed (*no longer exist under MAP-21*)
  - Transparency Report
  - High Risk Rural Roads set-aside and reporting requirements
  - 10% flexibility provision for States to use safety funding per 23 U.S.C. 148(e)

• Items Added
  - State Strategic Highway Safety Plan update requirements
  - Subset of model inventory of roadway elements
  - HSIP reporting content and schedule
State Strategic Highway Safety Plan Update Requirements (924.9 Planning)

- SHSP update cycle: No later than 5 years from the previously approved version
  - Consistent with current practice in most states
  - Reflects current guidance
HSIP Reporting Content and Schedule (924.15 Reporting)

• Content
  • Consistent with existing guidance
  • Document and describe progress made to achieve annual safety performance targets

• Schedule
  • Submit annually
  • Due by **August 31**

• Submit via online reporting tool

• FHWA posts HSIP reports to Office of Safety Website:
MIRE Fundamental Data Elements (924.17 MIRE Fundamental Data Elements)

- Required to comply with section 1112 of MAP-21
  - Establish a subset of the model inventory elements that are useful for the inventory of roadway safety; and
  - Ensure that States adopt and use the subset to improve data collection

- Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDE)
  - Needed to conduct enhanced safety analysis
  - Potential to support other safety and infrastructure programs
  - All public roads
MIRE Fundamental Data Elements
(924.17 MIRE Fundamental Data Elements)

• Three Tables based on functional classification and surface type
  • Non-Local Paved Roads (*37 elements*)
    » Roadway Segments
    » Intersections
    » Interchanges/Ramps
  • Local Paved Roads (*9 elements*)
    » Roadway Segments
  • Unpaved Roads (*5 elements*)
    » Roadway Segments
MIRE FDE for Roadway Segments

- Segment Identifier (1,2,3)
- Route Number (1,*)
- Route/street Name (1,*)
- Federal Aid/Route Type (1,*)
- Rural/Urban Designation (1,2*)
- Surface Type (1,2,3,*)
- Begin Point Seg. Descriptor (1,2,3,*)
- End Point Seg. Descriptor (1,2,3,*)
- Segment Length (1,*)
- Direction of Inventory (1)
- Functional Class (1,2,3*)
- Median Type (1)
- Access Control (1,*)
- One/Two-Way Operations (1,*)
- Number of through lanes (1,2*)
- AADT (1,2,*)
- AADT Year (1,*)
- Type of Governmental Ownership (1,2,3,*)

**LEGEND**

1 – Non-local paved roads
2 – Local paved roads
3 – Unpaved roads
* – HPMS full extent elements
MIRE FDE for Intersections (Non-local paved roads only)

- Unique Junction Identifier
- Location Identifier for Road 1 Crossing Point
- Location Identifier for Road 2 Crossing Point
- Intersection/Junction Geometry
- Intersection/Junction Traffic Control
- AADT [for each Intersection Road]
- AADT Year [for each Intersecting Road]
- Unique Approach Identifier
MIRE FDE for Interchanges/Ramps
(Non-local paved roads only)

- Unique Interchange Identifier
- Location Identifier for Roadway at Beginning Ramp Terminal
- Location Identifier for Roadway at Ending Ramp Terminal
- Ramp Length
- Roadway Type at Beginning Ramp Terminal
- Roadway Type at Ending Ramp Terminal

- Interchange Type
- Ramp AADT*
- Year of Ramp AADT*
- Functional Class*
- Type of Governmental Ownership*

**LEGEND**
* – HPMS full extent elements
MIRE FDE Implementation Dates

- ✔ July 1, 2017 – Incorporate specific quantifiable and measurable anticipated improvements that prioritizes the collection of MIRE FDE into the Traffic Records Strategic Plan

- ✔ September 30, 2026 – Access to a complete collection of MIRE FDE on all public roads
Use of HSIP Funds (924.5 Policy)

• HSIP funds shall be used for projects that are consistent with the SHSP

• Use funding for projects with greatest potential to reduce a State’s fatalities and serious injuries

• Projects are limited to those on the inclusions list in 23 U.S.C. 148(a)(4)(B)
What Does the Regulation Say?
Regulation Structure

§ 924.1 Purpose
§ 924.3 Definitions
§ 924.5 Policy
§ 924.7 Program Structure
§ 924.9 Planning
§ 924.11 Implementation
§ 924.13 Evaluation
§ 924.15 Reporting
§ 924.17 MIRE Fundamental Data Elements

NEW
Section 924.1 Purpose

The purpose of this regulation is to prescribe requirements for the development, implementation, and evaluation of a highway safety improvement program (HSIP) in each State.
Section 924.3 Definitions

- Hazard index formula
- Highway
- Highway Safety Improvement Program
- Highway safety improvement project
- MIRE fundamental data elements*
- Public railway-highway crossing
- Public road

- Reporting year*
- Railway-highway crossing protective devices
- Roadway safety audit
- Safety data
- Safety stakeholder
- Spot safety improvement*
- Strategic highway safety plan
- Systemic safety improvement*
Section 924.5 Policy – Paragraph (a)

- Each State shall develop, implement, and evaluate on an annual basis a HSIP that has the objective to significantly reduce fatalities and serious injuries resulting from crashes on all public roads.
Section 924.5 Policy – Paragraph (b)

• HSIP funds shall be used for highway safety improvement projects that are consistent with the State’s SHSP.

• HSIP funds should be used to maximize opportunities to advance highway safety improvement projects that have the greatest potential to reduce the State’s roadway fatalities and serious injuries.
Section 924.5 Policy – *Paragraph (c)*

- Safety improvements that are part of a broader Federal-aid project should be funded from the same source as the broader project.
Section 924.7 Program Structure – *Paragraph (a)*

- Lists the main components of HSIP
  - Strategic Highway Safety Plan;
  - Railway-Highway Crossing Program; and
  - Program of highway safety improvement projects
Section 924.7 Program Structure – Paragraph (b)

• Specifies a separate process for planning, implementation, and evaluation of the HSIP components listed in section 924.7(a).

• Clarifies cooperation with FHWA Division Administrator and consultation with other safety stakeholders.
Section 924.9 Planning – Paragraph (a)

Reflects sequence of actions in HSIP planning process

1) Collecting and maintaining safety data
2) Advancing data collection and analysis capabilities
3) Updating the SHSP
4) Analyzing safety data
   a) Program of highway safety improvement projects
   b) Railway-Highway Crossings program
5) Conducting engineering studies
6) Establishing implementation priorities
Section 924.9 Planning – *Paragraphs (b) and (c)*

b) Describes financing options for the HSIP planning process

c) Describes planning requirements for HSIP projects
Section 924.11 Implementation

- The HSIP shall be implemented in accordance with the Planning requirements.

- MIRE Fundamental Data Elements:
  - Incorporate specific quantifiable and measurable anticipated improvements for the collection of MIRE fundamental data elements into the Traffic Records Strategic Plan by ✓ July 1, 2017
  - Have access to a complete collection of MIRE FDE on all public roads by ✓ September 30, 2026

- Requires SHSP include or be accompanied by actions that address how the SHSP emphasis area strategies will be implemented

- Railway-Highway Crossings Program Special Rule
Section 924.13 Evaluation

a) HSIP evaluation process
   1) Analyze and assess results of program of projects to improve safety outcomes and meet targets
   2) Evaluate SHSP

b) Use evaluation results
   1) To update safety data used in planning process
   2) For setting priorities
   3) For assessing overall effectiveness of HSIP
   4) For reporting
Section 924.15 Reporting

Two Annual Reports – both submitted via FHWA’s online reporting tool

- HSIP report
  1) Structure of HSIP
  2) Process in implementing highway safety improvement projects
  3) Progress in achieving safety performance targets *NEW*
  4) Effectiveness of highway safety improvement projects
  5) Section 508 compliant

- Railway-highway crossing improvements report
Section 924.17 MIRE
Fundamental Data Elements

• Three Tables based on functional classification and surface type
  • Non-Local Paved Roads (37 elements)
    » Roadway segments
    » Intersections
    » Interchanges/ramps)
  • Local Paved Roads (9 elements)
    » Roadway segments
  • Unpaved Roads (5 elements)
    » Roadway Segments
QUESTIONS?
Safety Performance Management Measures

Overview of Final Rule

Docket #: FHWA-2013-0020
Legislative Requirements
(23 USC 150 and 23 USC 134, 135)

• To carry out the HSIP, the Secretary to promulgate rulemaking to establish measures for serious injuries and fatalities by number and rate per VMT

• Urbanized and rural targets optional

• MPO targets required

• Report progress
Legislative Requirements
(23 USC 148)

• Requires determination of whether or not a State has met or made significant progress toward meeting its performance targets

• Identifies consequences
Subpart A:

§ 490.101 Definitions

§ 490.111 Incorporation by Reference
Subpart B:

| § 490.201 | Purpose                        |
| § 490.203 | Applicability                  |
| § 490.205 | Definitions                    |
| § 490.207 | National Performance Management Measures for the Highway Safety Improvement Program |
| § 490.209 | Establishment of Performance Targets |
| § 490.211 | Determining Whether a State Department of Transportation Has Met or Made Significant Progress Toward Meeting Performance Targets |
| § 490.213 | Reporting of Targets for the Highway Safety Improvement Program |
Purpose – § 490.201

• Establish performance measures for the purpose of carrying out the HSIP and for State DOTs to use in assessing:
  • Serious injuries and fatalities per vehicle miles traveled (VMT)
  • Number of serious injuries and fatalities

Applicability – § 490.203

• Measures applicable to all public roads
Definitions – § 490.205

- 5-year rolling average
- Annual Report File (ARF)
- Fatality Analysis Reporting System (FARS)
- Final FARS
- KABCO
- Number of Fatalities
- Number of Non-motorized Fatalities
- Number of Non-motorized Serious Injuries
- Number of Serious Injuries
- Public Road
- Rate of Fatalities
- Rate of Serious Injuries
- Serious Injuries
National Performance Management Measures for the HSIP – § 490.207

• **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**
Measure Components – § 490.207(b)(1) and (2)

• Fatalities
  • **Number:** Total number of persons suffering fatal injuries in a motor vehicle traffic crash during a calendar year
  • **Rate:** Ratio of total number of fatalities to the number of vehicle miles traveled (VMT) (expressed in 100 million VMT) in a calendar year
Measure Components – § 490.207(b)(3) and (4)

• **Serious Injuries**
  - **Number**: Total number of persons suffering at least one serious injury
  - **Rate**: Ratio of total number of serious injuries to the number of vehicle miles traveled (VMT) (expressed in 100 million VMT) in a calendar year
  - For first 36 months injuries classified as “A” on the KABCO scale through use of NHTSA conversion tables
  - **Within 36 months** use MMUCC, 4th edition “Suspected Serious Injury (A)”
Measure Components – § 490.207(b)(5)

• Non-motorized Fatalities and Non-motorized Serious Injuries
  • Combined Total
  • Crash must involve a motor vehicle
Establishment of Performance Targets – § 490.209

• States establish annual targets in the HSIP report
  • Beginning in August 2017 HSIP report for calendar year 2018
  • Target 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 target once submitted in the HSIP report

• Targets must be identical to NHTSA HSP targets for common measures:
  • Number of fatalities
  • Rate of fatalities
  • Number of serious injuries
Establishment of Performance Targets – § 490.209

- States report serious injury data in HSIP report
  » 5 years of data

- 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 – § 490.209

• MPOs establish targets 180 days after State
  • Target for each measure required

• 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 SDOT targets for each State
MPO Targets – § 490.209

• Targets applicable to all public roads in the MPO
• Report the VMT estimate used for 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
Target Coordination

• States and MPOs must coordinate on target establishment
  • Annual targets should logically support LRTP and SHSP goals
  • Planning Final Rule will describe how and encourage greater coordination between MPOs and State on target setting

• State DOTs and SHSOs should coordinate on targets for common performance measures
Determining Whether a State DOT Has Met or Made Significant Progress Toward Meeting Performance Targets – § 490.211

- 4 out of 5 targets must be
  - Met, or
  - Better than performance for prior to target establishment

- Reduced Data Time Lag and Evaluation
  - Significant progress determined year earlier than proposed
  - End of CY following target year
  - FARS ARF may be used if Final FARS not available
## Determining Whether a State DOT Has Met or Made Significant Progress Toward Meeting Performance Targets – § 490.211

<table>
<thead>
<tr>
<th>Performance Target</th>
<th>Data source(s) used to make determination</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>Final FARS (FARS ARF may be used if Final FARS is not available)</td>
</tr>
<tr>
<td>Rate of Fatalities</td>
<td>Final FARS (FARS ARF may be used if Final FARS is not available) and HPMS data</td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>State reported data</td>
</tr>
<tr>
<td>Rate of Serious Injuries</td>
<td>State reported data and HPMS data</td>
</tr>
<tr>
<td>Number of Non-motorized Fatalities and Serious Injuries</td>
<td>Final FARS (FARS ARF may be used if Final FARS is not available), State reported data</td>
</tr>
</tbody>
</table>
Determining Whether a State DOT Has Met or Made Significant Progress Toward Meeting Performance Targets – § 490.211

- 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
Evaluating MPO Target Achievement

• MPOs held accountable through the Statewide and Metropolitan Planning process:
  • Metropolitan Transportation Plan (MTP) including a system performance report component
  • Transportation Improvement Program (TIP) including the Federal Planning Finding
  • MPO certification process for Transportation Management Areas (TMAs)
  • HSIP Implementation Plan (if required)
Reporting Targets for the HSIP – § 490.213

• States report targets to FHWA

• MPOs report targets to State
  • Include methodology and VMT estimate for quantifiable targets

• MPOs report in the System Performance Report (23 CFR 450)
April, 2016
Final Rule is effective.

July 1, 2017
SHSO reports 2018 targets to NHTSA in HSP.

August 31, 2017
State DOT reports 2018 targets to FHWA in HSIP Annual Report.

February 27, 2018
MPO reports 2018 targets to State DOT.

2016    2017    2018

2017
State DOTs, SHSOs, MPOs, and others coordinate on selection of targets for 2018
December, 2019
HPMS, FARS and FARS ARF data finalized and used to assess achievement of 2018 targets.

March, 2020
States notified of determination for 2018 targets.

October 1, 2020
If State did not meet or make significant progress toward meeting its targets, (a) obligation authority from FY2017 spent on safety projects in FY 2021 and (b) submit HSIP Implementation Plan.
Process Example – CY 2018 Targets

• CY 2018 targets established in 2017
• State DOT and State Highway Safety Office consultation and agreement on targets for common measures
• State DOT and MPOs coordinate to maximum extent practicable
• NHTSA Highway Safety Plan targets due July 2017
• HSIP targets due August 2017
• MPO targets due to State DOT by February 2018
Process Example – Target Selection

Number of Fatalities

<table>
<thead>
<tr>
<th>Year Interval</th>
<th>Actual</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008-2012</td>
<td>510.0</td>
<td>500.0</td>
</tr>
<tr>
<td>2009-2013</td>
<td>486.6</td>
<td></td>
</tr>
<tr>
<td>2010-2014</td>
<td>478.0</td>
<td></td>
</tr>
<tr>
<td>2011-2015</td>
<td>476.0</td>
<td></td>
</tr>
<tr>
<td>2012-2016</td>
<td></td>
<td>474.0</td>
</tr>
<tr>
<td>2013-2017</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2014-2018</td>
<td></td>
<td>468.0</td>
</tr>
</tbody>
</table>

Fatality Rate

<table>
<thead>
<tr>
<th>Year Interval</th>
<th>Actual</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008-2012</td>
<td>1.052</td>
<td></td>
</tr>
<tr>
<td>2009-2013</td>
<td>1.018</td>
<td></td>
</tr>
<tr>
<td>2010-2014</td>
<td>1.000</td>
<td></td>
</tr>
<tr>
<td>2011-2015</td>
<td>0.994</td>
<td></td>
</tr>
<tr>
<td>2012-2016</td>
<td></td>
<td>0.988</td>
</tr>
<tr>
<td>2013-2017</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2014-2018</td>
<td></td>
<td>0.980</td>
</tr>
</tbody>
</table>
Process Example – **Target Selection**

**Reported in August 2017 HSIP report**

<table>
<thead>
<tr>
<th>State Targets Established for CY2018</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>468.0</td>
</tr>
<tr>
<td>Rate of Fatalities per 100 million VMT</td>
<td>0.980</td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>2,160.0</td>
</tr>
<tr>
<td>Rate of Serious Injuries per 100 million VMT</td>
<td>4.572</td>
</tr>
<tr>
<td>Number of Non-motorized Fatalities and Non-motorized Serious Injuries</td>
<td>110.0</td>
</tr>
</tbody>
</table>
### Process Example – Measure Calculation (Number)

<table>
<thead>
<tr>
<th>Year</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>471</td>
<td>468</td>
<td>493</td>
<td>468</td>
<td>462*</td>
</tr>
</tbody>
</table>

*From FARS ARF, if Final FARS is not available

- Add the number of fatalities for the most recent 5 consecutive calendar years ending in the year for which the targets are established:

\[
471 + 468 + 493 + 468 + 462 = 2,362
\]

- Divide by five and round to the nearest tenth decimal place:

\[
2,362 / 5 = 472.4
\]
### Process Example – Measure Calculation (Rate)

<table>
<thead>
<tr>
<th>Year</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatality Rate per 100 million VMT rounded to the hundredths decimal place</td>
<td>0.99</td>
<td>0.97</td>
<td>1.02</td>
<td>0.99</td>
<td>0.98*</td>
</tr>
</tbody>
</table>

*Based on FARS ARF, if Final FARS is not available*

- Add the fatality rate, rounded to the hundredths decimal place, for the most recent 5 consecutive calendar years ending in the year for which the targets are established:

  \[
  0.99 + 0.97 + 1.02 + 0.99 + 0.98 = 4.95
  \]

- Divide by 5 and round to the nearest thousandths decimal place:

  \[
  4.95 / 5 = 0.990
  \]
## Process Example – Target Assessment

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>5-year Rolling Averages</th>
<th>Target Achieved?</th>
<th>Better than baseline?</th>
<th>Met or Made Significant Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>474.0</td>
<td>468.0</td>
<td>472.4</td>
<td>No</td>
</tr>
<tr>
<td>Fatality Rate</td>
<td>0.988</td>
<td>0.980</td>
<td>0.990</td>
<td>No</td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>2,310.4</td>
<td>2,160.0</td>
<td>2,185.6</td>
<td>No</td>
</tr>
<tr>
<td>Serious Injury Rate</td>
<td>4.822</td>
<td>4.572</td>
<td>4.584</td>
<td>No</td>
</tr>
<tr>
<td>Number of Non-motorized Fatalities and Serious Injuries</td>
<td>113.2</td>
<td>110.0</td>
<td>109.4</td>
<td>Yes</td>
</tr>
</tbody>
</table>

- **Number of Fatalities**: Actual performance was lower than baseline, indicating progress was made.
- **Fatality Rate**: Actual performance was higher than baseline, indicating no progress was made.
- **Number of Serious Injuries**: Actual performance was higher than the target but lower than baseline, indicating progress was made.
- **Serious Injury Rate**: Actual performance was lower than both baseline and target, indicating progress was made.
- **Number of Non-motorized Fatalities and Serious Injuries**: Actual performance met the target, indicating progress was made.
Wrap-up
Recap of HSIP & Safety PM Dates

- **August 31, 2016**
  Submit annual HSIP and RHCP via online reporting tool

- **July 1, 2017**
  Incorporate specific, quantifiable and measureable anticipated improvements for the collection of MIRE FDE into the State Traffic Records Strategic Plan

- **August 1, 2017**
  Update the SHSP to be consistent with MAP-21 requirements

- **August 31, 2017**
  State submits CY 2018 targets in HSIP Annual Report
  For common measures, identical to targets in HSP submitted in July 2017
Recap of HSIP & Safety PM Dates

- February 27, 2018
  MPOs establish targets

- December 2019
  Data available to assess 2018 target achievement

- March 2020
  FHWA notifies States of determination whether State met or made significant progress toward meeting targets

- October 1, 2020
  For States that did not meet or make significant progress toward meeting targets: obligation authority limitation, HSIP Implementation Plan due

- September 30, 2026
  Collect and use the MIRE FDE to improve safety on all public roads
Forthcoming HSIP and Safety PM Guidance

• Concurrent
  • Update HSIP MAP-21 Interim Eligibility Guidance
    » Consistency with FAST Act
  • Update SHSP MAP-21 Interim Guidance
  • Update State Safety Data Systems Guidance
  • New HSIP Implementation Guidance
  • Target Setting Resources
  • Guidance to Support Local Computation of VMT
  • KABCO Conversion Tables
Forthcoming HSIP and Safety PM Guidance

• Coming soon
  • Update HSIP MAP-21 Reporting Guidance
    » Consistency with Safety Performance Measures Final Rule
  • Update RHCP MAP-21 Reporting Guidance
    » Minor clarifications
  • ANSI D16.1-2007 Pedestrian and Bicycle Conversion Tables
  • HSIP Implementation Plan Guidance
What Should I Do Now?

• Download and become familiar with the new HSIP and Safety PM rules

• New rules effective: April 14, 2016
  • HSIP (FHWA-2013-0019)
    http://www.regulations.gov/#!docketDetail;D=FHWA-2013-0019
  • Safety PM (FHWA-2013-0020)
    http://www.regulations.gov/#!docketDetail;D=FHWA-2013-0020

• Ask questions if you have them
What Should I Do Now?

• Review your HSIP processes and update as needed
• Develop a strategy for collecting MIRE FDE, as necessary, to comply with the final rule
• Review your fatality and serious injury data, including non-motorized data, and understand historical trends
• Review safety targets set for the Highway Safety Plan
• Develop a strategy for coordinating on target setting
For more information

• Highway Safety Improvement Program
  http://safety.fhwa.dot.gov/hsip/

• Safety Performance Management
  http://safety.fhwa.dot.gov/hsip/tpm/

• FHWA Transportation Performance Management
  http://www.fhwa.dot.gov/TPM/
Contact Info

HSIP Final Rule
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