

Met or Made Significant Progress Determination Fact Sheet

Introduction

FHWA will assess State safety performance target achievement to determine whether States have met or made significant progress toward meeting their safety performance targets, per 23 U.S.C. 148(i). At least 4 out of the 5 safety performance targets must be either met or the actual outcome for the target is better than the baseline performance to make significant progress.

States have the option to establish any number of urbanized area targets and one non-urbanized area target, in addition to the required statewide targets, for any or all of the safety performance measures. The urbanized and non-urbanized targets are not included in the determination of whether a State has met or made significant progress toward meeting its safety performance targets.

The Five Safety 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

Evaluating Whether a State Has Met or Made Significant Progress Toward Meeting its Safety Performance Targets

Meeting a Target:

If the actual outcome for a performance measure is equal to or less than the target, the target has been met.

Better than Baseline:

If a State has not met a target, FHWA will determine if the actual outcome for the target is less than the baseline performance for that target. The baseline performance is the 5-year rolling average for the target ending the year prior to the establishment of the State's target.

Data Sources for Determining Significant Progress

The table below indicates the data sources that are used to determine if a State has met or made significant progress toward meeting its safety performance targets.

Performance Target	Data Source(s) Used to Make Determination
Number of Fatalities	Final FARS (FARS Annual Report File (ARF) may be used if Final FARS is not available)
Rate of Fatalities	Final FARS (FARS ARF may be used if Final FARS is not available) and Highway Performance Monitoring System (HPMS) data
Number of Serious Injuries	State motor vehicle crash database
Rate of Serious Injuries	State motor vehicle crash database and HPMS data
Number of Non-motorized Fatalities and Serious Injuries	Final FARS (FARS ARF may be used if Final FARS is not available) and State motor vehicle crash database



Example Significant Progress Determination for CY 2019 Safety Performance Targets

Performance Measure	5-year Rolling Averages			Target Achieved?	Better than Baseline?	Met or Made Significant Progress?
	TARGET A	ACTUAL B	BASELINE C			
	2015 – 2019	2015 – 2019	2013 – 2017			
Number of Fatalities	465.0	472.4	474.0	No	✓ Yes	Yes (4 out of 5 targets met or made significant progress)
Fatality Rate	0.980	0.990	0.988	No	No	
Number of Serious Injuries	2,560.0	2,578.4	2,703.2	No	✓ Yes	
Serious Injury Rate	4.126	4.214	4.288	No	✓ Yes	
Number of Non-motorized Fatalities and Serious Injuries	108.0	107.6	113.2	✓ Yes	N/A	

(A) CY 2019 **Targets** are established and reported in the August 31, 2018 HSIP Annual Report.

(B) **Actual performance** is the 5-year rolling average ending in the year for which the targets were established. In this case that is CY 2015-2019.

(C) **Baseline performance** is the 5-year rolling average that ends prior to the year in which the targets were established. In this case, that is CY 2013-2017, since the targets were established in 2018. Baseline performance is calculated in order to compare whether the actual outcome for CY 2015-2019 was less than the baseline performance (in this case CY 2013-2017), for the targets that were not met.

Findings:

- The number of fatalities target **465.0** was not met, but the actual performance in 2015-2019 **472.4** was better than the 2013-2017 baseline **474.0**
- The fatality rate target **0.980** was not met. The actual performance **0.990** was worse than the baseline **0.988**
- The number of serious injuries target **2,560.0** was not met, but the actual performance **2,578.4** was better than the baseline **2,703.2**
- The rate of serious injuries target **4.126** was not met, but actual performance **4.214** was better than the baseline **4.288**
- The number of non-motorized fatalities and non-motorized serious injuries target was met; therefore no other assessment is required.

Conclusion:

Since one target was met and three targets were better than the baseline, for this example, FHWA would determine that the State met or made significant progress toward meeting their 2019 safety performance targets.

What If a State Is Determined Not To Have Met Or Made Significant Progress Toward Meeting Its Safety Performance Targets?

If a State has not met or made significant progress toward meeting its safety performance targets, the State must comply with the provisions set forth in 23 USC 148(i) for the subsequent fiscal year. The State shall:

- 1) Use obligation authority equal to the HSIP apportionment for the year prior to the target year, only for HSIP projects.
- 2) Submit an HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward meeting its safety performance targets. The HSIP Implementation Plan should guide the State's project decisions so that the combined 148(i) provisions lead to the State meeting or making significant progress toward meeting its safety performance targets in subsequent years.

Note: In the example above, if the State had been determined to have not met or made significant progress toward meeting its CY 2019 safety performance targets, the State would have to use obligation authority equal to their FY 2018 HSIP apportionment only for HSIP projects in FY 2022 and submit an HSIP Implementation Plan for FY 2022.

