

FHWA's National Performance Management Measurement Rule

FACT SHEET

1. In the final rule on National Performance Management Measurement published in the March 15, 2016 Federal Register, the FHWA established 5 performance measures to assess performance and carry out the Highway Safety Improvement Program (HSIP). They are:
 - A. Number of fatalities
 - B. Rate of fatalities per vehicle miles traveled
 - C. Number of serious injuries
 - D. Serious injury rate
 - E. Number of combined non-motorized fatalities and non-motorized serious injuries (pedestrians, bicyclists, etc.)
2. These measures will be calculated based on a 5-year rolling average.
3. State DOTs will be required to establish performance targets and assess performance for these five measures.
4. States meet their goals when they make significant progress in 4 of the 5 targets. A measure is also considered met if the outcome is better than the State's baseline performance for that measure (the number or rate is less than the 5-year rolling average).
5. The safety performance targets are annual targets, representing the safety performance outcomes anticipated for the calendar year following each HSIP annual report.
6. State targets will be reported with the HSIP annual report. The first one is due on August 31, 2017.

M P O Responsibilities Under the Performance Measurement Rule

1. MPOs are also required to establish and report their safety targets.
2. They will be expected to use the information generated as a result of the new regulations to inform their transportation planning and programming decisionmaking and directly link investments to desired performance outcomes.
3. MPOs may accept the State targets, establish their own specific numeric targets for all of the performance measures, or establish their own targets for one or more individual measures while supporting the State targets for the other measures.
4. MPOs that cross state lines must prepare a set of targets for each state in their region.
5. Targets established by an MPO should be reported annually to the State DOT(s) in a manner that is agreed upon and documented by both parties. It does not need to be incorporated into the Metropolitan Planning Agreement.
6. MPO targets are established for the same calendar year period as the State targets.
7. MPOs must establish their targets not more than 180 days after the State submits its HSIP annual report.
8. The MPOs report on progress toward the achievement of their targets in their System Performance Report as part of their transportation plan.
9. The MPO targets must include all public roads within the planning area, regardless of their functional classification.
10. HSIP fund penalties apply only to the State DOT.