



# Mississippi Safety Performance Measures

Mark Thomas  
MDOT Traffic Safety



# Background

- FHWA published update in 2016 (23 CFR 490)
- Requires States to set and report on targets for fatalities and serious injuries
- MDOT (the HSIP) reports these with annual HSIP Report each year





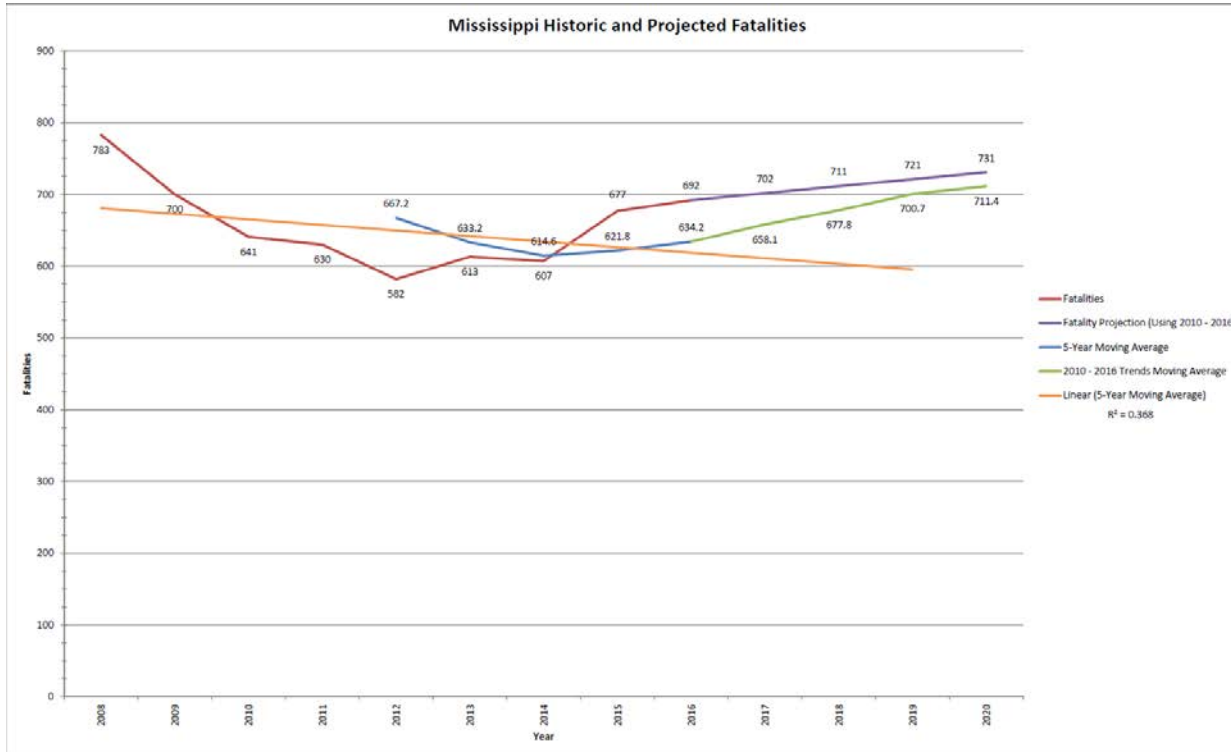
# Background

- The rule requires states to set five targets:
  1. Number of Fatalities
  2. Rate of Fatalities
  3. Number of Serious Injuries
  4. Rate of Serious Injuries
  5. Number of Non-Motorized Fatalities and Serious Injuries





# Setting Performance Targets





# Performance Targets

- Performance Target – Fatalities
- Five-year rolling average of fatalities
- Target uses 2014-2016 data, as well as projected values for 2017-2018
- **Final Statewide Target for 2018: 677.8**



# Performance Targets

- Performance Target – Fatality Rate
- Five-year rolling average of fatality rates
- Uses Statewide VMT data from MDOT Planning paired with previously-mentioned fatality totals
- **Final Statewide Target for 2018: 1.668 per HMVMT**



# Performance Targets

- Performance Target – Number of Serious Injuries
- Five-year rolling average of serious injuries
- MDOT used data obtained from our SAMS crash data program
- **Final Statewide Target for 2018: 574.4**



# Performance Targets

- Performance Target – Serious Injury Rate
- Five-year rolling average of serious injury rate
- Uses Statewide VMT data from MDOT Planning paired with previously-mentioned serious injuries
- **Final Statewide Target for 2018: 1.425 per HMVMT**





# Performance Targets

- Performance Target – Non-Motorized Fatalities and Serious Injuries
- Five-year rolling average of all statewide bicycle, pedestrian and other non-motorized fatalities and serious injuries
- Uses FARS fatality information as well as serious injury information from MDOT's SAMS
- **Final Statewide Target for 2018: 119.8**

# MPO Impact

How does this affect the MPOs?



# MPO Impacts

- MPOs have two options:
  1. Adopt statewide targets and program projects that contribute towards those targets; or
  2. Commit to quantifiable targets for the MPO-specific area.
- MPOs are to report their performance targets 180 days after the states do (**MPO Deadline: February 27, 2018**)
- MPO specific targets are reported to the MDOT, not FHWA



# MPO Impacts

## If an MPO agrees to support a State HSIP target, the MPO would ...

- Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area
- Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan)
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP
- Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets

## If an MPO establishes its own HSIP target, the MPO would...

- Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State
- Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets
- Include safety (HSIP) performance measures and HSIP targets in the MTP
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP
- Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets

Link: [https://safety.fhwa.dot.gov/hsip/spm/docs/mpo\\_factsheet.pdf](https://safety.fhwa.dot.gov/hsip/spm/docs/mpo_factsheet.pdf)



# What Comes Next?

- FHWA notifies states of progress in meeting targets one calendar year after reported target year.
  - 2014-2018 targets reviewed December 2019 (State's notified March 2020)
  - 2015-2019 targets reviewed December 2020
  - 2016-2020 targets reviewed December 2021



# What Comes Next?

- Rule outlines penalties for State DOTs that do not make progress towards meeting targets
- **MPOs targets are not assessed each year like State targets**
- FHWA will “review MPO performance as part of ongoing transportation planning process reviews ...”



## Target Assessment Example

Performance Measure	2012-2016 Baseline	2014-2018 Target	2014-2018 Actual Performance	Target Achieved?	Better than Baseline?
Fatalities	<b>633.8</b>	<b>677.8</b>	<b>676.1</b>	<b>Yes</b>	<b>Yes</b>
Fatality Rate	<b>1.630</b>	<b>1.668</b>	<b>1.625</b>	<b>Yes</b>	<b>Yes</b>
Serious Injury	<b>567.6</b>	<b>574.4</b>	<b>570.7</b>	<b>Yes</b>	<b>Yes</b>
Serious Injury Rate	<b>1.465</b>	<b>1.425</b>	<b>1.452</b>	<b>No</b>	<b>Yes</b>
Non-Motorized Fatal and SI	<b>109.2</b>	<b>119.8</b>	<b>107.7</b>	<b>Yes</b>	<b>Yes</b>

# Questions?

Mark Thomas, PE  
Area Traffic Safety Engineer  
MS Department of Transportation  
(601) 359-1454  
[mthomas@mdot.ms.gov](mailto:mthomas@mdot.ms.gov)

