

**AMES AREA METROPOLITAN PLANNING ORGANIZATION (AAMPO)  
 TRANSPORTATION POLICY COMMITTEE ACTION FORM**

**SUBJECT: FY 2015 – 2019 SAFETY PERFORMANCE TARGETS**

**BACKGROUND:**

As required by the FAST Act, the Iowa Department of Transportation was required to establish safety measures for five metrics. The Iowa Department of Transportation submitted the State Highway Safety Improvement Program (HSIP) annual report to the Federal Highway Administration on August 31, 2018. **The report included the State’s 2015-2019 safety targets for the performance measures (PM1) established in 23 § 490.207, which applies to all public roadways.** The targets are as follows.

Performance Measures	Five Year Rolling Averages	
	2013-2017 Baseline	2015-2019 Target
Number of Fatalities	338.0	353.6
Fatality Rate*	1.027	1.047
Number of Serious Injuries	1,498.8	1,483.7
Serious Injury Rate*	4.568	4.391
Non-Motorized Fatalities and Serious Injuries	146.4	149.8

\*Rates are per 100 million vehicle miles traveled (VMT)

The Ames Area MPO is required within 180 days of the State’s submission of the safety performance measures (by February 27, 2019), to adopt safety performance targets which either:

- 1) Support the State’s target by agreeing to plan and program projects so that they contribute toward the accomplishment of the Iowa DOT target for that performance measure; or
- 2) Set quantifiable targets for that performance measure for the MPO’s planning area.

**This is the second year in which the MPO has considered the safety targets reported by the Iowa DOT and will become an annual action. Last year, the Transportation Policy Committee voted to support the IDOT targets; this must be done annually. Upon approving safety measures, the Ames Area MPO will be required to reflect the performance measures and targets in all Long Range Transportation Plans and Transportation Improvement Programs updated after October 1, 2018. Each update to the Long Range Transportation Plan will report**

**system performance measure progress towards achieving these targets.** The Transportation Improvement Programs will be required to describe how the implementation of the TIP anticipates making progress towards achieving the targets.

**ALTERNATIVES:**

1. Approve supporting the safety performance targets established by the Iowa Department of Transportation in coordination with Iowa MPOs
2. Direct staff to make quantifiable modifications to the safety performance targets.

**ADMINISTRATOR'S RECOMMENDED ACTION:**

The Ames Area MPO has participated in coordination meetings with the Iowa Department of Transportation and other Iowa MPOs. These performance measures were developed in a coordinated manner. **Because these targets are aggregated from statistics on all public roadways across the state, the most practical process is to support the IDOT targets. Establishing local targets would have no statistical effect on the state goals.**

Therefore, it is recommended by the Administrator that the Transportation Policy Committee adopt Alternative No. 1, as noted above.