

**AMES AREA METROPOLITAN PLANNING ORGANIZATION  
 TRANSPORTATION POLICY COMMITTEE ACTION FORM**

**SUBJECT: SAFETY PERFORMANCE TARGETS 2017 – 2021**

**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 has submitted the State Highway Safety Improvement Program (HSIP) annual report to the Federal Highway Administration which is deemed submitted as of August 31, 2020. The report included the State’s 2017-2021 safety targets for the performance measures established in 23 § 490.207 as follows:

Performance Measure	Five Year Rolling Averages	
	2015-2019 Baseline	2017-2021 Target
Number of Fatalities	342.0	336.8
Fatality Rate*	1.019	0.983
Number of Serious Injuries	1,420.0	1,370.8
Serious Injury Rate*	4.230	4.002
Non-Motorized Fatalities and Serious Injuries	132.6	131.0

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

**Like the process last year, the Ames Area MPO is required within 180 days of the State’s submission of the safety performance measures (by February 27, 2021), to adopt safety performance targets.**

The performance measures apply to all public roadways within the Ames Area MPO, regardless of classification or ownership. 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. Upon adoption, this update will be reflected in the final Forward 2045 Long-Range Transportation Plan.

**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 RECOMMENDATION:**

The Ames Area MPO participates in coordination meetings with the Iowa Department of Transportation and other Iowa MPO’s so that these performance measures are developed in a coordinated manner.

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