

## Frequently Asked Questions *Performance Measures*

### Addressing Performance Measures

1. Do the states have to address each performance measure in their HSP and Annual Report?

*NHTSA and GHSA agreed that states should report each performance measure in their HSP and Annual Report. In some cases, states may explain that due to very small numbers they do not plan on shifting resources in response to an increase in one of the measures (e.g. pedestrian fatalities increase from 5 to 8 per year).*

2. Can states go beyond the recommended performance measures to assess progress in improving safety?

*Yes, the recommended performance measures, which were developed through a consensus process, were to serve as a minimum set of measures. States can add additional measures as appropriate for their population and/or programs.*

3. If my State provides all the core outcome measures in the Problem ID section of the HSP, do we still have to set a goal for each core outcome measure?

*Yes, states should set goals for each of the 11 core outcome and behavior measures.*

4. My State funds EMS and PTS projects, but the core outcome measures do not include these items. Do we have to have EMS and PTS performance measures and goals in the HSP?

*The core performance measures do include law enforcement measures, but there is not an agreed upon measure for EMS. However, according to 23 CFR 1200.10, states are required to set goals and performance measures for each funded program area (including EMS).*

5. My State does not fund projects in the alcohol and occupant protection sections of our HSP, but we do include PTS projects with alcohol and occupant protection components. Do we have to include alcohol and OP performance measures and goals?

*Yes, you need to set goals and report on each core measure.*

6. The GR is concerned that some of the core performance measures may conflict with the State departmental goals. How should the SHSO handle?

*The U.S. Congress, NHTSA, GAO, GHSA and others are committed to the use of performance measures as a means of ensuring that highway safety funds are being effectively utilized. GHSA and NHTSA have agreed that these specific performance measures are the most appropriate for use by highway safety offices. States are free to use whatever other additional*

*measures they find useful for other purposes or to meet State departmental goals..*

7. Are States required to adhere to the performance measures? And if not, what are the ramifications? For example, will it be included as an element in Management Reviews? The HSP review template?

*Under this joint NHTSA-GHSA performance measures effort, States are not mandated to report on these core set of measures, but are strongly encouraged to do so. However, States are required to develop performance measures under 23 CFR 1200.10 as part of their highway safety plan. Performance measures are part of the Regional Office review of the HSP and MR..*

#### Reporting on Performance Measures

8. When do states first have to report on the core performance measures?

*States should be reporting on their core performance measures in their 2010 Highway Safety Plan and 2010 Annual Report.*

9. Can the states report enforcement activity on more than just the grant-funded law enforcement activities and include all law enforcement activities?

*Yes, the state can be more comprehensive in reporting on their core performance measures (in activity area). However, per the definition in the agreed performance measures, states should identify which enforcement activities are grant-funded.*

#### Data

10. Where does a State find the FARS data to develop its performance measures?

*Every year, beginning with February 2009, then in August 2009, and each subsequent August, NHTSA will provide to each State their State's FARS-based core performance measures. This presentation will include annual tabulations of the statewide fatality counts for each FARS-based core performance measure (e.g., total traffic fatalities; fatalities from alcohol-impaired driving crashes (BAC of 0.08% plus); unrestrained passenger vehicle occupant fatalities; speeding-related fatalities) for each of the five (5) most recent available calendar years. (Reference: State Traffic Safety Information Website at <http://www.nhtsa.gov/portal/site/nhtsa/menuitem.fa4ee7705f458dd24ec86e10dba046a0/>)*

11. How does a State develop a 3 or 5 year moving average?

*There are many legitimate ways of doing this. The simplest approach takes the fatality count from the most recent year, adds to it the fatality counts from the two immediately preceding years, and divides by 3. For example, the 3-year average for 2007 would be the sum of the fatality counts from 2007, 2006 and 2005 divided by 3; similarly, the 3-year average for 2006 would be the sum of the fatality counts for 2006, 2005*

*and 2004 divided by 3. And so on. Note: whatever approach is used should be consistent from year to year and should not be changed.*

12. If my HSP presents all the core outcome measures data, is that enough? Do we have to also set goals for each measure? If so, what is the recommended format for a goal?

*The states can choose their own format, however, the regulations (23CFR1200.10) provide a format for setting a goal (e.g. a goal to "increase safety belt use from XX percent in 20\_\_ to YY percent in 20\_\_").*

13. My State also wants to show performance measures and goals based upon fatality data from our state crash data files. However the State fatality numbers are different than those listed in FARS. How should the differences be explained in the HSP?

*NHTSA and GHSA agreed to use the FARS-based core performance measures. States are of course free to supplement these with whatever other measures are useful for their circumstances. States should use footnotes or other approaches to clarify what source is provided for the data in their HSP.*

14. My State has fatality data from our state crash data file for the year after that available in FARS. Can we use the State data rather than FARS?

*States may use performance measures based on data in their State crash files in addition to the FARS-based core performance measures. States may not use State data-based performance measures rather than the FARS-based measures.*

15. Must states present data for all 3 (or 5) years, or can they merely provide the 3 or 5-yr average as a single piece of data? (ex: reduce fatalities by 100/yr from a 5-yr average of 1,500).

*As indicated in the response to Question 11 above, NHTSA will annually provide tabulations of yearly fatality counts for each FARS-based core performance measure. States should include all of those in their HSPs. But it would be reasonable and acceptable for States to set goals reflecting trends in the 3-year (or 5-year) moving average rather than the yearly counts, or vice versa.*

16. Can states combine fatal (FARS) and injury (State) data when the numbers are not so large as to provide a reliable measure?

*States have to report annual fatality numbers. Three-year or 5-year moving averages of fatality counts are employed precisely because some smaller States record substantial year-to-year fluctuations in fatalities, and such fluctuations may mask important trends. Moving averages*

*should provide sufficient data smoothing for all States to permit such trends to emerge more clearly. Injury data form a separate core performance measure. Injury data should be kept separate from the fatality data. Injury counts, even if limited to very serious injuries, will overwhelm fatality counts in all States.*

17. Can states use statewide citation data rather than grantee-specific citation data?

*As agreed to by GHSA and NHTSA, States will report citation data from grant funded activities. If the State can report citation data statewide from all activities, in addition, they should report that data.*

18. What FARS file should be used? "Annual Assessment"? "Final"? Something else?

*This is not an either/or situation. We must use the Annual File for the most recent year, because that is the only File available for that year. Currently, we have the Annual File for 2007 that will be used by the States to develop the HSP for 2010. The Final File for 2007 and Annual File for 2008 will be used to prepare the Annual Report for 2010 (plus any state data available). States should reference the State Traffic Safety Information (STSI) website for up-to-date information.*

19. Will NCSA continue to update the State Traffic Safety Information (STSI) website when new data are available?

*Yes, STSI will be updated about August of each year, adding the results of the current year Annual Assessment from the Annual File and updating the numbers for the previous year to the results from it's Final File. For example, in August 2009, we will update STSI with the results for 2008 (the current year) from the 2008 Annual File and the results from the 2007 Final File. In August, data on Vehicle Miles Travelled are not yet available from FHWA for the current year. Consequently, VMT and VMT-based rates for the current year will not be included in the August update. Once FHWA releases VMT data, usually around October or November, STSI will be updated for the current year to show VMT and VMT-based rates.*