

Safety Performance Measures Notice of Proposed Rulemaking

Background

MAP-21 requires the development of new regulations (23 CFR 490) to establish Transportation Performance Management (TPM) requirements for the purposes of carrying out the Highway Safety Improvement Program (HSIP). MAP-21 requires the Secretary to establish performance measures for the number and rate of fatalities and serious injuries, for States and MPOs to set targets against those measures, and for FHWA to evaluate whether a State has achieved or made significant progress toward achieving targets. The significant requirements proposed in the Safety PM NPRM are summarized below.

Consistency with MAP-21 Provisions

Measures: Safety PM measures are proposed as the 5-year rolling averages for fatality and serious injury numbers and fatality and serious injury rates by 100 million VMT, and are applicable to all public roads regardless of ownership or functional classification.

Targets: States would set statewide targets against each of these measures and have the option to set one aggregate urbanized area target and one aggregate non-urbanized area target for any or all of the measures. Targets would be established annually beginning one year after the effective date of the rule on a calendar year basis. Targets for equivalent measures in the NHTSA Highway Safety Grants program would be identical to targets set in the HSIP. States would report targets to the FHWA in the HSIP report due in August of each year.

MPOs would set targets for the same measures for all public roads in the MPO within 180 days after the State sets each target. The targets would be set in coordination with the State, to the maximum extent practicable. The MPO could either agree to support the State DOT target or set a numerical target specific to the MPO planning area.

Target Assessment: Two-years after States set targets, and annually thereafter, FHWA would assess target achievement. Targets would be assessed individually for whether a State has achieved or made significant progress toward achieving targets. Significant progress toward achieving targets is proposed as the actual measure outcome at or below a 70% prediction interval based on a historical trend line determined from the 5-year rolling averages of historical data. States that achieve or make significant progress toward achieving targets for 50% or more of the total number of targets it set would be determined to have Overall Made Significant Progress.

If a State has Overall Not Made Significant Progress, then the State would be required to use obligation authority equal to the year prior to the subject target year only for safety projects and develop an implementation plan annually until overall significant progress is achieved.

Safety Performance Measures NPRM

The Safety PM NPRM is available on the [Federal Register](#) at www.regulations.gov Docket: *FHWA-2013-0020*

