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# Technical Advisory Committee

Monday, February 12, 2018

Regular Session

## Item H3

### Approval of MPO Targets for Safety Performance Measures

Staff Contact: Allan Zafft, MPO Program Manager

**ISSUE**

VOTE: 2018 MPO Targets for Safety Performance Measures

**BACKGROUND**

The current and previous federal transportation bills, FAST Act and MAP-21, respectively, included a series of requirements for Transportation Performance Management (TPM). Since the passage of MAP-21, USDOT has worked through the federal rulemaking process to establish a series of performance measures and corresponding target setting requirements. Generally, the performance measures relate to national goals of safety, infrastructure condition, air quality, and transportation system performance.

Final USDOT rules related to TPM established 5 performance measures for traffic safety (see attached fact sheet). State DOTs were required to establish safety performance targets for all 5 measures by August 31, 2017. MPOs have the option of supporting the statewide targets, or establishing their own regional targets within 180 days of the establishment of state targets. State DOTs will update safety targets annually (by August 31), and with each update MPOs will have the option to (a) support the state targets, or (b) establish regional targets within 180 days. Therefore, all Nebraska MPOs must adopt safety performance measure targets by February 27, 2018.

GIAMPO staff recommends the support of the Nebraska Department of Transportation (NDOT) safety performance targets (see attached NDOT Safety Targets) as the most prudent and feasible alternative. The core reasons to not establishing regional targets include the following:

- GIAMPO is a young MPO with limited staff and resources that is beginning to develop a planning data repository
- Need to determine the methodology to estimate annual vehicle miles traveled (VMT) for all public roads within the GIAMPO metropolitan planning area from 2012 to 2016, if GIAMPO would establish rate targets
- Need to process the accident data within the GIAMPO metropolitan planning area from 2008 to 2011 to determine the 5-year rolling average for 2012, 2013, 2014, and 2015 on the five performance measures for comparative purposes
- Need to further evaluate the trends in the GIAMPO region with the statewide trends

**POLICY CONSIDERATIONS/DISCUSSION**

With supporting the statewide targets, GIAMPO is agreeing to plan and program projects in a manner that contributes towards the accomplishment of the NDOT safety targets. These targets will ultimately be integrated into the GIAMPO Long Range Transportation Plan and Transportation Improvement Program.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

Approve to support state targets as the MPO safety performance targets for the GIAMPO metropolitan planning area.

**STAFF CONTACTS**

Allan Zafft

# Metropolitan Planning Organization Safety Performance Measures Fact Sheet

## Safety Performance Measures

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures. This document highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.

## How do MPOs establish HSIP targets?

Coordination is the key for all stakeholders in setting HSIP targets. Stakeholders should work together to share data, review strategies and understand outcomes. MPOs must work with the State DOT. MPOs should also coordinate with the State Highway Safety Office, transit operators, local governments, the FHWA Division Office, National Highway Transportation Safety Administration (NHTSA) Regional Office, law enforcement and emergency medical services agencies, and others. By working together, considering and integrating the plans and programs of various safety stakeholders, MPOs will be better able to understand impacts to safety performance to establish appropriate HSIP targets. Coordination should start with the Strategic Highway Safety Plan (SHSP). More information on the SHSP is available at <http://safety.fhwa.dot.gov/hsip/shsp/>.

HSIP Safety Targets Established by MPOs	
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 non-motorized serious injuries

### MPOs establish HSIP targets by either:

1. agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target or
2. committing to a quantifiable HSIP target for the metropolitan planning area.

To provide MPOs with flexibility, MPOs may support all the State HSIP targets, establish their own specific numeric HSIP targets for all of the performance measures, or any combination. MPOs may support the State HSIP target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

If an MPO agrees to support a State HSIP target, the MPO would ...	If an MPO establishes its own HSIP target, the MPO would...
<ul style="list-style-type: none"> <li>■ Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area</li> <li>■ 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)</li> <li>■ 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</li> <li>■ 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</li> </ul>	<ul style="list-style-type: none"> <li>■ Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State</li> <li>■ Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets</li> <li>■ Include safety (HSIP) performance measures and HSIP targets in the MTP</li> <li>■ 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</li> <li>■ 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</li> </ul>



**Volumes for HSIP Rate Targets:** MPOs that establish fatality rate or serious injury rate HSIP targets must report the VMT estimate used for such targets, and the methodology used to develop the estimate, to the State DOT. For more information on volumes for HSIP rate targets, see [http://www.fhwa.dot.gov/planning/processes/tools/technical\\_guidance/index.cfm](http://www.fhwa.dot.gov/planning/processes/tools/technical_guidance/index.cfm).

**Roads addressed by MPO HSIP Targets:** HSIP targets cover all public roadways within the metropolitan planning area boundary regardless of ownership or functional classification, just as State HSIP targets cover all public roads in the State.

## How do MPOs with multi-State boundaries establish HSIP targets?

MPOs with multi-State boundaries must coordinate with all States involved. If an MPO with multi-State boundaries chooses to support a State HSIP target, it must do so for each State. For example, an MPO that extends into two States would agree to plan and program projects to contribute to two separate sets of HSIP targets (one for each State). If a multi-State MPO decides to establish its own HSIP target, the MPO would establish the target for the entire metropolitan planning area.

## When do MPOs need to establish these targets?

States establish HSIP targets and report them for the upcoming calendar year in their HSIP annual report that is due August 31 each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets. Since FHWA deems the HSIP reports submitted on August 31, MPOs must establish HSIP targets no later than February 27 of each year.

## Where do MPOs report targets?

While States report their HSIP targets to FHWA in their annual HSIP report, MPOs do not report their HSIP targets directly to FHWA. Rather, the State(s) and MPO mutually agree on the manner in which the MPO reports the targets to its respective DOT(s). MPOs must include baseline safety performance, HSIP targets and progress toward achieving HSIP targets in the system performance report in the MTP.

Whether an MPO agrees to support a State HSIP target or establishes its own HSIP target the MPO would include in the MTP a systems performance report evaluating the condition and performance of the transportation system with respect to the safety performance targets described in the MTP including progress achieved by the MPO in achieving safety performance targets

## Assessment of Significant Progress

While FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP targets, it will not directly assess MPO progress toward meeting HSIP targets. However, FHWA will review MPO performance as part of ongoing transportation planning process reviews including the Transportation Management Area certification review and the Federal Planning Finding associated with the approval of the Statewide Transportation Improvement Program.

Top 5 Things to Know about MPO HSIP Safety Performance Targets	
✓	All MPOs must set a target for each of the 5 HSIP Safety Performance Measures
✓	MPOs may adopt and support the State's HSIP targets, develop their own HSIP targets, or use a combination of both
✓	MPOs must establish their HSIP targets by February 27 of the calendar year for which they apply
✓	MPO HSIP targets are reported to the State DOT
✓	MPO HSIP targets are not annually assessed for significant progress toward meeting targets; State HSIP targets are assessed annually



## 2018 Safety Targets for Nebraska Department of Transportation

The Nebraska Department of Transportation (NDOT) recommends the following safety targets for the state. Safety performance measures are defined in accordance with the final USDOT rule on Safety Performance Measures, authorized by 23 CFR Part 490.

Targets based on 5-year rolling average:

Performance Measure	Projected 2014-2018 Actual Avg.	Projected 2014-2018 Rolling Avg.	2016 Year End Actual Values	5-Year Rolling Average
				NDOT Target 2014-2018
Number of Fatalities	242.2	230	218	228.5
Fatality Rate	1.16	1.13	1.05	1.117
Number of Serious Injuries	1520.4	1467	1588	1520.4
Serious Injury Rate	6.96	7.39	7.67	7.386
Number of Non-motorized Fatalities and Serious Injuries	121.2	147	125	145.3

Below are the number of fatalities, number of serious injuries, and number of non-motorized fatalities and serious injuries within the GIAMPO metropolitan planning area (MPA) for 2012-2016 in comparison with the state and Hall County:

### Number of Fatalities

Year	State	Hall County	Hall County - MPA	Merrick County - MPA	Total MPA
2012	212	6	3	0	3
2013	211	6	4	0	4
2014	225	6	2	1	3
2015	246	5	3	0	3
2016	218	5	2	0	2

### Number of Serious Injuries

Year	State	Hall County	Hall County - MPA	Merrick County - MPA	Total MPA
2012	1669	61	48	0	48
2013	1533	39	29	0	29
2014	1623	50	33	4	37
2015	1524	43	30	0	30
2016	1588	64	51	1	52

This document is exempt under discovery or admission under 23 USC § 409. Data provided by Nebraska Department of Transportation. Information relating to the GIAMPO metropolitan planning area (MPA) was determined by GIAMPO staff.

### Number of Non-motorized Fatalities and Serious Injuries

Year	State	Hall County	Hall County - MPA	Merrick County - MPA	Total MPA
2012	152	4	4	0	4
2013	140	2	2	0	2
2014	137	7	7	0	7
2015	148	3	3	0	3
2016	125	5	4	0	4

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