
GIAMPO – Policy Board

Tuesday, February 26, 2019

Regular Session

Item E3

Approval of MPO Targets for Safety Performance Measures

Staff Contact: Allan Zafft, MPO Program Manager

ISSUE

VOTE: MPO 2019 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 five (5) performance measures for traffic safety (see attached fact sheet). State DOTs are required to establish safety (HSIP) targets for all five performance measures by August 31 of each year. MPOs have the option of supporting the statewide targets, or establishing their own regional targets within 180 days of the establishment of state targets. Therefore, all Nebraska MPOs must adopt safety targets by February 27 of each year.

GIAMPO adopted the state's 2018 safety performance targets set in August 2017.

GIAMPO staff recommends the support of the Nebraska Department of Transportation (NDOT) 2019 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:

- Regarding midway progress towards the state's 2018 safety targets, each of the five targets was either "met" or was "better than baseline"
- 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 2017, 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 and to determine a baseline, if GIAMPO would establish targets

POLICY CONSIDERATIONS/DISCUSSION

With supporting the statewide 2019 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

The TAC approved the recommendation to support the state targets as the MPO 2019 safety performance targets for the GIAMPO metropolitan planning area on February 11, 2019.

RECOMMENDATION

Approve to support state targets as the MPO 2019 safety performance targets for the GIAMPO metropolitan planning area.

STAFF CONTACT

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...
■ Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area ■ 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) ■ 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 ■ 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	■ Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State ■ Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets ■ Include safety (HSIP) performance measures and HSIP targets in the MTP ■ 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 ■ 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



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FHWA-SA-16-084



<http://safety.fhwa.dot.gov>

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.

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.

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

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.



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<http://safety.fhwa.dot.gov>

2019 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.

NEBRASKA HSIP PERFORMANCE MEASURES - Baseline 2017 - Target Goal 2019						
HSIP PERFORMANCE MEASURE	Projected 2015-2019 Actual Avg.	Projected 2015-2019 Rolling Avg.	2017 Yearend Actual Values	5-Year Rolling Average		
				NDOT Target 2015-2019 ^A	Actual 2011-2019 ^B	Baseline 2012-2017 ^C
Number of Fatalities	236.4	239.2	228	239		225.6
Fatality Rate	1.10	1.18	1.09	1.18		1.119
Number of Serious Injuries	1488.8	1451.3	1478	1540		1548.4
Serious Injury Rate	6.71	6.71	7.03	7.50		7.685
Number of Non-motorized Fatalities and Serious Injuries	135.4	139.4	143	140*		138.6

*Selected target based on projected 5 year trend lines, 10 year trend line projection of 145.6 as well as 2017 yearend value 143

(A) Calendar Year (CY) 2019 Targets are established and reported in the August 31, Baseline Year HSIP Annual Report.

(B) Actual performance is the 5-year rolling average ending in the year for which the targets were established.

(C) Baseline performance is the 5-year rolling average that ends prior to the year in which the targets were established. Baseline performance is calculated in order to compare whether the actual outcome was better than the baseline performance

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 2012-2017 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	5	1	1	2
2015	246	5	3	0	3
2016	218	5	2	0	2
2017	228	11	8	0	8

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 Serious Injuries

Year	State	Hall County	Hall County - MPA	Merrick County - MPA	Total MPA
2012	1661	61	49	0	49
2013	1536	40	31	0	31
2014	1620	55	38	4	42
2015	1520	43	33	0	33
2016	1588	64	50	1	51
2017	1478	54	40	0	40

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	141	2	2	0	2
2014	137	5	5	0	5
2015	147	3	3	0	3
2016	125	3	2	0	2
2017	143	5	5	0	5

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GIAMPO RESOLUTION NO. 2019-1

Grand Island Area Metropolitan Planning Organization

A Resolution the MPO Targets for Safety Performance Measures

WHEREAS, the Grand Island Area Metropolitan Planning Organization (GIAMPO), is designated as the Metropolitan Planning Organization (MPO) for the Grand Island Urbanized Area, by the Governor acting through the Nebraska Department of Transportation in cooperation with locally elected officials of the Grand Island Urbanized Area; and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) required the U.S. Secretary of Transportation to develop rules to establish a system to monitor and manage public transportation assets, to improve safety and increase reliability and performance, and to establish performance measures, and the Fixing America's Surface Transportation (FAST) Act reaffirmed this requirement; and

WHEREAS, the Highway Safety Improvement Program (HSIP) Final 23 CFR Part 490 became effective April 14, 2016 and establishes targets for five performance measures based on five-year rolling averages for:

Performance Measures
Number of Fatalities
Rate of Fatalities*
Number of Serious Injuries
Rate of Serious Injuries*
Number of Non-motorized Fatalities and Serious Injuries

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

WHEREAS, the Nebraska Department of Transportation is to adopt safety performance measures in their Highway Safety Improvement Program by August 31, 2018; and

WHEREAS, the MPO Policy Board may establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the State's targets, or establish its own targets within 180 days of the State establishing and reporting its safety targets; and

WHEREAS, the MPO Policy Board will adopt to support the 2019 targets for the Nebraska Department of Transportation; and

WHEREAS, the MPO targets for safety performance measures has been reviewed and recommended for adoption by the MPO Technical Advisory Committee (TAC), and now require official approval from the MPO Policy Board; and

NOW, THEREFORE BE IT RESOLVED, that the Policy Board of the Grand Island Area Metropolitan Planning Organization has agreed to support the Nebraska Department of

Transportation 2019 targets for safety performance measures as identified in Exhibit A.

BE IT FURTHER RESOLVED, that the Chairperson is hereby authorized and directed to execute such agreement on behalf of the Grand Island Area Metropolitan Planning Organization.

Certification:

The foregoing resolution was approved by the Grand Island Area Metropolitan Planning Organization Policy Board at its regularly scheduled meeting on February 26, 2019.

By:

Attest:

Roger Steele, Mayor / Chairperson

John Collins, Public Works Director

Exhibit A

NEBRASKA HSIP PERFORMANCE MEASURES - Baseline 2017 - Target Goal 2019						
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