

---

# **Technical Advisory Committee**

**Monday, October 19, 2020**

**Regular Session**

## **Item H2**

### **Approval Recommendation of MPO Targets for Safety Performance Measures**

Staff Contact: Andres Gomez, MPO Program Manager

**ISSUE**

VOTE: MPO 2021 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 2020 safety performance targets set in August 2019.

GIAMPO staff recommends the support of the Nebraska Department of Transportation (NDOT) 2020 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 2019 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 2015 to 2019, if GIAMPO would establish rate targets
- Need to process the accident data within the GIAMPO metropolitan planning area from 2011 to 2014 to determine the 5-year rolling average for 2015, 2016, 2017, and 2018 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 2021 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 2021 safety performance targets for the GIAMPO metropolitan planning area.

**STAFF CONTACTS**

Andres Gomez

NEBRASKA HSIP PERFORMANCE MEASURES - Baseline 2019 Target Year 2021										
HSIP PERFORMANCE MEASURE	Projected 2017-2021 Actual Avg	Projected 2017-2021 Rolling Avg.	2019 Yearend Actual Values	2021 Yearend Actual Values	5-Year Rolling Average			2021 Target Achieved?	Better Than Baseline?	Met or Made Significant Progress?
					NDOT Target 2016-2021 (A)	Actual 2016-2021 (B)	Baseline 2014-2019 (C)			
Number of Fatalities	240.4	243.3	248.0		241.0 *		234.0			
Fatality Rate	1.098	1.138	1.167		1.130 *		1.126			
Number of Serious Injuries	1,302.4	1,408.1	1,400.0		1,408.0		1,476.0			
Serious Injury Rate	5.914	6.502	6.591		6.507		7.102			
Number of Non-motorized Fatalities and Serious Injuries	120.6	126.6	129.0		126.6		134.2			

\*Selected targets based on a 1% reduction of projected outcome of the current increasing trend.

(A) Calendar Year (CY) 2021 Targets are established and reported in the August 31, 2020 HSIP Annual Report.

0.005 added to targets for fatality rate and serious injury rate to offset rounding issues in FHWA calculations.

Nebraska HSO shares 3 targets with HSIP. Nebraska HSO submits number targets rounded to the nearest integer and rate targets rounded to the nearest hundredth. The 3 shared targets have been rounded to match the Nebraska HSO method.

Baseline Year 2019

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

Calendar Years: 2017 Through 2021

(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

Calendar Years: 2015 Through 2019

If a State has not met or made significant progress toward meeting its targets, the State must comply with the provisions set forth in 23 USC 148(i) for the subsequent fiscal year. The State shall:

1. Use obligation authority equal to the HSIP apportionment for the year prior to the target year, only for HSIP projects.
2. Submit an HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward meeting its targets. The HSIP Implementation Plan should guide the State's project decisions so that the combined 148(i) provisions lead to the State meeting or making significant progress toward meeting its safety performance targets in subsequent years.

If the State is determined to have not met or made significant progress toward meeting its CY targets, the State will have to use obligation authority equal to the defined HSIP apportionment year only for HSIP projects in the defined implementation year and submit an HSIP Implementation Plan for the same year.

HSIP Apport.	Target	Implementation
Year	Calendar Year	Year
2020	2021	2024

CONFIDENTIAL INFORMATION: Federal Law, 23 U.S.C. §409, prohibits the production of this document or its contents in discovery or its use in evidence in a State or Federal Court. The State of Nebraska has not waived any privilege it may assert as provided by that law through the dissemination of this document and has not authorized further distribution of this document or its contents to anyone other than the original recipient.

**Number of Fatalities**

<b>Year</b>	<b>State</b>	<b>Hall County</b>	<b>Hall County - MPA</b>	<b>Merrick County - MPA</b>	<b>Total MPA</b>
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
2018	230	5	3	0	3
2019	248	8	2	0	2

**Number of Serious Injuries**

<b>Year</b>	<b>State</b>	<b>Hall County</b>	<b>Hall County - MPA</b>	<b>Merrick County - MPA</b>	<b>Total MPA</b>
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	1	41
2018	1394	55	45	0	45
2019	1400	47	35	0	35

**Number of Non-Motorized Fatalities and Serious Injuries**

<b>Year</b>	<b>State</b>	<b>Hall County</b>	<b>Hall County - MPA</b>	<b>Merrick County - MPA</b>	<b>Total MPA</b>
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
2018	127	3	3	0	3
2019	129	3	3	0	3

# 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/>.

### 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.

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

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>



U.S. Department of Transportation  
Federal Highway Administration

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](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.



U.S. Department of Transportation  
Federal Highway Administration

FHWA-SA-16-084



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