



AGENDA

Regional Transportation Committee

Friday, January 20, 2023

10:00 AM

Virtual Meeting via Zoom

Link: <https://us06web.zoom.us/j/81193887046?pwd=L1FSOTU0eVV1bVNDUUxyMlVhNkU5OU50UT09>

Meeting ID: 811 9388 7046 | Password: 658242 | Call In Number: (929) 205-6099

10:00 AM Full Regional Transportation Committee Agenda

10:00– 10:15 I. Amend ACOG’s Safety (PM1) Performance Measures

Action Possible Action Information Minutes: 15

Presenter: Mr. Lance Estep, ACOG

Item Summary: A Committee recommendation to the Board will be requested on the required annual amendment to ACOG’s Performance Measures for Safety (PM1).

Background: SCDOT has established statewide targets for Safety, Asset Condition (Bridges and Pavements), and System Performance/Freight. ACOG adopted the statewide targets set by SCDOT last year, and is required to re-assess and re-adopt the state’s targets for Safety on an annual basis.

Performance Measure(s) Addressed:

Safety Infrastructure Condition System Performance

10:15 – 10:30 II. Update on Regional Transportation Initiatives

Action Possible Action Information Minutes: 15

Presenter: Mr. Lance Estep, ACOG

Item Summary: Mr. Estep will provide an update to the Committee on other transportation items as needed.

Background: N/A

III. Other Business

IV. Adjourn



Agenda Item I: Amend ACOG’s Safety (PM1) Performance Measures

Description: If you will recall, last year ACOG adopted targets for several Performance Management criterion in order to comply Federal Highway Administration’s new Performance Management and Target Setting requirements.

SCDOT has established statewide targets for Safety, Asset Condition (Bridges and Pavements), and System Performance/Freight. ACOG adopted the statewide targets set by SCDOT last year, and is required to re-assess and re-adopt the state’s targets for Safety on an annual basis.

The table below outlines the newest 2019-2023 statewide Safety Targets approved by SCDOT. It is recommended that the MPOs and COGs formally adopt these safety targets issued by SCDOT for the 2023 reporting period.



Performance Measure	5-year Rolling Averages		
	SCDOT Baseline (2017-2021)	ACOG Baseline (2017-2021)	2023 Targets for Adoption
Number of Fatalities	1058.0	72.0	1,119.0
Fatality Rate	1.880	2.272	1.940
Number of Serious Injuries	2,859.0	181.6	2,868.0
Serious Injury Rate	5.073	5.750	4.960
Number of Non-motorized Fatalities and Serious Injuries	458.0	15.4	485.0

South Carolina Safety Performance Target Baselines (2017-2021 Average)

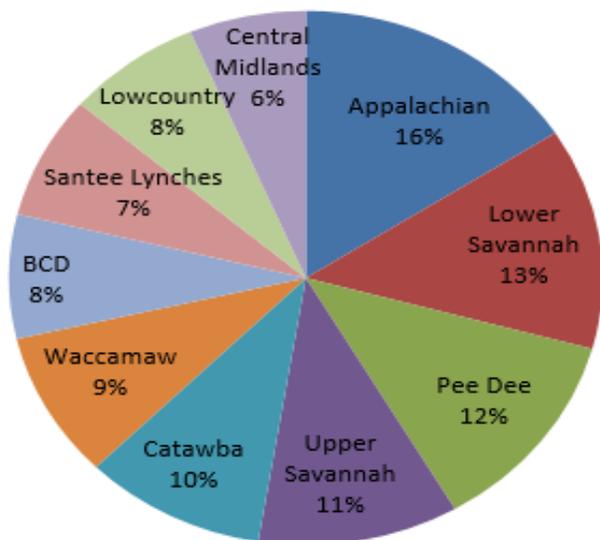
Study Area	Traffic Fatalities	Fatality Rate*	Serious Injuries	Serious Injury Rate*	Non-Motorized Fatalities and Serious Injuries
Appalachian	72.0	2.272	181.6	5.750	15.4
BCD	40.6	2.250	79.4	4.428	10.6
Catawba	44.0	2.368	114.6	6.164	11.0
Central Midlands	37.2	1.950	64.4	3.358	9.4
Lowcountry	40.6	2.002	78.4	3.842	11.8
Lower Savannah	63.0	2.106	151.4	5.068	12.2
Pee Dee	70.0	2.510	127.4	4.556	20.6
Santee Lynches	36.8	1.908	80.8	4.190	7.4
Upper Savannah	55.2	2.366	119.8	5.116	12.8
Waccamaw	42.6	3.044	98.8	7.046	11.2
ARTS	22.2	1.540	52.2	3.606	11.4
ANATS	19.8	2.006	49.6	5.170	8.8
CHATS	88.4	1.540	324.0	5.624	76.6
COATS	103.8	1.406	256.6	3.468	51.4
FLATS	29.4	1.738	73.8	4.368	16.8
GSATS	53.4	1.730	187.4	6.100	41.0
GPATS	102.8	1.682	328.6	5.372	54.6
RFATS	29.2	1.306	99.0	4.466	12.0
SPATS	47.4	1.648	130.8	4.556	20.0
SUATS	14.2	2.018	45.0	6.394	8.4
LATS	25.2	1.374	89.4	4.870	13.6

SC Baseline (2017-2021)	1058.0	1.880	2859.0	5.073	458.0
SC Targets (2019-2023)	1119.0	1.940	2868.0	4.960	485.0

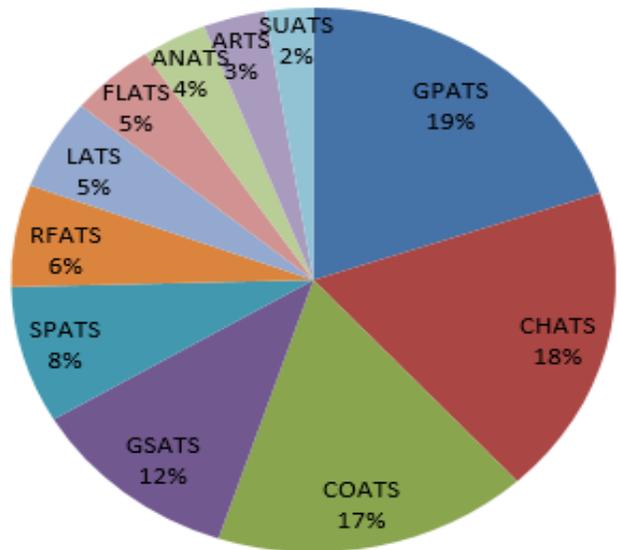
*Per 100 million vehicle miles traveled

Fatal and Serious Injuries by Percentage (2017-2021)

As Percentage of Total COG



As Percentage of Total MPO



Note: 2021 Data are preliminary and subject to change. The sum of individual MPO/COG may not equal the state total. Also, the sum of the percentages may not equal 100% due to rounding.

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"> ■ 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 	<ul style="list-style-type: none"> ■ 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



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.

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

