



## AGENDA

### Regional Transportation Committee

Wednesday, January 20, 2021

10:00 AM

Virtual Meeting via Zoom

Website: <https://zoom.us/j/98734019311?pwd=K1o2WHILTUJMS3g5M25zS1VsWnBZdz09>

Meeting ID: 987 3401 9311 | Password: 283937 | Call In Number: (929) 205-6099

#### 10:00 AM Full Regional Transportation Committee Agenda

##### 10:00 – 10:15 I. SCDOT Project Status Report

☐ Action ☐ Possible Action ☒ Information Minutes: 15

Presenter: Mr. Jim Walden, SCDOT

Item Summary: Mr. Walden will provide the Committee with an update on several projects in the region.

Background: N/A

##### 10:15– 10:45 II. Amend ACOG's Safety (PM1) Performance Measures

☒ Action ☐ Possible Action ☐ Information Minutes: 30

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

10:45 – 11:00 III.

**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 the Appalachian Regional Freight Mobility Plan and other transportation items as needed.

Background:

N/A

V. **Other Business**

VI. **Adjourn**



**Agenda Item II:** Consideration and Action on an Amendment to ACOG's Performance Measures for Safety (PM1) as required by the Federal Highway Administration and the South Carolina Department of Transportation.

**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 2017-2021 statewide Safety Targets approved by SCDOT. It is recommended that the MPOs and COGs formally adopt these safety targets issued by SCDOT for the 2021 reporting period.

Performance Measure	5-year Rolling Averages	
	2015-2019 Baseline	2017-2021 Target
Number of Fatalities	1005.8	1005.0
Fatality Rate	1.821	1.760
Number of Serious Injuries	2966.6	2950.0
Serious Injury Rate	5.378	5.350
Number of Non-motorized Fatalities and Serious Injuries	413.4	440.0

## MEMORANDUM

TO: MPO and COG Directors

FROM: Machael M. Peterson, Director of Planning *mmp*

DATE: September 15, 2020

RE: FAST Act Safety 2017-21 Performance Targets

Federal regulations require state departments of transportation (DOTs) to establish and report annual safety performance targets by August 31st of each year. MPOs are required to either adopt and support their DOT's statewide safety targets or set their own safety targets specific to their areas. The South Carolina Department of Transportation (SCDOT) established its first set of safety targets on August 31, 2017. Per the Planning Procedure Agreement, PL-2017-01, herewith attached, the same compliance is required by COGs beginning with the fiscal year 2019 establishment of targets.

Annual targets are expressed as five-year rolling averages. SCDOT, in coordination with the South Carolina Department of Public Safety, has established statewide targets for the number of fatalities, number of serious injuries, and rate of fatalities. In addition, SCDOT established statewide targets for the rate of serious injuries and the number of non-motorized fatalities and serious injuries. The following table outlines South Carolina's 2017-21 Statewide Safety Targets.

### SOUTH CAROLINA

Performance Measure	2017-2021 Targets
Number of Fatalities	1005.0
Fatality Rate	1.760
Number of Serious Injuries	2,950.0
Serious Injury Rate	5.350
Number of Non-motorized Fatalities and Serious Injuries	440.0

Per federal rules and PL-2017-01, MPOs and COGs shall have their Policy Committees formally adopt and set either the State's or their own safety targets through the Long Range Transportation Plan amendment and provide SCDOT a letter confirming such action with the date of approval by **February 27, 2021**.

The SCDOT Offices of Planning and Traffic Engineering Safety are available to assist our MPO and COG partners with any questions pertaining to the five safety performance measures.

Enclosure: PL-2017-01

cc: Emily Lawton, Federal Highway Administration Division Administrator



## South Carolina Department of Transportation

### Planning Procedure Agreement

**Agreement Number:** PL- 2017-01 **Effective:** August 31, 2017

**Subject:** Coordination of Safety Data and Target Setting for Metropolitan Planning Organizations (MPOs) and Council of Governments (COGs) to address FAST Act compliance

**Purpose:** Define the Initial Coordination Process between the South Carolina Department of Transportation (SCDOT) and MPOs and COGs to Facilitate Initial Safety Target Setting for the Five Prescribed FAST Act Performance Measures.

**Primary Department:** Planning

#### Roles, Responsibilities, and Deliverables:

The FAST Act and subsequent federal rulemaking established five performance measures related to Safety. The measures are:

- Number of fatalities;
- Number of serious injuries;
- Rate of fatalities per 100 million vehicle miles traveled;
- Rate of serious injuries per 100 million vehicle miles traveled; and
- Number of non-motorized fatalities and serious injuries.

Federal regulations require state departments of transportation (DOTs) to establish and report annual targets related to each of these five performance measures by August 31 of each year. MPOs are required to either adopt and support their DOT's statewide targets or set their own targets specific to their areas. Annual targets will be expressed as five-year rolling averages and be compared with a five-year rolling average base period comprising of the five calendar years ending prior to the year the targets are due.

SCDOT, in coordination with the South Carolina Department of Public Safety, have established statewide targets for the first three performance measures (number of fatalities, number of serious injuries, and rate of fatalities). SCDOT will also establish statewide targets for the rate of serious injuries and number of non-motorized fatalities and serious injuries annually by August 31.

In preparation for the initial safety target setting effort with targets due August 31, 2017, consultation between SCDOT and MPOs occurred via quarterly webinars to review federal rule making requirements, a staff presentation to the MPO and COG Working Group chartered to assist with implementation of performance management, and a subsequent meeting with all MPO and COG partners to review the proposed process procedure agreement.

For the initial target-setting period of calendar year 2018, SCDOT recommends MPOs adopt and support SCDOT's statewide targets.



In the future as part of the target setting process, SCDOT will:

- Inform MPOs of the five performance measure targets established for the state each year by June 30 of each year.
- Provide the number of fatalities, number of serious injuries, vehicle miles traveled, and number of non-motorized fatalities and serious injuries for the five-year base period within the respective MPO boundaries to MPOs by June 30 of each year.
- If requested, provide target setting guidance to MPOs should they decide to establish their own targets for one or more of the five performance measures.

MPOs will:

- By February 27 of each year, have their Policy Committees formally adopt the five Safety targets through Long Range Transportation Plan amendment; and
- By February 27 of each year, provide SCDOT a letter confirming action by their Policy Committee and the date of approval.

COGs will:

- Be required to comply with the same requirements of MPOs beginning fiscal year 2019.

At the request of an MPO, SCDOT will:

- Provide Safety target adoption language for the MPO to incorporate into its Long Range Transportation Plan; and
- Provide staff support during the Policy Committee meeting to assist with presenting the adoption of Safety targets.

Submitted by:

Mark Pleasant, AICP

---

Director of Planning

Approved by:

James J. Fedra, Jr., P.E.

---

Deputy Secretary for  
Planning

Intermodal

MPO/COG Concurrence:

MPO/COG Director



# SOUTH CAROLINA SAFETY PERFORMANCE TARGETS





# NATIONAL GOALS

Safety

Infrastructure Condition

Congestion Reduction

System Reliability

Freight Mvmt & Economic Vitality

Environmental Sustainability

Reduced Project Delivery Delays

# NATIONAL GOALS

## **Safety**

Infrastructure Condition

Congestion Reduction

System Reliability

Freight Mvmt & Economic Vitality

Environmental Sustainability

Reduced Project Delivery Delays

# MEASURES

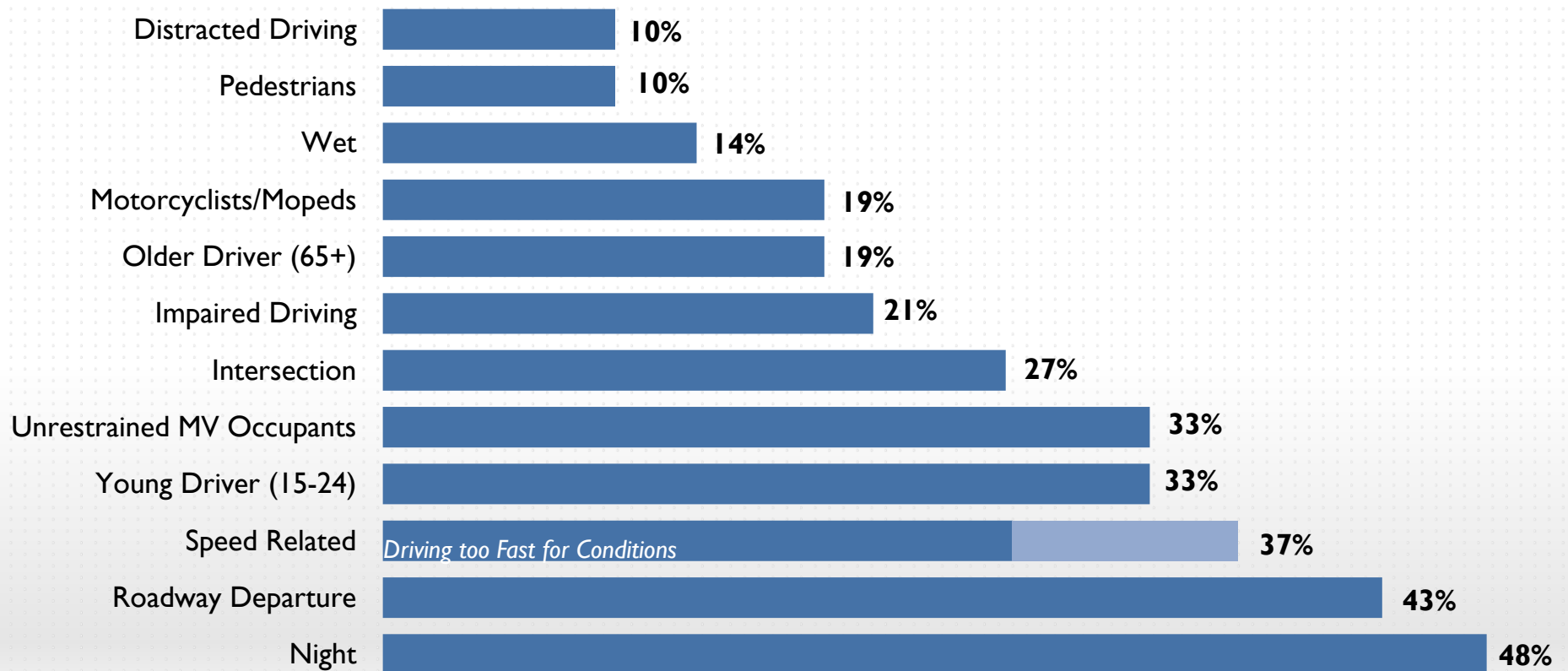
Number and Rate of Traffic Fatalities

Number and Rate of Serious Injuries

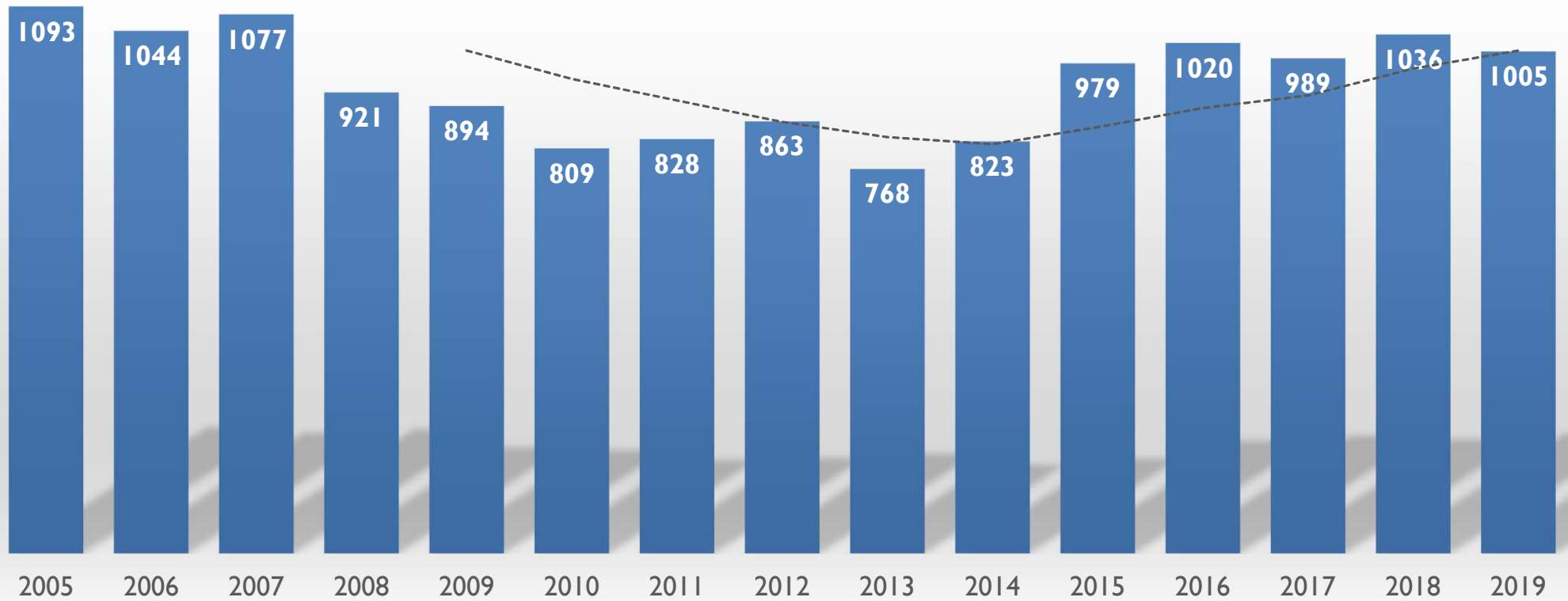
Number of non-motorized user  
fatalities and serious injuries combined

# South Carolina Top Crash Type

## Fatal and Serious Injuries, 2015-2019

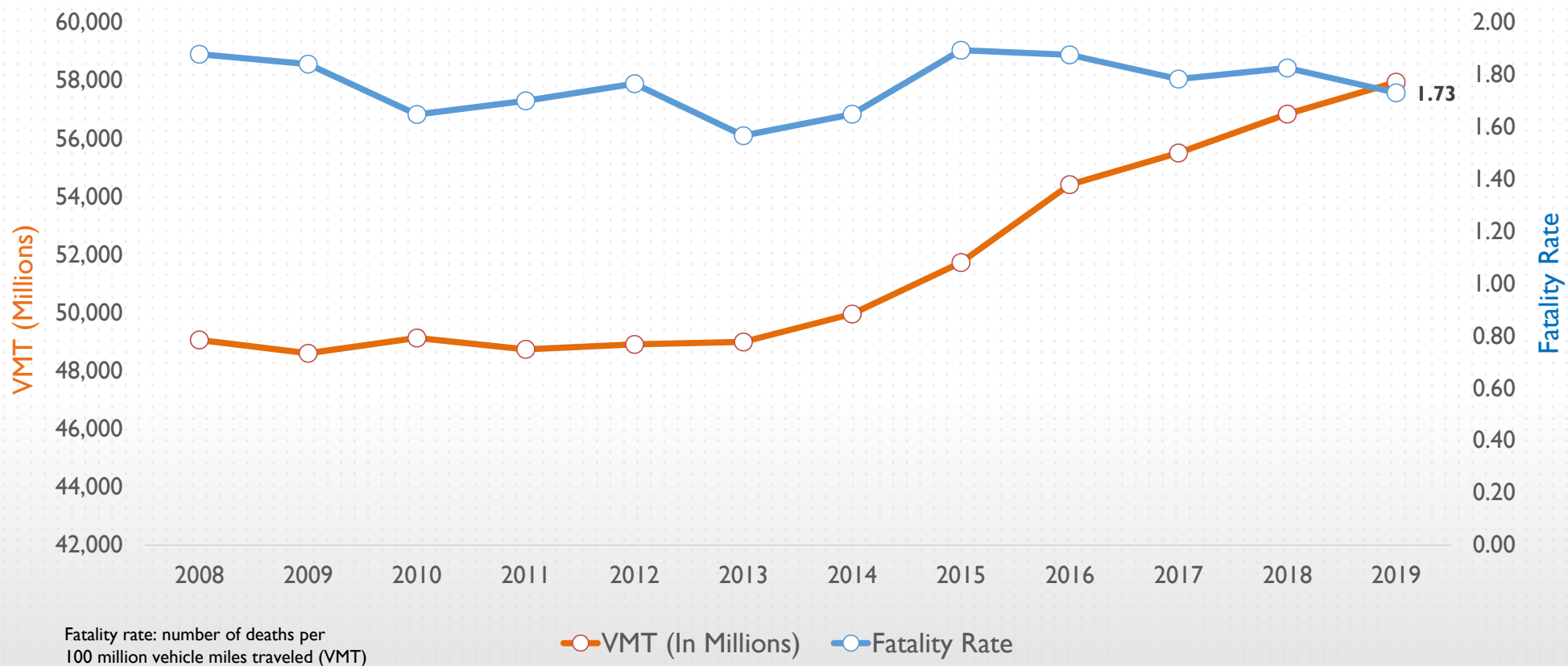


# South Carolina Traffic Fatalities



--- 5 year rolling average

# South Carolina Fatality Rate & VMT



# HOW WILL SAFETY PERFORMANCE TARGETS BE ESTABLISHED?

## States establish annual targets in the HSIP report

- ▶ Beginning in August 2017 HSIP report for calendar year 2018
- ▶ Target for each measure (5-year rolling average)
- ▶ Targets based on calendar year
- ▶ Applicable to all public roads regardless of functional classification or ownership
- ▶ No change to target once submitted in the HSIP report

## Targets must be identical to NHTSA HSP targets for common measures:

- ▶ Number of fatalities
- ▶ Rate of fatalities
- ▶ Number of serious injuries

## MPOs and COG's establish targets 180 days after State

- ▶ Target for each measure required

# HOW WILL MPOS ESTABLISH SAFETY TARGETS?


## ***MPOs establish targets by either:***

- ▶ Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT target or
- ▶ Committing to a quantifiable target for the metropolitan planning area.





## IF AN MPO AGREES TO SUPPORT THE STATE TARGETS, THE MPO WOULD:

- ▶ 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 targets for all public roads in the metropolitan area in their Long Range Transportation Plan (LRTP)
  - ▶ Integrate safety goals, objectives, performance measures and targets into the planning process
  - ▶ Include in the Transportation Improvement Program, the anticipated effect toward achieving targets in the LRTP, linking investment priorities in the TIP to those safety targets
- 



# TIMELINE

- ▶ March 2020 – safety stakeholders coordinate on setting 2017-2021 targets
- ▶ DEADLINES

# DEADLINES

## **July 1, 2020**

- State Highway Safety Offices report 3 identical targets in the HSP to NHTSA

## **August 31, 2020**

- State DOT's report 2017-2021 targets in the HSIP Annual Report to FHWA

## **February 27, 2021**

- Last day for MPOs to establish 2017-2021 Targets

# SOUTH CAROLINA TARGET SETTING PROCESS

## ► Coordination Meeting

- SCDPS statisticians perform extensive analysis of data related to each performance measure
- SCDOT planning office delivers forecasts for annual VMT

### Step 1: Establish estimate of current CY values

Projection based on most current statistics available

### Step 2: Establish trend line to predict future values

Based on linear or non-linear equations (best fit)

### Step 3: Examine forecasted VMT values

### Step 4: Examine current & planned education, enforcement, and engineering safety initiatives and

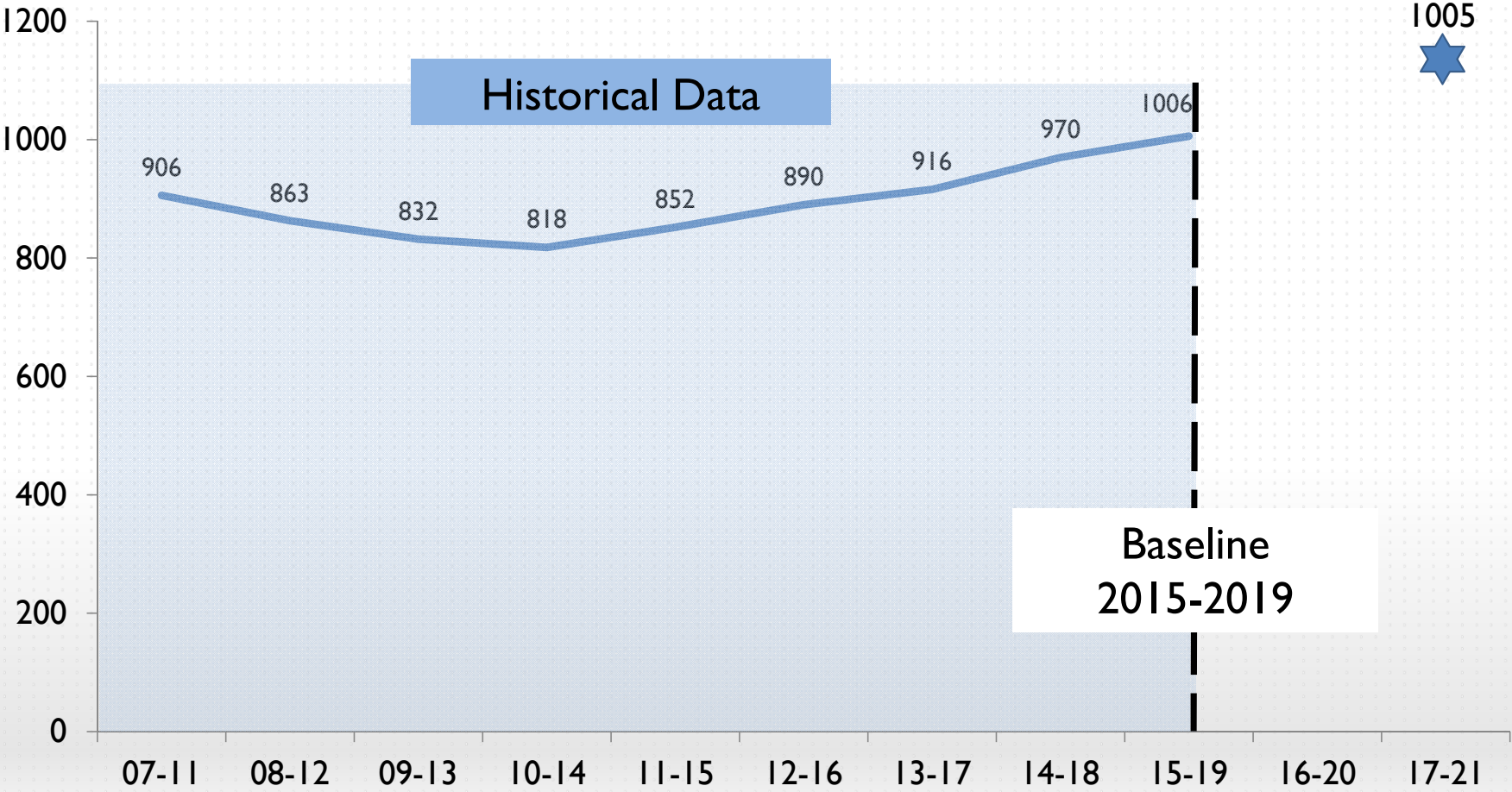
estimate expected reductions in each performance area



# SC TRAFFIC FATALITIES

Target  
2017-2021

1005



# SOUTH CAROLINA

Performance Measure	5-year Rolling Averages	
	2015-2019 Baseline	2017-2021 Target
Number of Fatalities	1005.8	1005.0
Fatality Rate	1.821	1.760
Number of Serious Injuries	2966.6	2950.0
Serious Injury Rate	5.378	5.350
Number of Non-motorized Fatalities and Serious Injuries	413.4	440.0

## WHO WILL SAFETY PERFORMANCE TARGET ACHIEVEMENT BE MEASURED?

FHWA will assess State safety performance target achievement to determine whether States have met or made significance progress toward meeting their performance targets.

- ▶ At least 4 out of 5 safety performance targets must be either **met** or the actual outcome for the target is **better than baseline** to make significant progress.

# MET OR MADE SIGNIFICANT PROGRESS?

## Meeting a Target:

- ▶ If the actual outcome for a performance measure is equal to or less than the target, the target has been met.

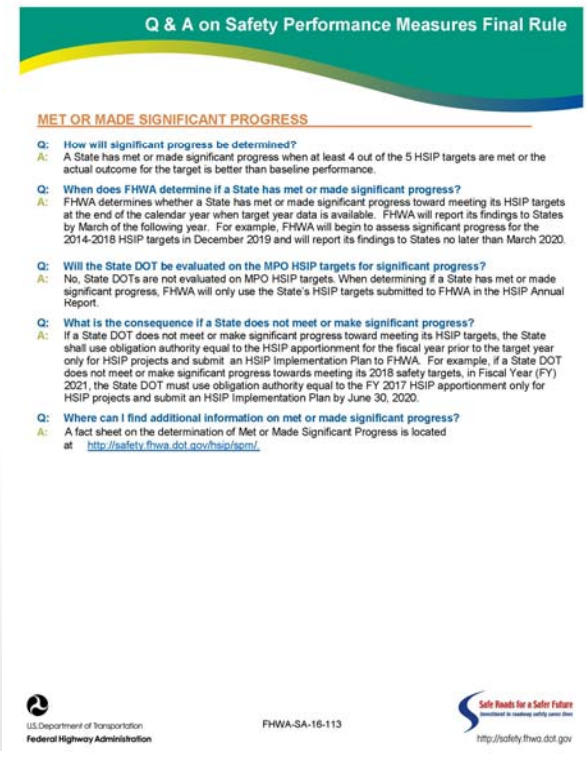
## Better than Baseline:

- ▶ If a State has not met a target, FHWA will determine if the actual performance for the target is better than the baseline performance for that target.
- ▶ The baseline performance is the 5-year rolling average for the target ending the year prior to the establishment of the State's target.



# WHAT IF THE STATE DOES NOT MEET ITS TARGETS?

- ▶ SCDOT must submit an HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward meeting its target.
- ▶ No penalty/action for MPOs that adopt the State targets.



The image shows a document titled "Q & A on Safety Performance Measures Final Rule". It contains a section titled "MET OR MADE SIGNIFICANT PROGRESS" with several Q&A pairs. The document is from the U.S. Department of Transportation, Federal Highway Administration, and is identified by the number FHWA-SA-16-113. It includes the FHWA logo and the slogan "Safe Roads for a Safer Future".

**Q & A on Safety Performance Measures Final Rule**

**MET OR MADE SIGNIFICANT PROGRESS**

**Q:** How will significant progress be determined?  
**A:** A State has met or made significant progress when at least 4 out of the 5 HSIP targets are met or the actual outcome for the target is better than baseline performance.

**Q:** When does FHWA determine if a State has met or made significant progress?  
**A:** FHWA determines whether a State has met or made significant progress toward meeting its HSIP targets at the end of the calendar year when target year data is available. FHWA will report its findings to States by March of the following year. For example, FHWA will begin to assess significant progress for the 2014-2018 HSIP targets in December 2019 and will report its findings to States no later than March 2020.

**Q:** Will the State DOT be evaluated on the MPO HSIP targets for significant progress?  
**A:** No. State DOTs are not evaluated on MPO HSIP targets. When determining if a State has met or made significant progress, FHWA will only use the State's HSIP targets submitted to FHWA in the HSIP Annual Report.

**Q:** What is the consequence if a State does not meet or make significant progress?  
**A:** If a State DOT does not meet or make significant progress toward meeting its HSIP targets, the State shall use obligation authority equal to the HSIP apportionment for the fiscal year prior to the target year only for HSIP projects and submit an HSIP Implementation Plan to FHWA. For example, if a State DOT does not meet or make significant progress towards meeting its 2018 safety targets, in Fiscal Year (FY) 2021, the State DOT must use obligation authority equal to the FY 2017 HSIP apportionment only for HSIP projects and submit an HSIP Implementation Plan by June 30, 2020.

**Q:** Where can I find additional information on met or made significant progress?  
**A:** A fact sheet on the determination of Met or Made Significant Progress is located at <http://safety.fhwa.dot.gov/hsip/sgpm/>.

U.S. Department of Transportation  
Federal Highway Administration

FHWA-SA-16-113

Safe Roads for a Safer Future  
Investment in roadway safety saves lives.  
<http://safety.fhwa.dot.gov>

# RESOURCES

- ▶ <https://safety.fhwa.dot.gov/hsip/spm/>
- ▶ <http://www.cmfclearinghouse.org/>



[State Safety Targets](#)



[Policy & Guidance](#)



[Fact Sheets & Informational Webinars](#)



[Target-Setting Resources](#)



[Safety Data Resources](#)



[State Safety Reports](#)



[Safety Contacts](#)



[Technical Assistance & Training](#)

Compare	CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
<input type="checkbox"/>	0.64	36	★★★★★	Run off road	K,A,B,C	Rural	<a href="#">Torbic et al., 2009</a>	The authors collected data on ... <a href="#">[read more]</a>
<input type="checkbox"/>	0.763	23.74	★★★★☆	Cross median, Fixed object, Run off road, Other	All	Rural	<a href="#">Graham et al., 2014</a>	This CMF applies to all ... <a href="#">[read more]</a>



# TARGET ACHIEVEMENT BY STATE

[https://safety.fhwa.dot.gov/hsip/spm/state\\_safety\\_targets/](https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/)



### South Carolina Safety Performance Target Baselines (2015-2019 Average)

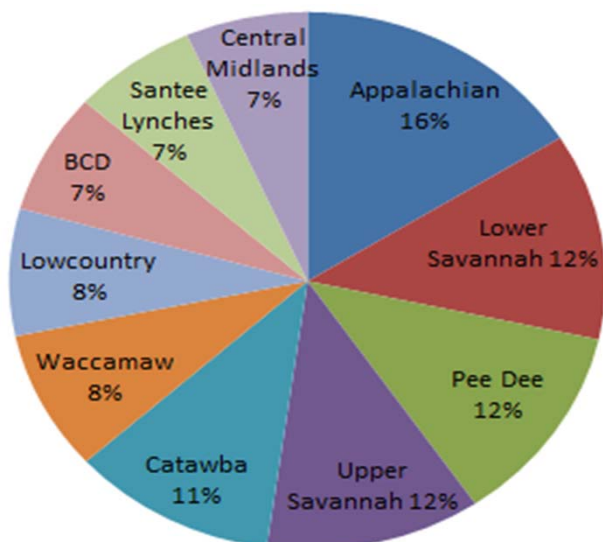
Study Area	Traffic Fatalities	Fatality Rate*	Serious Injuries	Serious Injury Rate*	Non-Motorized Fatalities and Serious Injuries
Appalachian	73.2	2.286	193.8	6.054	15.2
BCD	36.4	2.102	84.4	4.892	9.0
Catawba	42.0	2.264	142.6	7.702	10.4
Central Midlands	32.2	1.676	77.8	4.060	9.8
Lowcountry	37.0	1.830	89.8	4.462	10.2
Lower Savannah	62.4	2.046	144.0	4.720	14.2
Pee Dee	66.2	2.384	133.4	4.806	16.8
Santee Lynches	39.8	2.080	72.6	3.782	7.8
Upper Savannah	49.8	2.156	144.6	6.274	11.8
Waccamaw	42.0	3.034	97.8	7.066	10.4
ARTS	21.0	1.470	53.4	3.746	9.2
ANATS	15.8	1.776	65.8	7.708	7.2
CHATS	86.8	1.576	321.2	5.822	70.4
COATS	99.2	1.352	276.6	3.774	47.8
FLATS	32.0	1.934	70.4	4.240	16.2
GSATS	56.6	1.954	221.2	7.676	40.0
GPATS	98.6	1.660	335.4	5.638	51.2
RFATS	26.8	1.226	105.0	4.910	11.2
SPATS	45.4	1.654	130.4	4.740	20.0
SUATS	12.0	1.752	40.8	5.982	6.8
LATS	26.0	1.494	95.2	5.474	15.8

SC Baseline (2015-2019)	1005.8	1.821	2966.6	5.378	413.4
SC Targets (2017-2021)	1005.0	1.760	2950.0	5.350	440.0

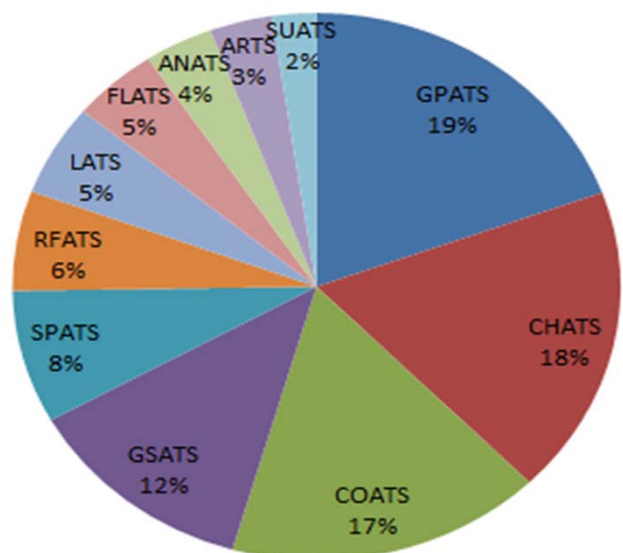
\*Per 100 million vehicle miles traveled

### Fatal and Serious Injuries by Percentage (2015-2019)

As Percentage of Total COG



As Percentage of Total MPO



*Note: 2019 Data are preliminary and subject to change. The sum of individual MPO/COG may not equal the state total. 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"> <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.

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.

