

MINUTES
BAY-LAKE REGIONAL PLANNING COMMISSION
SHEBOYGAN METROPOLITAN AREA
TECHNICAL AND POLICY ADVISORY COMMITTEES

May 25, 2017

Sheboygan County Administration Building (Room 119), Sheboygan

MEMBERS PRESENT: Steven Bauer, Policy Advisory Committee Chairperson,
Presiding

Policy Advisory Committee: Charles Born (Town of Lima)
Matt Halada for Will Dorsey (WisDOT Northeast Region, Green Bay)

Technical Advisory Committee: David Biebel (City of Sheboygan Department of Public Works)
Aaron Brault (Sheboygan County Planning and Conservation Department)
Kristofer Canto (WisDOT Bureau of Planning and Economic Development, Madison)
Sandy Carpenter for Lynn Warpinski (WisDOT Northeast Region, Green Bay, by phone)
Ryan Sazama (City of Sheboygan Department of Public Works – Engineering Division)
David Smith (Bicycle and Pedestrian Transportation Advocate)

MEMBERS EXCUSED: Jerry Benzschawel (City of Sheboygan Falls Department of Public Works)
Bill Blashka for Daniel Hein (Town of Sheboygan)
Brett Edgerle (Village of Kohler)
George Marthenze for Tom Wegner (Sheboygan County)
Derek Muench (Shoreline Metro)
Steve Sokolowski (City of Sheboygan Department of Planning and Development)

OTHERS PRESENT: None

STAFF PRESENT: Jeffrey Agee-Aguayo (Bay-Lake Regional Planning Commission)

1. The meeting was called to order at 1:07 p.m. by Policy Advisory Committee Chairperson Steven Bauer.

Members of both committees and staff in attendance introduced themselves for the benefit of everyone in attendance.

Members of both committees and staff present noted committee members who had asked to be excused from the meeting.

2. Moved by Aaron Brault and seconded by David Biebel that both committees approve the agenda for the May 25, 2017, joint Technical Advisory Committee/Policy Advisory Committee meeting. Motion carried, with all voting aye on a voice vote.

3. Moved by Matt Halada and seconded by Aaron Brault that both committees approve the minutes of the April 27, 2017, joint Technical Advisory Committee/Policy Advisory Committee meeting. Motion carried, with all voting aye on a voice vote.

4. Policy Advisory Committee Chairperson Steven Bauer asked if there was any public input; none was received.

5. Kristofer Canto of the WisDOT Bureau of Planning and Economic Development gave a presentation on highway safety performance measure target setting to members of both committees in attendance.

Kristofer Canto distributed a set of PowerPoint slides to everyone in attendance, then went through his presentation. (*Note: A copy of these slides is attached to these minutes*). Items discussed were: an overview; federal requirements; MPO requirements; an overview of WisDOT's analysis of crash trends; statewide targets for safety performance measures (subject to change before submittal); the WisDOT/MPO-RPC coordination timeline; other performance measures (including pavement, bridge, system performance, freight and CMAQ performance measures); and contacts and resources. WisDOT needs to submit its five highway safety performance measure targets by the end of August, and MPOs need to submit similar targets for their areas toward the end of February 2018. MPOs have the option of supporting some or all of the state's targets rather than establishing their own targets. Processes after the targets are set were also discussed.

As far as questions and comments from members of both committees were concerned, David Biebel and Charles Born commented that there was a need to "drill down" into the data to see what is really going on, adding that human behavior often causes many crashes. Aaron Brault also had questions regarding human behavior and crashes. Several members of both committees discussed whether the STP Urban project prioritization process may need to be changed in response to these targets. David Smith had a question regarding past trends with crashes that Kristofer Canto answered. Kristofer Canto commented that a good economy leads to more travel and consequently more crashes; for this reason, the fatality and serious injury rates per 100 million vehicle miles of travel (VMT) may be more telling measures of what is going on in states and metropolitan areas.

Jeffrey Agee-Aguayo distributed an MPO safety performance measures fact sheet to everyone in attendance, and encouraged members of both committees to review the fact sheet at their leisure. (Note: A copy of the fact sheet is attached to these minutes).

Finally, Jeffrey Agee-Aguayo distributed and reviewed a handout/table on 2011 – 2015 highway safety performance indicators for the Sheboygan metropolitan planning area. For the period from 2011 through 2015 in the metropolitan planning area, the average annual number of fatalities was 3.2, the average annual number of serious injuries was 23.2, and the average annual number of non-motorized fatalities and serious injuries was 4.6. Jeffrey Agee-Aguayo noted that average annual fatality and serious injury rates will be determined once the MPO (working with the WisDOT travel forecasting section) has been able to estimate VMT for the metropolitan planning area. Jeffrey Agee-Aguayo commented that 2012 – 2016 data will be used to make final calculations that will be used to set targets (if the MPO sets its own targets); analysis of previous five-year periods may also take place to study trends somewhat. This analysis is being completed so that the MPO can make intelligent choices as to whether to set its own targets or support WisDOT's targets (or a combination of both, depending on the target).

6. Members of both committees reviewed and recommended approval of several minor amendments to the transit capital and street and highway improvement project components of the *Sheboygan Metropolitan Planning Area Transportation Improvement Program (TIP): Calendar Years 2017 – 2020* to the Bay-Lake Regional Planning Commission. A multi-county Wisconsin Employment Transportation Assistance Program (WETAP) funded project was also being added in a separate table (Table 4a) through these minor amendments to the *2017 – 2020 TIP*.

Jeffrey Agee-Aguayo distributed additions to Table 2 (Transit Capital Items) to members of both committees in attendance, and then proceeded to review these changes. The following items were added to Table 2 as illustrative projects:

- Replacement of four 35-foot buses in 2019; and
- Replacement of four 35-foot buses in 2020.

These items are being added to Table 2 as illustrative projects because Shoreline Metro has submitted a grant application for these buses under the CMAQ program, and is also applying for these buses under other grant programs. Once some or all of these buses have an identified funding source, they will be added to the TIP as regular projects.

Jeffrey Agee-Aguayo distributed Table 4a (WETAP Projects, a new table in the TIP) to members of both committees in attendance, and then proceeded to review this table. The following project is listed in Table 4a:

- Forward Service Corporation is proposing to use WETAP funds to help low income workers with a subsidized vanpool, transportation coordinators, and a no interest vehicle

repair loan program. The vanpool will help more than 120 people secure reliable, affordable transportation to employers across the region. The subsidy is graduated over 6 months, with the riders assuming the full cost of the lease with a third party vendor. The transportation coordinators (based in Green Bay and Oshkosh) will serve low income job seekers, set up vanpools, and work with other community agencies and vanpools to address transportation gaps. The no interest vehicle repair loan program will fill a definite gap, as no program exists to provide such loans. In addition to Sheboygan County, this project will serve the counties of Brown, Calumet, Fond du Lac, Manitowoc, Outagamie and Winnebago.

Jeffrey Agee-Aguayo distributed changes to Table 6 (Street and Highway Improvement Projects) to members of both committees in attendance, and then proceeded to review these changes. The following projects had various changes, which were reviewed:

- North Avenue: State Highway 42/Calumet Drive to North 15th Street in the City of Sheboygan: Reconstruction with no Increase in Capacity and Rail Work – The eastern terminus of this project was extended so that it is now approximately 300 feet east of North 15th Street (This change was suggested by the WisDOT Northeast Region and by City of Sheboygan Department of Public Works staff);
- South 8th Street: Sheboygan River Bridge in the City of Sheboygan: Bridge Rehabilitation – The non-local share of this project moved from Federal funding to state funding (This change was suggested by WisDOT Northeast Region staff, and Sandy Carpenter commented briefly on this change); and
- Interstate Highway 43: State Highway 42 to the Manitowoc County line: Resurfacing – The cost of this project (including both the Federal and state shares) decreased somewhat (This change was suggested by WisDOT Northeast Region staff).

Jeffrey Agee-Aguayo commented that under the “2017 – 2020 Funding Summary” in revised Table 6, total highway preservation project funding decreased somewhat, while there were no other changes to the other funding categories (safety, improvement and expansion funding).

Finally, Jeffrey Agee-Aguayo distributed and reviewed the fiscal constraint redemonstration (revised financial plan) for these minor amendments to the *2017 – 2020 TIP*. Emphasis was placed on review of revised Table 7, as well as addition of a bullet in the transit narrative on page 3 that discussed the WETAP funding in Table 4a.

Moved by David Biebel and seconded by Aaron Brault that both committees recommend approval of the above noted minor amendments to the various project components of the *Sheboygan Metropolitan Planning Area Transportation Improvement Program (TIP): Calendar Years 2017 – 2020* to the Bay-Lake Regional Planning Commission. Motion carried, with all voting aye on a voice vote.

7. Members of both committees reviewed and recommended approval of transit asset management (TAM) 2017 targets for Shoreline Metro and for the Sheboygan Metropolitan Planning Area to the Bay-Lake Regional Planning Commission.

Jeffrey Agee-Aguayo distributed the *Shoreline Metro TAM Plan: 2017 Targets* report to members of both committees in attendance. Jeffrey Agee-Aguayo discussed working on this report collaboratively with Shoreline Metro staff (including a meeting on May 2, 2017), and also consulted with staff of the WisDOT Transit Section in the development of this report. Jeffrey Agee-Aguayo commented that the MPO needs to set these targets no later than June 30, 2017.

Jeffrey Agee-Aguayo then reviewed the *Shoreline Metro TAM Plan: 2017 Targets* report with members of both committees in attendance. After a brief introduction, the methodology was reviewed. The following asset categories are discussed in the report:

- **Vehicles** – Shoreline Metro owns three classes of vehicles: heavy duty buses (useful life of 12 years); medium duty buses/cutaways (useful life of 7 years); and light duty vehicles, or non-revenue/support vehicles (useful life of 4 years). Some 13 of Shoreline Metro’s 23 heavy duty buses (57 percent) are beyond their useful life. Another 4 of Shoreline Metro’s 10 medium duty buses (40 percent) are beyond their useful life. Finally, none of Shoreline Metro’s five light duty vehicles (0 percent) are beyond their useful life. Overall, 17 of Shoreline Metro’s 38 vehicles (45 percent) are beyond their useful life. The performance target was set at 61 percent of vehicles passing beyond useful life because five additional heavy duty buses and one additional medium duty bus are expected to pass beyond their useful life in 2018. Jeffrey Agee-Aguayo commented that Shoreline Metro was aggressively attempting to replace its fleet through various grant programs in order to lower/improve this performance target over time.
- **Equipment** – Shoreline Metro owns three pieces of significant equipment (items with a replacement cost of \$50,000 or more): a scrubber (useful life of 5 years); a hoist (useful life of 10 years); and a bus wash (useful life of 10 years). All of this equipment is beyond its useful life. The performance target was therefore set at 100 percent of its most significant equipment passing beyond useful life. The 2018 TAM plan will examine the condition of this equipment in greater detail; if the condition of this equipment is deemed beyond its “state of good repair” in the TAM plan, then steps will be taken to have Shoreline Metro work with the MPO to get replacement equipment programmed in the TIP.
- **Facilities** – Shoreline Metro’s two significant facilities are: its administration, maintenance and storage facility (bus garage); and the transfer facility/station. All facilities are defined by the Federal Transit Administration (FTA) to have a useful life of 40 years. One of these two facilities (the bus garage) is just beyond its useful life. The performance target was therefore set at 50 percent of facilities passing beyond useful life. The TAM plan will address the condition of these facilities in greater detail in 2018.

The report concludes with a discussion of next steps, as well as the contacts for these targets (Derek Muench at Shoreline Metro and Jeffrey Agee-Aguayo at the Bay-Lake Regional Planning Commission).

Jeffrey Agee-Aguayo concluded by commenting that the Sheboygan Transit Commission approved these targets for Shoreline Metro at their meeting on May 16, 2017.

Moved by Aaron Brault and seconded by Matt Halada that both committees recommend approval of the *Transit Asset Management 2017 Targets* for Shoreline Metro and for the Sheboygan Metropolitan Planning Area to the Bay-Lake Regional Planning Commission. Motion carried, with all voting aye on a voice vote.

8. Matt Halada discussed WisDOT Northeast Region planning activities and construction projects in Sheboygan County with everyone in attendance.

Matt Halada stated that the projects on Calumet Drive started this week. The reconstruction project from Main Avenue to North 26th Street has started, while the resurfacing project from Mueller Road to Interstate Highway 43 will start later. Aaron Brault had questions regarding the nature of work on the segment from Mueller Road to Interstate Highway 43 that Matt Halada answered.

Jeffrey Agee-Aguayo then gave an update on MPO activities to everyone in attendance.

Jeffrey Agee-Aguayo stated that he participated in a meeting of the Bay-Lake Regional Planning Commission's Executive Committee on April 28, 2017. Minor amendments to the *2017 – 2020 TIP* that were recommended at the April 27, 2017, joint meeting of the MPO advisory committees were approved at this meeting. Jeffrey Agee-Aguayo added that WisDOT also approved these amendments in May.

Jeffrey Agee-Aguayo noted that the FTA was conducting its triennial review of Shoreline Metro on May 24 and 25, 2017, and added that he participated in portions of this triennial review related to planning issues the morning of May 24, 2017.

Jeffrey Agee-Aguayo indicated that he planned to attend a safety target setting coordination training workshop sponsored by FHWA and WisDOT in Madison on May 31, 2017.

Jeffrey Agee-Aguayo commented that he planned to participate in a bus rapid transit (BRT)/travel demand management (TDM)/travel forecast model meeting the afternoon of June 1, 2017, at the offices of East Central Wisconsin RPC in Menasha.

Jeffrey Agee-Aguayo announced that a new Planner I will start with the Bay-Lake Regional Planning Commission on June 5, 2017. The new planner will have 40 percent of her duties with the Sheboygan MPO program.

Jeffrey Agee-Aguayo stated that the next meeting of the full Bay-Lake Regional Planning Commission will take place on June 9, 2017, in Green Bay. The minor amendments to the *2017 – 2020 TIP* and the *Transit Asset Management 2017 Targets* for Shoreline Metro and for the Sheboygan Metropolitan Planning Area that were recommended for approval at today's meeting will be on the agenda for approval at this upcoming meeting.

Jeffrey Agee-Aguayo noted that the mid-year review meeting of the Sheboygan MPO program would take place on June 12, 2017, at 1:00 p.m., and would be held this year via teleconference.

Finally, Jeffrey Agee-Aguayo reminded the few members of the Sheboygan MPO advisory committees who had not completed their Title VI surveys to complete the survey and turn it in by the end of the week (May 26, 2017).

9. The next meeting of the Sheboygan MPO Technical and Policy Advisory Committees was scheduled for **Thursday, June 29, 2017, at 1:00 p.m.**



10. **Moved** by Aaron Brault and seconded by Matt Halada that the joint meeting of the Sheboygan MPO Technical and Policy Advisory Committees be adjourned. Motion carried, with all voting aye on a voice vote. The meeting adjourned at 2:03 p.m.

Recording secretary,

Jeffrey C. Agee-Aguayo



Highway Safety Performance Measure Target Setting

Kris Canto – WisDOT
May 25, 2017



Overview

- › Federal Requirements
- › MPO Requirements
- › Overview of WisDOT's analysis of crash trends
- › Statewide Targets for Safety Performance Measures
- › WisDOT/MPO-RPC coordination timeline
- › Other Performance Measures



Federal Requirements

- › Safety Performance Measures include ALL public roads (Federal State and Local Roads).
 - Number of fatalities
 - Rate of fatalities per 100 million vehicle miles traveled (VMT)
 - Number of serious injuries
 - Rate of serious injuries per 100 million VMT
 - Number of non-motorized fatalities and non-motorized serious injuries
- › "DOT targets shall represent performance outcomes anticipated for the calendar year following the HSIP Annual Report date"



Federal Requirements

- › Targets are based on five-year rolling average
- › Must meet or make significant progress on 4 of 5 targets
- › Significant progress means performance better than a baseline
 - Baseline is established from rolling average of five years prior to the year targets are set
 - So... 2018 targets are set in 2017 and have a baseline crash dataset from 2012-2016



MPO requirements

- › MPOs must establish performance targets for the five identified performance measures
- › Must establish targets "no later than 180 days" after DOT submits HSIP statewide targets
- › To establish targets, MPOs have two options:
 - Agree to plan and program projects that contribute toward accomplishing the statewide targets
 - Establish quantifiable targets for their individual MPA

MPO requirements

- › If an MPO establishes individual targets:
 - The target must represent anticipated outcomes for the same calendar year as the state target
 - The target must represent anticipated outcomes for all public roadways within the MPA, regardless of ownership
- › MPOs may choose to support some statewide targets and establish individual targets for others

MPO requirements

- ▶ MPOs must annually report to DOT:
 - The established target for each performance measure (i.e., support for statewide target or individual target)
- ▶ If an individual quantifiable target is established, MPOs must report through their system performance report:
 - Baseline safety performance data
 - VMT estimates and methodology used to establish rate targets
 - Progress toward the achievement of targets



Overview of WisDOT's analysis of crash trends

- ▶ Bureau of State Highway Programs (BSHP) and Bureau of Transportation Safety (BOTS) analyzed historical crash data
- ▶ The data was used to establish the baseline and targets for safety performance measures
- ▶ Baseline Data (2012-2016)
- ▶ Target data (2014-2018)



Statewide Targets for Safety Performance Measures

- ▶ Number of fatalities – 2% Reduction
- ▶ Rate of fatalities per 100 million vehicle miles traveled (VMT) – 2% Reduction
- ▶ Number of serious injuries – 5% Reduction
- ▶ Rate of serious injuries per 100 million VMT – 5% Reduction
- ▶ Number of non-motorized fatalities and non-motorized serious injuries – 5% Reduction



WisDOT/MPO-RPC coordination timeline

- ▶ Oct 2016 – WisDOT initiated outreach to MPOs
- ▶ Nov 2016-Mar 2017 – WisDOT performed internal crash data analysis
- ▶ April-May 2017 – MPO Directors' meeting and SHSP Peer Exchange
- ▶ April-Dec 2017 – WisDOT/MPO tele/web conferences.
- ▶ July 2017 – State Patrol submits 3 targets
- ▶ Aug 2017 – HSIP submits 5 targets
- ▶ Feb 2018 – MPOs establish targets



Other Performance Measures

- ▶ Pavement and Bridge
- ▶ National Performance Management Measures
- ▶ Assessing Performance of the National Highway System
- ▶ Freight Movement on the Interstate System
- ▶ Congestion Mitigation and Air Quality Improvement Program
- ▶ Final Rule Published on January 18, 2017

- ▶ Effective Date is May 20, 2017



Pavement and Bridge Performance Measures

- ▶ Percentage of pavements on the Interstate System in Good condition
- ▶ Percentage of pavements on the Interstate System in Poor condition
- ▶ Percentage of pavements on the NHS (excluding the Interstate System) in Good condition
- ▶ Percentage of pavements on the NHS (excluding the Interstate System) in Poor condition.
- ▶ Percentage of NHS bridges classified as in Good condition
- ▶ Percentage of NHS bridges classified as in Poor condition



System Performance/Freight/CMAQ Performance Measures

- › Percent of the Person-Miles Traveled on the Interstate That Are Reliable
- › Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable
- › Percent Change in Tailpipe CO2 Emissions on the NHS Compared to the Calendar Year 2017 Level
- › Truck Travel Time Reliability (TTTR) Index
- › Annual Hours of Peak Hour Excessive Delay Per Capita
- › Percent of Non-SOV Travel
- › Total Emissions Reduction



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Contacts and resources

For Information regarding Safety Performance Measures Contact:

- › Justin Shell:
 - (608) 267-9617
 - justinr.shell@dot.wi.gov
- › Randy Romanski:
 - (608) 709-0064
 - randy.romanski@dot.wi.gov



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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/>.

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

