

From: Ari Del Rosario
Date: February 12, 2021
Re: Performance Measure 1 (PM1) – 2021 Safety Target Adoption MN

As a part of the Fixing America's Surface Transportation (FAST) Act, which was signed into law on December 4, 2015, State DOTs and MPOs are required to establish quantifiable targets for performance measures. There are three performance measures.

Performance Measure 1 (PM1) is meant to establish performance targets related to safety. This falls under §490 Subpart B. As such, each state must annually establish and report performance targets for the Highway Safety Improvement Program (HSIP) for the following five (5) safety performance measures:

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

As an MPO, Metro COG is required by FHWA to either

1. Agree to program projects in each state's portion of the Metropolitan Planning Area (MPA) to support the performance targets established by the respective state and/or
2. Establish MPO specific safety performance targets for all or some of the above five measures.

These are reviewed and revised annually. 2021 is the third year we are reviewing and adopting PM1 targets for the MPA.

Since 2018, TTC recommended to Policy Board to adopt MnDOT's Safety Performance Measures for the MPA. Based on the crash data available to us, **Metro COG again requests that TTC recommend adoption of MnDOT's Safety Performance Measures for the MPA.** This information is based on the following analysis and timeframe.

In December 2020, FHWA determined whether a State has met or made significant progress toward meeting 2015-2019 HSIP targets. FHWA used 2013-2017 data as a baseline period for assessing significant progress. In March 2021, FHWA will report their findings to States indicating whether the State has met or made significant progress towards meeting their 2015-2019 HSIP targets.

FHWA uses the following table to determine if a State has met or made significant progress towards their 2019 Performance Measure 1 Targets (received from

https://safety.fhwa.dot.gov/hsip/spm/pm_progress_fs.cfm).

Example Significant Progress Determination for CY 2019 Targets

Performance Measure	5-year Rolling Averages			Target Achieved?	Better than Baseline?	Met or Made Significant Progress?
	TARGET 2015 – 2019 ^A	ACTUAL 2015– 2019 ^B	BASELINE 2013– 2017 ^C			
Number of Fatalities	465	472.4	474	No	✓ Yes	Yes (4 out of 5 targets met or made significant progress)
Fatality Rate	0.980	0.990	0.988	No	No	
Number of Serious Injuries	2,560.0	2,578.4	2,703.2	No	✓ Yes	
Serious Injury Rate	4.126	4.214	4.288	No	✓ Yes	
Number of Non-motorized Fatalities and Serious Injuries	108.0	107.6	113.2	✓ Yes	N/A	

(A) CY 2019 **Targets** are established and reported in the August 31, 2018 HSIP Annual Report.

(B) **Actual performance** is the 5-year rolling average ending in the year for which the targets were established. In this case that is CY 2015-2019.

(C) **Baseline performance** is the 5-year rolling average that ends prior to the year in which the targets were established. In this case, that is CY 2013-2017, since the targets were established in 2018. Baseline performance is calculated in order to compare whether the actual outcome for CY 2015-2019 was better than the baseline performance (in this case CY 2013-2017), for the targets that were not met.

Then by mid-2021 States that did not meet or make significant progress toward meeting 2015-2019 HSIP targets must submit an HSIP Implementation Plan to FHWA. If a State did not meet or make significant progress toward meeting their 2015-2019 HSIP targets, the State must:

1. Use obligation authority equal to the Fiscal Year 2018 HSIP apportionment only for highway safety improvement projects for October 1, 2021 through September 30, 2022.
2. Develop and submit an HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward meeting its targets.

Then in December 2021, FHWA will start the process over again and determine whether a State has met or made significant progress toward meeting 2016-2020 HSIP targets. FHWA uses 2014-2018 data as a baseline period for assessing significant progress for this reporting period.

To compare and determine how Metro COG's metropolitan planning area (MPA) contributes to each state's targets, staff have compiled Assessment Tables for PM1 targets for 2019, 2020 and 2021 for each state's portion of the MPA.

Below are the Assessment Tables. The Assessment Tables for MnDOT's portion of the MPA are included with numbers that demonstrate how we continue to meet the statewide targets.

2019 Performance Measure 1 Target Assessment - MnDOT

2015-2019 Assessment Table

	5-Year Rolling Averages			Assessment		
	MPO 2013-2017 Baseline Performance	Statewide 2015-2019 Targets Evaluated based on 5yr Rolling average	MPO 2015-2019 Actual Performance (MN portion of MPA)	Statewide Target Achieved? Compares to state goal	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	2.4	372.0	1.4	Yes	Yes	Yes
Fatality Rate (per 100M VMT)	0.255	0.620	0.124	Yes	Yes	
Number of Serious Injuries	10.6	1711.0	9.4	Yes	Yes	
Serious Injury Rate (per 100M VMT)	1.068	2.850	0.844	Yes	Yes	
Number of Non- Motorized Fatalities & Serious Injuries	0.6	267.5	0.6	Yes	No	

2020 Performance Measure 1 Target Assessment - MnDOT

2016-2020 Assessment Table

	5-Year Rolling Averages			Assessment		
	MPO 2014-2018 Baseline Performance	Statewide 2016-2020 Targets Evaluated based on 5yr Rolling average	MPO 2016-2020 Actual Performance (MN portion of MPA)	Statewide Target Achieved? Compares to state goal	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	1.8	375.4				
Fatality Rate (per 100M VMT)	0.169	0.626				
Number of Serious Injuries	9.2	1714.2				
Serious Injury Rate (per 100M VMT)	0.870	2.854				
Number of Non- Motorized Fatalities & Serious Injuries	0.4	317.0				

2021 Performance Measure 1 Target Assessment - MnDOT

2017-2021 Assessment Table

	5-Year Rolling Averages			Assessment		
	MPO 2015-2019 Baseline Performance	Statewide 2017-2021 Targets <small>Evaluated based on 5yr Rolling average</small>	MPO 2017-2021 Actual Performance <small>(MN portion of MPA)</small>	Statewide Target Achieved? <small>Compares to state goal</small>	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	1.4	375.4				
Fatality Rate (per 100M VMT)	0.124	0.626				
Number of Serious Injuries	9.4	1714.2				
Serious Injury Rate (per 100M VMT)	1.068	2.854				
Number of Non-Motorized Fatalities & Serious Injuries	0.6	317.0				

Within the Assessment Tables, staff have compared the rate of fatalities and the rate of serious injuries to the state targets, they have a common factor of determining the rate based on per 100million Vehicle Miles Travelled at either level.

In order for the MPO to compare the MPO target (portion of the data for the MPA within the state the targets are adopted in) to the statewide target for the number of fatalities, number of serious injuries, and number of non-motorized fatalities/number of non-motorized serious injuries, MPO staff needed to determine a common factor to compare the data against. It's important to note that FHWA does not illustrate what this common factor is. Therefore, Metro COG staff determined that the best common factor would be population.

The following **Estimated Populations table** illustrates the statewide population, jurisdictions within the MPO within that state, a summary of the jurisdictional total population within the MPO, the county population within the that state, and the Fargo-Moorhead Metropolitan Statistical Area (MSA) population. Note that the Census Bureau doesn't collection population for the MPA, instead it collects it based on the MSA, which the Fargo-Moorhead MSA includes all of Cass County, ND and Clay County, MN.

Minnesota Estimated Populations - Based on the ACS 5-year 2015-2019

	Population	% of State Population	% of MSA Population
Minnesota	5,563,378	100%	N/A
Moorhead, MN	42,939	0.77%	17.86%
Dilworth, MN	4,410	0.08%	1.83%
Member Jurisdiction Total	47,349	0.85%	19.69%
Clay County, MN	63,446	1.14%	26.39%
F-M MSA	240,421	N/A	100%

Take note that in Minnesota the **Member Jurisdictional total percentage is 0.85%** of the statewide population and the **Clay County population total is 1.14%** of the statewide population. These are the population percentages that staff compared to the percentages listed in gray and parentheses in the 'MPO 2015-2019 Actual Performance*' column in the assessment tables.

In each Performance Measure 1 Target Assessment table, the MPO Actual Performance column lists the actual 5-year rolling average number for each category (in black) and the percent of the total Statewide target number in that category (in gray). The percent of the Statewide target number is then compared to the percent of the State Population that the Member Jurisdiction Total population is.

For example:

The 2019 PM1 Target Assessment – MnDOT table states that the target for the Number of Fatalities for 2015-2019 is a maximum of 372.0 statewide, which is assessed based on a 5-year rolling average of 2015-2019 statewide data.

The MPO 2015-2019 actual performance for the Minnesota portion of the MPA was 1.4, which is **0.38%** of the total 372.0 target.

The Member Jurisdiction total population is **0.85%** of the statewide population and Clay County's population is **1.14%** of the statewide population.

When compared to either the Member Jurisdiction population or Clay County population percentages, 0.38% is still significantly lower.

Therefore, the MPO is achieving (supporting) the Statewide Target, as adopted in 2019.

Based on the Target Assessment tables for each state that indicate that the Fargo-Moorhead MPO is meeting or making significant progress towards the targets previously adopted, Metro COG requested the TTC recommend the Policy Board approve the attached resolutions for each state that are in support of adopting the statewide

Performance Measure 1 – Safety targets, as these targets are in line with the actual performance data.

Once approved by the Policy Board, the resolutions will be signed and distributed to the applicable jurisdictions and programming will occur in accordance.

The TTC reviewed this item on February 11 and recommended approval.

At their February 18, 2021 meeting, the Policy Board approved the MnDOT 2021 Safety Performance Measure targets for the Minnesota portion of the MPO, and were adopted with the signing the enclosed resolution.

RESOLUTION 2021-R001
OF THE FARGO-MOORHEAD
METROPOLITAN COUNCIL OF GOVERNMENTS

Adopting HSIP Performance Targets

Whereas, the U.S. Department of Transportation established five performance measures for the Highway Safety Improvement Program (HSIP) as detailed in 23 CFR 490, Subpart B, National Performance Measures for the Highway Safety Improvement Program;

Whereas, the Minnesota Department of Transportation (MnDOT) established performance targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209; and

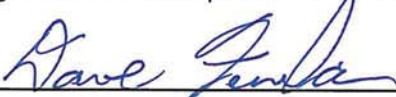
Whereas, metropolitan planning organizations (MPOs) must establish performance targets for each of the HSIP performance measures; and

Whereas, MPOs establish HSIP targets by either agreeing to plan and program projects so that they contribute to the accomplishment of the State DOT HSIP target or commit to a quantifiable HSIP target for the metropolitan planning area; and

Now, therefore, be it resolved, that the Fargo-Moorhead Metropolitan Council of Governments agrees to plan and program projects so that the projects contribute to the accomplishment of MnDOT's calendar year 2021 HSIP targets for the following performance measures:

Number of fatalities: 352.4;
Rate of fatalities: 0.582 per 100 million vehicle miles traveled;
Number of serious injuries: 1,579.8;
Rate of serious injuries: 2.606 per 100 million vehicle miles traveled; and,
Number of non-motorized fatalities and non-motorized serious injuries: 281.2.

Fargo-Moorhead Metropolitan Council of Governments



Dave Fenelon, Metro COG Policy Board Chair



Cynthia R. Gray, Metro COG Executive Director

Date: 2/18/21

From: Ari Del Rosario
Date: February 12, 2021
Re: Performance Measure 1 (PM1) – 2021 Safety Target Adoption ND

As a part of the Fixing America's Surface Transportation (FAST) Act, which was signed into law on December 4, 2015, State DOTs and MPOs are required to establish quantifiable targets for performance measures. There are three performance measures.

Performance Measure 1 (PM1) is meant to establish performance targets related to safety. This falls under §490 Subpart B. As such, each state must annually establish and report performance targets for the Highway Safety Improvement Program (HSIP) for the following five (5) safety performance measures:

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

As an MPO, Metro COG is required by FHWA to either

1. Agree to program projects in each state's portion of the Metropolitan Planning Area (MPA) to support the performance targets established by the respective state and/or
2. Establish MPO specific safety performance targets for all or some of the above five measures.

These are reviewed and revised annually. 2021 is the third year we are reviewing and adopting PM1 targets for the MPA.

Since 2018, TTC recommended to Policy Board to adopt NDDOT's Safety Performance Measures for the MPA. Based on the crash data available to us, **Metro COG again requests that TTC recommend adoption NDDOT's Safety Performance Measures for the MPA.** This information is based on the following analysis and timeframe.

In December 2020, FHWA determined whether a State has met or made significant progress toward meeting 2015-2019 HSIP targets. FHWA used 2013-2017 data as a baseline period for assessing significant progress. In March 2021, FHWA will report their findings to States indicating whether the State has met or made significant progress towards meeting their 2015-2019 HSIP targets.

FHWA uses the following table to determine if a State has met or made significant progress towards their 2019 Performance Measure 1 Targets (received from

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	TARGET 2015 – 2019 ^A	ACTUAL 2015– 2019 ^B	BASELINE 2013– 2017 ^C			
Number of Fatalities	465	472.4	474	No	✓ Yes	Yes (4 out of 5 targets met or made significant progress)
Fatality Rate	0.980	0.990	0.988	No	No	
Number of Serious Injuries	2,560.0	2,578.4	2,703.2	No	✓ Yes	
Serious Injury Rate	4.126	4.214	4.288	No	✓ Yes	
Number of Non-motorized Fatalities and Serious Injuries	108.0	107.6	113.2	✓ Yes	N/A	

(A) CY 2019 **Targets** are established and reported in the August 31, 2018 HSIP Annual Report.

(B) **Actual performance** is the 5-year rolling average ending in the year for which the targets were established. In this case that is CY 2015-2019.

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2. Develop and submit a HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward meeting its targets.

Then in December 2021, FHWA will start the process over again and determine whether a State has met or made significant progress toward meeting 2016-2020 HSIP targets. FHWA uses 2014-2018 data as a baseline period for assessing significant progress for this reporting period.

To compare and determine how Metro COG's metropolitan planning area (MPA) contributes to each state's targets, staff have compiled Assessment Tables for PM1 targets for 2019, 2020 and 2021 for each state's portion of the MPA.

Below are the Assessment Tables. The Assessment Tables NDDOT's portion of the MPA are included with numbers that demonstrate how we continue to meet the statewide targets.

2019 Performance Measure 1 Target Assessment - NDDOT

2015-2019 Assessment Table

	5-Year Rolling Averages			Assessment		
	MPO 2013-2017 Baseline Performance	Statewide 2015-2019 Targets Evaluated based on 5yr Rolling average	MPO 2015-2019 Actual Performance (ND portion of MPA)	Statewide Target Achieved? Compares to state goal	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	4.4	127.3	5.8	Yes	No	Yes
Fatality Rate (per 100M VMT)	0.196	1.271	0.242	Yes	No	
Number of Serious Injuries	39.8	486.2	39.4	Yes	Yes	
Serious Injury Rate (per 100M VMT)	1.820	4.848	1.651	Yes	Yes	
Number of Non- Motorized Fatalities & Serious Injuries	4.40	34.6	5.40	Yes	No	

2020 Performance Measure 1 Target Assessment - NDDOT

2016-2020 Assessment Table

	5-Year Rolling Averages			Assessment		
	MPO 2014-2018 Baseline Performance	Statewide 2016-2020 Targets Evaluated based on 5yr Rolling average	MPO 2016-2020 Actual Performance (ND portion of MPA)	Statewide Target Achieved? Compares to state goal	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	5.8	108.3				
Fatality Rate (per 100M VMT)	0.249	1.106				
Number of Serious Injuries	40.4	413.9				
Serious Injury Rate (per 100M VMT)	1.765	4.230				
Number of Non- Motorized Fatalities & Serious Injuries	3.60	33.4				

2021 Performance Measure 1 Target Assessment - NDDOT

2017-2021 Assessment Table

	5-Year Rolling Averages			Assessment		
	MPO 2015-2019 Baseline Performance	Statewide 2017-2021 Targets Evaluated based on 5yr Rolling average	MPO 2017-2021 Actual Performance (ND portion of MPA)	Statewide Target Achieved? Compares to state goal	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	5.8	105.0				
Fatality Rate (per 100M VMT)	0.242	1.103				
Number of Serious Injuries	39.4	390.2				
Serious Injury Rate (per 100M VMT)	1.651	4.046				
Number of Non- Motorized Fatalities & Serious Injuries	5.40	33.0				

Within the Assessment Tables, staff have compared the rate of fatalities and the rate of serious injuries to the state targets, they have a common factor of determining the rate based on per 100million Vehicle Miles Travelled at either level.

In order for the MPO to compare the MPO target (portion of the data for the MPA within the state the targets are adopted in) to the statewide target for the number of fatalities, number of serious injuries, and number of non-motorized fatalities/number of non-motorized serious injuries, MPO staff needed to determine a common factor to compare the data against. It's important to note that FHWA does not illustrate what this common factor is. Therefore, Metro COG staff determined that the best common factor would be population.

The following **Estimated Populations table** illustrates the statewide population, jurisdictions within the MPO within that state, a summary of the jurisdictional total population within the MPO, the county population within the that state, and the Fargo-Moorhead Metropolitan Statistical Area (MSA) population. Note that the Census Bureau doesn't collection population for the MPA, instead it collects it based on the MSA, which the Fargo-Moorhead MSA includes all of Cass County, ND and Clay County, MN.

North Dakota Estimated Populations - Based on the ACS 5-year 2015-2019

	Population	% of State Population	% of MSA Population
North Dakota	756,717	100%	N/A
Fargo, ND	121,889	16.11%	50.70%
West Fargo, ND	35,397	4.68%	14.72%
Horace, ND	2,741	0.36%	1.14%
Member Jurisdiction Total	160,027	21.15%	66.56%
Cass County, ND	176,975	23.39%	73.61%
F-M MSA	240,421	N/A	100%

Take note that in North Dakota the **Member Jurisdictional total percentage is 21.15%** of the statewide population and the **Cass County population total is 23.39%** of the statewide population. These are the population percentages that staff compared to the percentages listed in gray and parentheses in the 'MPO 2015-2019 Actual Performance*' column in the assessment tables.

In each Performance Measure 1 Target Assessment table, the MPO Actual Performance column lists the actual 5-year rolling average number for each category (in black) and the percent of the total Statewide target number in that category (in gray). The percent of the Statewide target number is then compared to the percent of the State Population that the Member Jurisdiction Total population is.

For example:

The 2019 PM1 Target Assessment – NDDOT table states that the Number of Fatalities for is 127.3 statewide, which is assessed based on a 5-year rolling average of 2015-2019 statewide data.

The MPO 2015-2019 actual performance for the North Dakota portion of the MPA was 5.8, which is **4.6%** of the total 127.3 target.

The Member Jurisdiction total population is **21.15%** of the statewide population and Cass County's population is **23.39%** of the statewide population.

When compared to either the Member Jurisdiction population or Cass County population percentages, 4.6% is still significantly lower.

Therefore, the MPO is achieving (supporting) the Statewide Target, as adopted in 2019.

Based on the Target Assessment tables for each state that indicate that the Fargo-Moorhead MPO is meeting or making significant progress towards the targets previously adopted, Metro COG requested the TTC recommend the Policy Board approve the attached resolutions for each state that are in support of adopting the statewide

Performance Measure 1 – Safety targets, as these targets are in line with the actual performance data.

Once approved by the Policy Board, the resolutions will be signed and distributed to the applicable jurisdictions and programming will occur in accordance.

The TTC reviewed this item on February 11 and recommended approval.

At their February 18, 2021 meeting, the Policy Board approved the NDDOT 2021 Safety Performance Measure targets for the North Dakota portion of the MPO, and were adopted with the signing the enclosed resolution.

RESOLUTION 2021-R002
OF THE FARGO-MOORHEAD
METROPOLITAN COUNCIL OF GOVERNMENTS

Adopting HSIP Performance Targets

Whereas, the U.S. Department of Transportation established five performance measures for the Highway Safety Improvement Program (HSIP) as detailed in 23 CFR 490, Subpart B, National Performance Measures for the Highway Safety Improvement Program;

Whereas, the North Dakota Department of Transportation (NDDOT) established performance targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209; and

Whereas, metropolitan planning organizations (MPOs) must establish performance targets for each of the HSIP performance measures; and

Whereas, MPOs establish HSIP targets by either agreeing to plan and program projects so that they contribute to the accomplishment of the State DOT HSIP target or commit to a quantifiable HSIP target for the metropolitan planning area; and

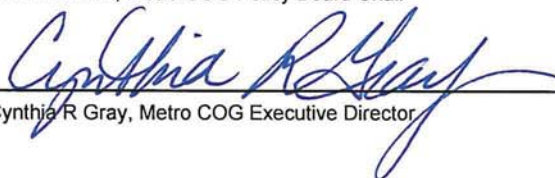
Now, therefore, be it resolved, that the Fargo-Moorhead Metropolitan Council of Governments agrees to plan and program projects so that the projects contribute to the accomplishment of NDDOT's calendar year 2021 HSIP targets for the following performance measures:

Number of fatalities: 105.0;
Rate of fatalities: 1.103 per 100 million vehicle miles traveled;
Number of serious injuries: 390.2;
Rate of serious injuries: 4.046 per 100 million vehicle miles traveled; and,
Number of non-motorized fatalities and non-motorized serious injuries: 33.0.

Fargo-Moorhead Metropolitan Council of Governments



Dave Fenelon, Metro COG Policy Board Chair



Cynthia R. Gray, Metro COG Executive Director

Date: 2/18/21