

# DRAFT 2019.10.03

## PEER MPO INTERVIEW SUMMARY

In August 2019 the project team held interviews with three MPOs that were selected by TPB staff. Peers were selected based on their approaches to lowering transportation-related fatalities and serious injuries, organizational and regional size and structure, and regional land use and transportation characteristics. The three MPOs interviewed were:

- Delaware Valley Regional Planning Commission (DVRPC) – Philadelphia - PA, NJ
- East-West Gateway Council of Government (EWG) – St. Louis - MO, IL
- Metropolitan Transportation Commission (MTC) – San Francisco - CA

The interviews yielded important information about MPO safety implementation goals, priorities, and initiatives that may positively impact fatality and serious injury trends. The following tables highlight the key findings from the interviews and identifies associated recommendations that would help TPB advance toward its own safety goals. The findings are organized into six different topic areas:

- Coordination
- Safety Incorporation into Plans and Funding Applications
- Analysis
- Institutional
- Target Setting
- Education and Outreach

Each key finding has high-level information gathered from the peer MPO and an associated recommendation for TPB implementation. Further details from each interview, as well as accompanying documentation shared by the peer MPOs, are included in a separate appendix document.



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**Table 1 - Key Findings from MPO Interviews - Coordination**

Topic & Description	Agency	Activity	TPB Implementation Recommendation
<p><b>Coordination</b></p> <p>Opportunities to engage or be engaged with local jurisdictions or other transportation and safety partners to have a positive effect on fatality and serious injury trends</p>	DVRPC	<p><a href="#">DVRPC's Regional Safety Task Force</a></p> <ul style="list-style-type: none"> <li>- Plans meeting topics around the region's safety goals and current safety projects.</li> <li>- Is headed by staff from local jurisdiction and focuses on a Vision Zero approach.</li> <li>- Members are encouraged to partner with other DVRPC committees/task forces to spread the word about safety and Vision Zero by giving presentations and sharing resources.</li> </ul>	<p><b>TPB Transportation Safety Subcommittee</b> could:</p> <p>Utilize the safety priorities/emphasis areas/recommendations/or implementation activities that come out of the TPB Safety Study, and <b>address at least one at each meeting</b>;</p> <p><b>Cross present</b> at other TPB committees or other regional safety-related committees on safety issues and opportunities;</p> <p><b>Rebrand the committee's mission</b> around Vision Zero, or something similar.</p>
	EWG	<p>Jefferson County, MO, created a <b>Safety First Coalition</b></p> <ul style="list-style-type: none"> <li>- Has <b>diverse membership</b> including EWG staff, engineers, school administrators, county police, state highway patrol, local public works, county council members, and members of the public.</li> <li>- <b>Helps advance the safety recommendations from the Strategic Highway Safety Plan (SHSP).</b></li> </ul>	<p><b>Engage local jurisdictions</b> on the importance of safety and possibly <b>how to establish their own safety coalitions or identify safety priorities</b>;</p> <p><b>Educate local jurisdictions on the contents of the TPB Safety Study</b> and how they can participate in implementation activities.</p> <p>Organize a safety event that focuses on the recommendations of the TPB Safety Study.</p> <p>Establish a multisector working group to address safety issues (similar to the GHG effort).</p>
	EWG	<p>MoDOT completed <b>regional/local SHSPs for the ten counties with highest crash rates.</b></p> <ul style="list-style-type: none"> <li>- Jefferson County, MO, was particularly successful coming out of the SHSP process.</li> <li>- Already completed bulk of improvements identified in the plan, mostly in the form of engineering plans for improving roadway safety.</li> </ul>	<p><b>Identify any local jurisdictions that would be interested in completing a local road safety plan.</b></p>

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Topic & Description	Agency	Activity	TPB Implementation Recommendation
		<ul style="list-style-type: none"> <li>- Received transportation engineering funds from MoDOT to work on the strategies identified in the SHSP and also received STP block grant funds from EWG.</li> </ul>	
	EWG	EWG staff participates in its MoDOT district's <a href="#">Coalition for Roadway Safety</a> . <ul style="list-style-type: none"> <li>- Coalition has active subcommittees; full coalition meets quarterly to hear from subcommittees, hear updates about safety issues in the district, and identify where and when they can make an impact on safety.</li> <li>- Funding available for enforcement and education.</li> </ul>	<b>Continue to participate in state or national safety meetings</b> such as SHSP emphasis area/implementation meetings, other state transportation safety meetings, or national events that occur in DC, such as the Vision Zero Network meetings.
	EWG	EWG staff sends safety emails routinely that detail what is happening with safety around the country and in their region.	Review our current communication channels, including TPB social media accounts, and strengthen them to better <b>communicate with regional and local transportation and safety stakeholders on safety-related meetings, events, upcoming campaigns, or other news.</b>
	MTC	MTC staff <b>meet with Vision Zero cities</b> to help them with their planning processes and/or to understand implementation needs and the roles MTC staff can play in these efforts.	<b>Strengthen TPB's connection/collaboration with Vision Zero jurisdictions</b> in our region to identify appropriate ways to participate in the planning process or provide implementation or technical assistance.

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**Table 2 - Key Findings from MPO Interviews - Safety Incorporation into Plans and Funding Applications**

Topic & Description	Agency	Activity	TPB Implementation Recommendation
<p><b>Incorporating Safety into Transportation Projects and Grant Applications</b></p> <p>Initiatives to prioritize safety in the transportation planning process and elevate it as a criteria in all grant programs.</p>	DVRPC	Safety was recently elevated to be the highest weighted criteria in the TIP project application process as a result of advocacy within and outside of DVRPC and the proliferation of Vision Zero, Toward Zero Deaths, and crash analyses.	Review safety criteria in the <a href="#">DVRPC TIP</a> application (see page 7 of the DVRPC TIP document for details on safety criteria); <b>consider relevant updates to the TPB TIP process to better address safety.</b>
	DVRPC	DVRPC staff are closely involved in assisting with jurisdictions' safety grant applications, including facilitating writing and submission, and coordinating with the states.	Encourage formal <b>prioritization of safety in any of TPBs grant applications</b> <b>Assist jurisdictions with</b> Highway Safety Improvement Program (HSIP) or National Highway Traffic Safety Administration (NHTSA) <b>applications.</b>
	EWG	EWG recently updated the <a href="#">STP block grant application process</a> , which now includes a safety grant application. There are no data yet to demonstrate the success of the program since this is the first year, but EWG staff believes it will lead to a stronger focus on safety in regional project planning and implementation. The new application process includes analysis of total crash rates, fatal-serious injury crash rates, benefit/cost, and countermeasures.	<b>Strengthen the consideration of safety within the Transportation Land Use Connections Program (TLC).</b> Explore other opportunities for grant administration with a focus on safety initiatives.
	MTC	MTC has a <a href="#">Complete Streets Checklist</a> which Bay Area cities and counties must use complete and submit when they apply for regional funding.	COG has a long-standing complete streets policy and encourages its member jurisdictions to adopt a "model" policy. Most member jurisdictions have already done this.

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**Table 3 - Key Findings from MPO Interviews - Analysis**

Topic & Description	Agency	Activity	TPB Implementation Recommendation
<p><b>Analysis</b></p> <p>Analysis support and techniques that have been successful in advancing safety initiatives/projects and securing funding</p>	DVRPC	Complete safety studies for the region that are utilized when setting targets and in safety project selections.	<p><b>Provide the results of the crash analysis</b> from the TPB Safety Study to individual jurisdictions;</p> <p><b>Suggest locations for future safety studies</b>, based on the results of the TPB Safety Study network screening analysis;</p> <p>Provide assistance in the form of <b>crash data or analysis</b> at locations identified for safety studies;</p> <p>Provide guidance on how to <b>conduct a safety study</b> to local jurisdictions.</p>
	MTC	MTC is developing a “ <b>high-injury network</b> ” dataset which will be used to identify <b>areas with the most fatalities and injuries</b> which should receive policy attention and/or funding to make safety improvements. The high-injury network will integrate three safety related datasets: timely and accurate crash data, roadway infrastructure data, and traffic volume data. MTC staff hope to use the results of the high-injury network <b>to focus future safety programs and projects</b> , which they expect will impact their safety performance.	Consider <b>developing a high-injury network</b> as part of this TPB Safety Study.

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**Table 4 - Key Findings from MPO Interviews - Institutional**

Topic & Description	Agency	Activity	TPB Implementation Recommendation
<b>Institutional</b>  Structures and culture at the MPO that create a basis for success in safety programs.	DVRPC	<b>Data-driven decision making</b> is helping to change the culture at DVRPC, and in the region. It is furthering conversations about safety and Vision Zero in the region.	Share the approach and recommendations from the <b>data-driven TPB Safety Study with the TPB Board, local jurisdictions, and other relevant stakeholders.</b>
	MTC	<b>MTC is considering adopting Vision Zero</b> as part of a policy effort to elevate safety in the region. MTC would encourage local jurisdictions (who haven't already) to also adopt Vision Zero.	<b>Adopt Vision Zero or a similar policy to demonstrate</b> regional leadership on safety.
	MTC	MTC is exploring new opportunities for <b>consultant-led technical assistance to develop safety initiatives</b> and/or plans for smaller jurisdictions.	Coordinate with local jurisdictions to understand needs related to safety and <b>explore ways TPB could provide technical assistance</b> or utilize an on-call consultant for safety work.
	MTC	MTC recently had an <b>FHWA-funded peer exchange</b> about safety data with other MPOs where they were able to learn a lot.	<b>Host a peer exchange or similar event</b> , potentially funded by FHWA, to bring together local jurisdictions and/or peer MPOs to discuss transportation safety efforts.
	MTC	MTC staff is hopeful and confident that their current efforts to <b>build a better safety data system</b> will make a big difference in helping to focus funding on the highest-problem areas.	<b>Elevate publicly available safety data collection and analysis as an effective tool</b> ; publish safety data.

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**Table 5 - Key Findings from MPO Interviews - Target Setting**

Topic & Description	Agency	Activity	TPB Implementation Recommendation
<p><b>Target Setting</b></p> <p>Target setting process that the MPO has gone through in relation to state targets.</p>	DVRPC	DVRPC has not yet set their own targets, but rather have chosen to <b>support the state partners and adopt the statewide targets</b> . DVRPC has worked with PA and NJ to develop targets and <b>accepted the statewide targets for the region, per state</b> . Staff says that the <b>target setting process has certainly forced a conversation but it's too soon to notice a true change</b> on the ground. They note that even though safety is a hot-button issue, states have been conservative in target-setting and there are targets in both states which show an increase over the baseline. This can be difficult to sell to the public.	Continue to <b>track what other MPOs are doing</b> with respect to targets; identify target setting issues through coordination with jurisdictions.
	EWG	EWG <b>supports the IDOT established targets</b> . Staff noted that the MoDOT targets were too aggressive. The IDOT targets include a two percent annual reduction, which was adopted as the target rate for the whole region; MoDOT's percent annual reduction was nine percent. EWG staff says there is an organic process occurring in which <b>safety is becoming more and more integrated in planning, which may or may not be due to target-setting</b> .	Keep an <b>eye on federal responses</b> to target setting and what other MPOs are doing with respect to funding and project prioritization.
	MTC	In the first round of safety performance target setting, state DOT set aggressive targets. In the second round, <b>MTC rolled the targets back to align with State Safety Plan</b> . Targets were set with a goal year 2050. <b>MTC then decided to set their own target for 2035 Zero Deaths</b> .	No recommendation. Noting how single-state target-setting process (MTC) is a slightly different process than multi-state MPO processes (TPB, DVRPC, EWG).

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**Table 6 - Key Findings from MPO Interviews - Education and Outreach**

Topic & Description	Agency	Activity	TPB Implementation Recommendation
<p><b>Education and Outreach</b></p> <p>Campaigns and resources that have been useful in informing the region on the need to focus on safety standards, projects, initiatives, and progress</p>	EWG	<p>Drive for Tomorrow Program on <b>teen driving safety</b> is effective at messaging but faces logistical barriers. EWG staff is considering other ways to reach teens such as awareness campaigns through YouTube, Twitter, etc.</p>	<p>Once regional emphasis areas have been decided, <b>review relevant, effective education campaigns</b> to see what could be implemented in the region.</p>
	EWG	<p>EWG sponsors and facilitates <b>workshops and training programs for local jurisdictions</b>. For example, the EWG bike-ped planner put on NACTO workshops for local public agencies.</p>	<p>TPB already facilitates or hosts workshops or training programs for local jurisdictional staff – but to elevate safety throughout the region more, <b>additional safety training</b> could be planned, perhaps at regular intervals like quarterly and/or for new audiences like residents, elected officials, children, etc. (depending on the needs).</p>