



Catawba Regional Council of Governments (CRCOG) Executive Committee
Catawba Regional Development Corporation (CRDC) Board of Directors
Meeting Agenda

In person at the Council's offices
Thursday, November 13, 2025
11:00 a.m.

- | | | |
|--------|---|-----------------------------------|
| I. | Call to Order | Mr. Branham |
| II. | Invocation | Mr. Bennett |
| III. | Introduction of Guests and Explanation of Meeting Format | Mr. Imler |
| IV. | Presentation of Draft CRDC Audited Financial Statements for FY25 (<i>Attachment</i>) | Burkett Burkett & Burkett
CPAs |
| V. | Questions of Auditors and Discussion | Mr. Bennett |
| VI. | Presentation of CRDC Interim Internal Operating Statement and Loan Portfolio Status Reports (<i>Attachment</i>) | Ms. Chitwood
Mr. Brock |
| VII. | Update on CRCOG Agribusiness RLF Utilization and Plan | Mr. Imler |
| VIII. | Other Development Corporation Business | Mr. Bennett |
| IX. | Consideration of Minutes from the July 22, 2025, COG Executive Committee Meeting (<i>Attachment</i>) | Mr. Branham |
| X. | Presentation of Draft CRCOG Audited Financial Statements for FY25 (<i>Attachment</i>) | Burkett Burkett & Burkett
CPAs |
| XI. | Questions of Auditors and Discussion | Mr. Branham |
| XII. | Presentation of CRCOG 10/31/25 (4-month interim) FY26 Operating Statement (<i>Attachment</i>) | Ms. Chitwood |
| XIII. | Consideration of Transportation Items (<i>Attachments</i>) | Mr. Allen |
| XIV. | Update on Regional Workforce Housing Study and 2026 Catawba Regional Elected Officials Forum | Mr. Imler |
| XV. | Update and Discussion on Federal Government Shutdown and COG Operations | Mr. Imler |
| XVI. | Consideration of 2026 COG Board Meeting Dates | Mr. Imler |
| XVII. | Other Council of Governments Business | Mr. Branham |
| XVIII. | Adjourn | Mr. Branham |

CATAWBA REGIONAL COUNCIL OF GOVERNMENTS
EXECUTIVE COMMITTEE MEETING

Catawba Regional Center
Rock Hill, South Carolina
July 22, 2025

A regular meeting of the Catawba Regional Council of Governments Executive Committee was held in person at 12:00 p.m. on Tuesday, July 22, 2025.

The following members were present:

Alston DeVenny
Todd Lumpkin
Charlene McGriff, Chair

Harold Thompson
Chad Williams
Leroy Worthy

Others present included the following:

Staff

Amy Chitwood
Randy Imler

Eleanor Mixon
Elizabeth Morgan

At 12:20 p.m., following the Call to Order and Invocation, a motion was made to approve the minutes of the May 16, 2025, COG Executive Committee meeting. The motion was duly seconded and approved unanimously.

I. Review of FYE25 Internal Financial Report (unaudited)

Ms. Chitwood reviewed the FYE25 unaudited internal financial report. Total revenue was \$3,459,614 as of June 30, 2025; this was about 101% of the budget. Total operating expenses equaled \$2,953,498, which was 97% of the projected budget. This brought net operating revenue to \$506,116 before other income and expenses. The passthroughs and other revenue and expenses included, but were not limited to, a COVID-19 RLF drawdown of \$804,295, insured replacement costs (new air conditioning units), and parking lot improvements. This brought the excess of revenues over expenditures to \$1,120,880 at year end. Approximately \$800,000 of this excess was the last drawdown of the COVID-19 RLF grant. A significant portion of the remaining excess funds was the result of interest income on the revolving loan funds. The Committee received this report as information.

Additional expenses for this coming year may include the hiring of a lender and the renovation of the kitchen, which is the only significant part of the COG office that has not been updated.

II. Update on Workforce Housing Study / RFP Process

Mr. Imler and Ms. Morgan provided an update on the workforce housing study. The stakeholder group met last week for an update on the current status and to discuss next steps. The group has raised \$270,000 in funding for this study. All four counties in the Catawba region as well as municipalities and private sector and special purpose district representatives have agreed to

participate in this study. The next step is to hire a consultant and begin the study. Ms. Morgan reminded the Executive Committee that this study will target workforce housing, which is targeting households with 80-150% of the area median income (AMI). The stakeholder group established a small group of approximately 12 participants to develop the request for proposals (RFP) for a consultant. The RFP committee will meet this Thursday to review the draft RFP. The COG staff anticipates having the RFP ready to bid by August 22, 2025, with a goal of signing a contract and beginning the study in October. The study is anticipated to take approximately six months, so it should be available in the spring of 2026.

III. Update on Charlotte Water Interbasin Transfer Request

Mr. Imler provided an update on the Charlotte Water interbasin transfer (IBT) request. He provided the Committee with a copy of a North Carolina bill, which recently passed the North Carolina General Assembly, that establishes a two-year moratorium on large IBT requests while a study of the IBT process is conducted and recommendations are developed. Due to this bill, Charlotte Water's IBT request is on hold, but Charlotte Water can continue the background work during the moratorium period in order to file the IBT request application at the end of the two-year period.

The South Carolina process for approving IBT requests differs from that of both North Carolina and Georgia. Mr. Imler communicated with the SCDES Executive Director about the possibility of South Carolina coordinating with North Carolina while North Carolina conducts its study.

IV. Artificial Intelligence (AI) Usage Policy and Potential AI tools for use at CRCOG

Mr. Imler discussed the proposed draft Artificial Intelligence Usage Policy. Before the COG moves forward with using AI tools, the COG needs to establish a general AI use policy to set parameters on the staff's use of AI.

A COG staff member is attending an AI Academy to be educated on the various AI platforms that the COG can utilize. The COG will offer similar guidance to interested localities in the region. In January 2025, the Catawba region's city and county managers indicated that AI is an important issue right now. At this time, the COG is investigating the GovAI platform and a Microsoft Copilot platform that has a firewall component.

The Executive Committee members will communicate any comments that they have on the AI Usage Policy to Mr. Imler. Then, Mr. Imler will revise and condense the AI Usage Policy and provide the updated version to the Executive Committee for further consideration.

V. Topic Discussion for 2026 Forum

Mr. Imler indicated that the next Elected Officials Forum will likely take place on January 8, 2026. The COG will probably partner with the Chambers of Commerce throughout the Catawba region again. Mr. Imler asked the Executive Committee if there are any issues or topics that the COG

should consider for the forum theme. Mr. Imler asked the Committee members to let him know if they have any recommendations.

VI. Board Member Engagement – Board meeting time, location, etc.

Mr. Imler indicated that the May 2025 COG Board meeting lacked a quorum. With this in mind, Mr. Imler asked the Committee if 4:00 p.m. is the best time of day for the COG Board to meet. Mr. Imler said that other COGs have Board meetings with lunch or dinner. The Committee decided that if the attendance still is not good at the next couple of COG Board meetings, then the COG will survey the Board members regarding the meeting day, time, and location / venue.

The Executive Committee indicated that a higher priority is addressing the issue of Board members who do not attend meetings. The COG Chair recently sent a letter to a locality whose representative on the Board has not been present for over three years.

VII. Other Business

Mr. Imler indicated that the COG won NADO Aliceann Wohlbruck Impact Awards this year for the Town of Jonesville Streetscape Improvements and the Chester County Emergency Response GIS Application projects. He provided the press releases to the Executive Committee.

There being no further business, the meeting was adjourned at 1:08 p.m.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Randy Imler".

Randy Imler
Executive Director

CATAWBA REGIONAL DEVELOPMENT CORPORATION
CONSOLIDATED BALANCE SHEET
UNAUDITED
October 31, 2025

ASSETS

	<u>RDC/SBA</u>	<u>IRP</u>	<u>NIP</u>	<u>LSCOG</u>	<u>CONSOLIDATED</u>
Current Assets					
Cash - Checking	314,816	471,790	19,914	35,313	841,833
Cash - Savings	104,492	-	499,311	329,095	932,898
Cash in Escrow - Maintenance	30,200	-	-	-	30,200
Prepaid Expenses	6,661	-	-	-	6,661
Accounts Receivable	2,200	-	-	24,495	26,695
Lease Receivable	266,216	-	-	-	266,216
Neighborhood Improvement Inventory	-	-	36,000	-	36,000
Total Current Assets	<u>724,585</u>	<u>471,790</u>	<u>555,225</u>	<u>388,903</u>	<u>2,140,503</u>
Borrowers Funds					
Notes/Loans Receivable	<u>365,269</u>	<u>186,613</u>	<u>-</u>	<u>716,268</u>	<u>1,268,150</u>
Total Borrowers Funds	365,269	186,613		716,268	1,268,150
Fixed Assets					
Building	882,482	-	-	-	882,482
Land	42,500	-	-	-	42,500
Landscaping	6,725	-	-	-	6,725
Leasehold Improvements	85,077	-	-	-	85,077
Less: Accum. Depreciation	<u>(653,812)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>(653,812)</u>
Total Fixed Assets	<u>362,972</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>362,972</u>
TOTAL ASSETS	<u>\$ 1,452,826</u>	<u>\$ 658,403</u>	<u>\$ 555,225</u>	<u>\$ 1,105,171</u>	<u>\$ 3,771,625</u>

CATAWBA REGIONAL DEVELOPMENT CORPORATION
CONSOLIDATED BALANCE SHEET
UNAUDITED
October 31, 2025

LIABILITIES

Current Liabilities

Accounts Payable	50	-	-	-	50
Acc. Int. Payable Loans	-	-	-	-	-
Security Option - Rental	10,000	-	-	-	10,000
Due to Other Funds	7,542	2,389	-	761	10,692
Unearned Commitment Fees	2,500	-	-	-	2,500

Total Current Liabilities	20,092	2,389	-	761	23,242
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Long-Term Liabilities

Option Deposit	-	-	-	-	-
Loans Payable - Rural Dev.	-	406,934	-	-	406,934
Loan Loss Reserve	10,000	40,505	-	-	50,505

Total Long-Term Liabilities	10,000	447,439	-	-	457,439
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Lease Liability	247,379				247,379
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TOTAL LIABILITIES	277,471	449,828	-	761	728,060
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CHANGE IN NET POSITION

Net Investments in Capital Assets	362,972	-	-	-	362,972
Restricted by Board	-	-	-	1,038,170	1,038,170
Unrestricted	812,534	205,847	567,049	60,194	1,645,624

Current revenues over expenses	(151)	2,728	(11,824)	6,046	(3,201)
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Total Net Position	1,175,355	208,575	555,225	1,104,410	3,043,565
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TOTAL LIABILITIES & NET POSITION	\$ 1,452,826	\$ 658,403	\$ 555,225	\$ 1,105,171	\$ 3,771,625
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CATAWBA REGIONAL DEVELOPMENT CORPORATION
CONSOLIDATED INCOME AND EXPENSE STATEMENT
UNAUDITED
October 31, 2025

	RDC 9/30/2025	IRP 9/30/2025	NIP 9/30/2025	LSCOG 9/30/2025	TOTAL 9/30/2025	BUDGET 6/30/2026	% 100.00%
OPERATING REVENUE							
Commitment Fees	-	-	-	-	-	5,000	-
Loan Origination Fees	-	-	-	-	-	40,000	-
Monthly Processing Fees	12,215	-	-	-	12,215	40,000	31
Interest Income on Loans	7,710	3,995	-	5,194	16,899	39,250	43
Interest Earnings	1,399	4,987	5,125	2,083	13,594	86,000	16
NIP Lot Sales	-	-	-	-	-	12,000	-
Accrued Interest Income	-	-	-	5,610	5,610	10,000	-
Lease Revenue	-	-	-	-	-	-	#DIV/0!
Administrative Fees/Miscellaneous	-	-	-	-	-	150	-
Rental Income	34,775	-	-	-	34,775	95,000	37
Total Operating Revenue	56,099	8,982	5,125	12,887	83,093	327,400	25
OPERATING EXPENSES							
Personnel	22,696	4,586	1,949	1,425	30,656	143,000	21
Supplies	50	-	-	-	50	375	13
Miscellaneous	100	-	-	-	100	100	100
Insurance	4,262	-	-	-	4,262	12,450	34
Professional Services	6,955	-	15,000	4,743	26,698	42,000	64
Interest on Loans	-	-	-	-	-	6,500	-
Travel	108	35	-	-	143	4,600	3
Employee Training	-	-	-	-	-	1,500	-
Memberships, Dues, Publications	1,532	242	-	242	2,016	5,900	34
Administrative/Filing Fees	10	-	-	-	10	170	6
Depreciation	8,115	-	-	-	8,115	-	#DIV/0!
Utilities	2,042	-	-	-	2,042	5,500	37
Grounds Maintenance	1,977	-	-	-	1,977	5,000	40
Other Building Expenses	1,437	-	-	-	1,437	20,000	7
Indirect Operating Expenses	6,966	1,391	-	431	8,788	56,500	16
Lot Inventory Reduction (Cost)	-	-	-	-	-	27,200	-
Total Operating Expenses	56,250	6,254	16,949	6,841	86,294	330,795	26
Total Operating Income	(151)	2,728	(11,824)	6,046	(3,201)	(3,395)	
OTHER REVENUES AND EXPENSES							
Lot Inventory Reduction (Non Cash Expense)	-	-	-	-	-	27,200	
	-	-	-	-	-	-	
Total Revenues Over Expenses	\$ (151)	\$ 2,728	\$ (11,824)	\$ 6,046	\$ (3,201)	\$ 23,805	

CATAWBA REGIONAL COUNCIL OF GOVERNMENTS
STATEMENTS OF FUND BALANCES
DRAFT/UNAUDITED
October 31, 2025

ASSETS

	<u>CRCOG</u>	<u>RLF</u>	<u>SCBLF</u>	<u>SCALF</u>	<u>CONSOLIDATED</u>
Current Assets					
Cash - Checking	\$ 553,205	\$ 492,384	\$ 702,628	\$ 127,611	\$ 2,014,993
Cash - Savings	1,100,162	3,741,156	3,617,744	664,210	9,123,272
Prepaid Expenses	42,430	-	-	-	42,430
Receivables	449,240	-	8	-	449,248
Receivables - WIOA	180,898	-	-	-	180,898
	<u>2,325,935</u>	<u>4,233,540</u>	<u>4,320,380</u>	<u>791,821</u>	<u>11,671,676</u>
Non-Current Assets					
Restricted Loans Receivable, net	-	3,388,372	7,148,448	213,438	10,750,258
TOTAL ASSETS	<u>\$ 2,325,935</u>	<u>\$ 7,621,912</u>	<u>\$ 11,468,828</u>	<u>\$ 1,005,259</u>	<u>\$ 22,421,934</u>

LIABILITIES

Current Liabilities					
Accounts Payable/PR W/H	\$ 527	\$ 23,437	\$ 21,403	\$ 3,849	\$ 49,216
Deferred Revenue	579,907	-	-	-	579,907
Accrued Annual Leave	81,838	-	-	-	81,838
TOTAL LIABILITIES	<u>\$ 662,272</u>	<u>\$ 23,437</u>	<u>\$ 21,403</u>	<u>\$ 3,849</u>	<u>\$ 710,961</u>

FUND BALANCE

FUND BALANCE

Restricted fund balance	62,430	7,573,860	11,399,914	1,000,773	20,036,977
Unrestricted fund balance	<u>1,478,289</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1,478,289</u>
Total fund balance	1,540,719	7,573,860	11,399,914	1,000,773	21,515,266
Current revenues in excess of expend.	<u>122,944</u>	<u>24,615</u>	<u>47,511</u>	<u>637</u>	<u>195,707</u>
Total Fund Balance	1,663,663	7,598,475	11,447,425	1,001,410	21,710,973
TOTAL LIABILITIES & FUND BALANCE	<u>\$ 2,325,935</u>	<u>\$ 7,621,912</u>	<u>\$ 11,468,828</u>	<u>\$ 1,005,259</u>	<u>\$ 22,421,934</u>

CATAWBA REGIONAL COUNCIL OF GOVERNMENTS
CONSOLIDATED INCOME AND EXPENSE STATEMENT
DRAFT/UNAUDITED
October 31, 2025

	<u>COG</u>	<u>RLF</u>	<u>SCBLF</u>	<u>SCALF</u>	<u>CONSOLIDATED</u>
REVENUE					
Participating Local Governments	\$ 97,312	\$ -	\$ -	\$ -	\$ 97,312
State Aid to Councils of Governments	72,172	-	-	-	72,172
Interest and Other Income	11,949	61,628	55,595	10,637	139,809
Workforce - WIA/WIOA	151,687	-	-	-	151,687
Community Development-CDBG/HUD/RIA	89,322	-	-	-	89,322
ARC Planning and Match	30,145	-	-	-	30,145
Southeast Crescent Regional Commission	12,268	-	-	-	12,268
SC Infrastructure Investment Program	73,746	-	-	-	73,746
EDA/SRF Infrastructure Projects	12,491	-	-	-	12,491
Technical Assistance Contracts	192,151	-	-	-	192,151
Transportation Planning	23,827	-	-	-	23,827
Other Loan Funds	2,832	-	-	-	2,832
Intermediary Relending Program	6,013	-	-	-	6,013
Regional Development Corporation	29,000	-	-	-	29,000
EDA Planning Grant	15,622	-	-	-	15,622
EDA Disaster Grant	23,672	-	-	-	23,672
Brownfields Revolving Loan Fund	52,732	-	-	-	52,732
Neighborhood Initiative Program	1,816	-	-	-	1,816
EPA Brownfields Assessment Contract	4,132	-	-	-	4,132
EDA Revolving Loan Fund (RLF)	-	62,987	-	-	62,987
EDA SC Agribusiness Loan Fund	-	-	-	776	776
EDA Revolving Loan Fund (RLF) - COVID19	-	-	84,842	-	84,842
TOTAL REVENUE BEFORE PASS-THRU	<u>\$ 902,889</u>	<u>\$ 124,615</u>	<u>\$ 140,437</u>	<u>\$ 11,413</u>	<u>\$ 1,179,354</u>
OPERATING EXPENSES					
Personnel	\$ 657,177	\$ 93,429	\$ 88,279	\$ 10,426	\$ 849,311
Rent & Maintenance	12,000	-	-	-	12,000
Utilities	3,732	-	-	-	3,732
Telephone	6,991	-	225	-	7,216
Travel and Meetings	16,890	391	621	108	18,010
Office Supplies	4,885	387	200	-	5,472
Postage	129	-	-	-	129
Memberships, Dues, Publications	13,844	3,484	3,484	242	21,054
Maintenance & Service Contracts	4,288	-	-	-	4,288
Employee/Board Member Training	3,064	-	-	-	3,064
Capital Costs	-	-	-	-	-
Professional Services	12,822	1,422	117	-	14,361
Audit	13,850	-	-	-	13,850
Information Technology Services	24,143	-	-	-	24,143
Insurance and Bonding	5,894	887	-	-	6,781
Miscellaneous	236	-	-	-	236
TOTAL EXPENSES	<u>779,945</u>	<u>100,000</u>	<u>92,926</u>	<u>10,776</u>	<u>983,647</u>
NET INCOME (LOSS) BEFORE OTHER ITEMS	<u>\$ 122,944</u>	<u>\$ 24,615</u>	<u>\$ 47,511</u>	<u>\$ 637</u>	<u>\$ 195,707</u>
WIOA Pass-Thru Revenues	646,924	-	-	-	646,924
SC BEST DHEC Assessment Grant	99,008	-	-	-	99,008
EPA Brownfields Pass-Thru Revenues	15,498	-	-	-	15,498
WIOA Pass-Thru Expenditures	(646,924)	-	-	-	(646,924)
SC BEST DHEC Assessment Grant	(99,008)	-	-	-	(99,008)
EPA Brownfields Pass-Thru Revenues	(15,498)	-	-	-	(15,498)
Loan Match/EDA Grant	-	-	-	-	-
Insured Replacement Costs - Storm Damage	-	-	-	-	-
Transfer to RDC	-	-	-	-	-
NET INCOME (LOSS)	<u>\$ 122,944</u>	<u>\$ 24,615</u>	<u>\$ 47,511</u>	<u>\$ 637</u>	<u>\$ 195,707</u>

Consideration of Transportation Items

Mr. Allen will present transportation planning items for the Executive Committee's consideration, including proposed amendments to the Catawba Region's FY 2024-2033 Transportation Improvement Program, amendments to the 2025-2050 Long Range Transportation Plan's (LRTP) Priority Projects List (Appendix B), and adoption of the SCDOT 2022-2026 FAST ACT Safety Targets, as recommended by the TAC.

FY 2024-2033 TIP Amendment Project Addition			
Project Name	County	Project Type	Cost Estimate
SC 9/SC 72/121	Chester	Intersection/Add to Turn Lane	\$360,000

Priority Projects Amendments New Projects			
Project Name	County	Project Type	Cost Estimate
SC 49/SC-9 - Lockhart	Union	Intersection	\$2,000,000
SC 200/ S-29-28 (Shiloh Unity Rd)	Lancaster	Intersection	\$2,500,000
S-29-50 Grace/S-29-187 Bethel Road Intersection fork	Lancaster	Intersection	\$1,500,000
SC 522/S-29-28 (Shiloh Unity Rd)	Lancaster	Intersection	\$2,500,000
Priority Projects Amendments Project Removal			
Project Name	County	Project Type	Cost Estimate
US-176/SC-49 (Rice St)	Union	Intersection	\$500,000

South Carolina Safety Performance Target					
	Traffic Fatalities	Fatality Rate*	Serious Injuries	Serious Injury Rate*	Non-Motorized Fatalities and Serious Injuries
SC Targets (2022-2026)	1059.0	1.87*	2549.0	4.50*	467.9
*Per 100 million vehicle miles traveled					

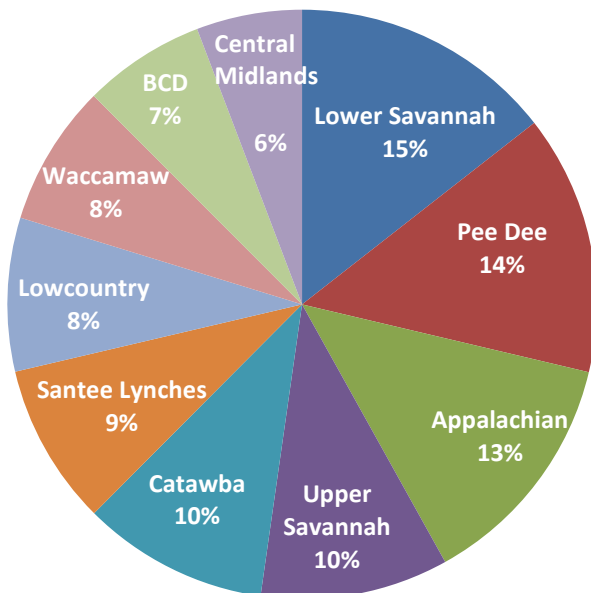
South Carolina Safety Performance Target Baselines (2020-2024 Average)

Study Area	Traffic Fatalities	Fatality Rate*	Serious Injuries	Serious Injury Rate*	Non-Motorized Fatalities and Serious Injuries
Appalachian	55.8	1.94	134.6	4.68	15.4
BCD	40.2	2.32	56.2	3.24	9.8
Catawba	47.8	2.37	99.2	4.91	11.6
Central Midlands	36.6	1.84	46.8	2.36	7.0
Lowcountry	45.4	2.14	75.8	3.57	10.4
Lower Savannah	68.0	2.06	139.8	4.23	13.4
Pee Dee	71.0	2.55	134.2	4.81	21.6
Santee Lynches	42.6	1.74	85.0	3.47	9.6
Upper Savannah	51.8	2.16	96.8	4.03	12.4
Waccamaw	36.0	2.54	75.6	5.33	9.8
ARTS	25.0	1.50	56.4	3.40	11.4
ACATS	35.2	1.76	83.8	4.18	13.8
CHATS	102.6	1.46	372.4	5.28	86.2
COATS	100.8	1.38	228.0	3.12	54.0
FLATS	30.2	1.72	76.6	4.35	17.6
GSATS	60.8	1.63	202.6	5.44	48.0
GPATS	107.2	1.71	285.0	4.55	54.0
RFATS	25.4	1.00	113.2	4.46	14.6
SPATS	59.6	1.67	143.2	4.01	22.8
SUATS	19.4	2.40	52.6	6.52	8.0
LATS	28.2	1.35	94.4	4.52	15.6
SC Baseline (2020-2024)	1089.0	1.86	2650.4	4.52	467.2
SC Targets (2022-2026)	1059.0	1.87	2549.0	4.50	467.9

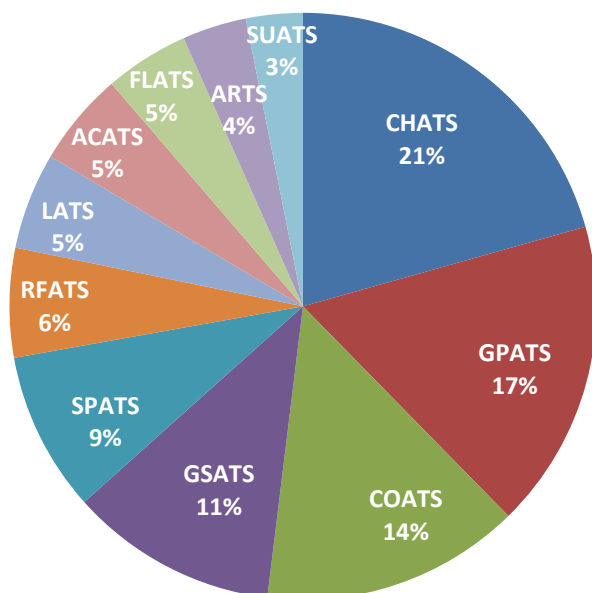
*Per 100 million vehicle miles traveled

Fatal and Serious Injuries by Percentage
(2020-2024)

As Percentage of Total COG



As Percentage of Total MPO



Note: 2024 Data are preliminary and subject to change. The sum of individual MPO/COG may not equal the state total. Also, the sum of the percentages may not equal 100% due to rounding.

Metropolitan Planning Organization Safety Performance Measures Fact Sheet

Safety Performance Measures

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures. This document highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.

How do MPOs establish HSIP targets?

Coordination is the key for all stakeholders in setting HSIP targets. Stakeholders should work together to share data, review strategies and understand outcomes. MPOs must work with the State DOT. MPOs should also coordinate with the State Highway Safety Office, transit operators, local governments, the FHWA Division Office, National Highway Transportation Safety Administration (NHTSA) Regional Office, law enforcement and emergency medical services agencies, and others. By working together, considering and integrating the plans and programs of various safety stakeholders, MPOs will be better able to understand impacts to safety performance to establish appropriate HSIP targets. Coordination should start with the Strategic Highway Safety Plan (SHSP). More information on the SHSP is available at <http://safety.fhwa.dot.gov/hsip/shsp/>.

HSIP Safety Targets Established by MPOs	
1	Number of fatalities
2	Rate of fatalities
3	Number of serious injuries
4	Rate of serious injuries
5	Number of non-motorized fatalities and non-motorized serious injuries

MPOs establish HSIP targets by either:

1. agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target or
2. committing to a quantifiable HSIP target for the metropolitan planning area.

To provide MPOs with flexibility, MPOs may support all the State HSIP targets, establish their own specific numeric HSIP targets for all of the performance measures, or any combination. MPOs may support the State HSIP target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

If an MPO agrees to support a State HSIP target, the MPO would ...	If an MPO establishes its own HSIP target, the MPO would...
<ul style="list-style-type: none">■ Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area■ Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan)■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP■ Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets	<ul style="list-style-type: none">■ Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State■ Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets■ Include safety (HSIP) performance measures and HSIP targets in the MTP■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP■ Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets



Volumes for HSIP Rate Targets: MPOs that establish fatality rate or serious injury rate HSIP targets must report the VMT estimate used for such targets, and the methodology used to develop the estimate, to the State DOT. For more information on volumes for HSIP rate targets, see http://www.fhwa.dot.gov/planning/processes/tools/technical_guidance/index.cfm.

Roads addressed by MPO HSIP Targets: HSIP targets cover all public roadways within the metropolitan planning area boundary regardless of ownership or functional classification, just as State HSIP targets cover all public roads in the State.

How do MPOs with multi-State boundaries establish HSIP targets?

MPOs with multi-State boundaries must coordinate with all States involved. If an MPO with multi-State boundaries chooses to support a State HSIP target, it must do so for each State. For example, an MPO that extends into two States would agree to plan and program projects to contribute to two separate sets of HSIP targets (one for each State). If a multi-State MPO decides to establish its own HSIP target, the MPO would establish the target for the entire metropolitan planning area.

When do MPOs need to establish these targets?

States establish HSIP targets and report them for the upcoming calendar year in their HSIP annual report that is due August 31 each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets. Since FHWA deems the HSIP reports submitted on August 31, MPOs must establish HSIP targets no later than February 27 of each year.

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.

