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Creating Solutions Across Jurisdictional Boundaries

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Memo to: Board of Directors

From: Staff

Subject: 2022 Regional Safety Performance Targets

Date: February 7, 2022

As established under MAP-21 and continued in the FAST Act, state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are given separate responsibility for establishing performance targets and using a set of performance measures to track progress toward meeting those targets for a variety of transportation areas including, safety.

Safety Performance Measures

The safety performance measure (Safety PM) requirements are set out in the Federal Highway Administration's (FHWA) *National Performance Management Measures: Highway Safety Improvement Program* (HSIP) final rule.

To fulfill the requirements of the Safety PM, the East-West Gateway Board of Directors (the Board) must set safety targets for 2022 by February 2022, no more than 180 days after IDOT and MoDOT set their targets (August 2021). The MPO has the option to set quantitative regional targets or support the statewide targets. These performance targets ensure states and MPOs invest resources in transportation projects that make progress toward the achievement of national goals.

The Safety PM requires state DOTs and MPOs to establish safety targets as **five-year rolling averages** on all public roads for:

- (1) the number of fatalities;
- (2) the rate of fatalities per 100 million vehicle miles traveled (VMT);
- (3) the number of serious injuries;
- (4) the rate of serious injuries per 100 million VMT; and
- (5) the number of non-motorized fatalities and non-motorized serious injuries.

Injuries and fatalities from traffic crashes vary considerably from year to year due to numerous factors, and the five-year rolling average is intended to smooth larger fluctuations.

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Following approval by the Board, staff will inform IDOT and MoDOT that the EWG has established 2022 regional safety targets. While we are currently operating under the new Infrastructure Investment and Jobs Act (IIJA), no new guidance has been issued for MPOs around performance measure reporting. This may change over the next year, and EWG staff will continue to follow updates to ensure we are complying with all federal requirements.

National Trends

Preliminary data for traffic fatalities and serious injuries in the year 2021 show a marked increase from the previous year. In a report from the National Highway Transportation Safety Administration (NHTSA) issued in October of 2021, a statistical projection for the first nine months of the year shows an increase of 12%. While the final data won't be available until later this year, this represents the highest number of fatalities during the first nine months of a year since 2006 and the highest percentage increase in the history of data recorded by the Fatality Analysis Reporting System (FARS).

While research is still underway to determine the root causes of the spike, NHTSA also released behavioral research findings from March 2020 through June 2021 indicating that incidents of speeding and traveling without a seatbelt remain higher than during pre-pandemic times.

EWG Collaboration with State DOTs to Promote Safety

As an MPO, EWG is required to report targets for Safety PMs, but there are no repercussions if our region does not meet its targets. That said, state DOTs *may* see a loss of funding in some areas and reallocation to safety improvement measures if reported targets are not reached. Therefore, it is EWG's role to support MODOT and IDOT safety performance measures to the greatest extent possible.

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The table below includes the previously approved 5-year rolling average targets for the year 2021, the estimated actual 5-year rolling average for the year 2021, and the staff recommended 5-year rolling average targets for the year 2022 based on a 2% reduction.

| 2022 Regional Safety Performance Targets | | | | |
|---|---|---|--|---|
| Performance Measure | 5-Year Rolling Average Regional Target 2017-2021 | 5-Year Rolling Average - Current** 2017-2021 | 2022 Target Annual Reduction Values | 5-Year Rolling Average Regional 2022 Targets* |
| Number of Fatalities | 294.3 | 306.0 | -2% | 299.9 |
| Fatality Rate (per 100 million VMT) | 1.117 | 1.14 | -2% | 1.12 |
| Number of Serious Injuries | 1952.4 | 2030.0 | -2% | 1989.4 |
| Rate of Serious Injuries (per 100 million VMT) | 7.424 | 7.55 | -2% | 7.40 |
| Number of Non-Motorized Fatalities and Serious Injuries Combined | 236.9 | 238.7 | -2% | 234.0 |
| * Targets based on 5-year rolling average from CY 2017-2021 and a projected 1% VMT increase per year. | | | | |
| ** Compiled using unofficial 2021 data from MODOT, IDOT, FARS | | | | |

Staff Recommendation: Staff recommends that the Board establish the 2022 quantitative safety targets for the East-West Gateway (EWG) planning area as recommended above.