

ILLINOIS TRANSPORTATION PLANNING COMMITTEE

JANUARY 11, 2024

A G E N D A

1. CALL TO ORDER
2. ROLL CALL
3. INTRODUCTIONS
4. APPROVAL OF MAY 4, 2023 MEETING MINUTES
5. COMPREHENSIVE SAFETY ACTION PLAN FOR THE ST. LOUIS REGION
UPDATE – East-West Gateway
6. 2024 REGIONAL SAFETY PERFORMANCE TARGETS – East-West Gateway
7. 2024 LOCAL PROJECT APPLICATIONS SCHEDULE (CMAQ, CRP, STP-S) –
East-West Gateway
8. ILLINOIS GREAT STREETS INITIATIVE & PLANNING PANEL– East-West
Gateway
9. NEW BUSINESS
10. ESTABLISH THE SCHEDULE FOR THE NEXT MEETING OF THE ITPC
11. ADJOURNMENT



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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Memo to: Transportation Planning Committee

From: Staff

Subject: 2024 Regional Safety Performance Targets

Date: January 5, 2024

As established under MAP-21 and bolstered under the FAST Act and the Infrastructure Investment and Jobs Act (IIJA), 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 2024 by February 2024, no more than 180 days after IDOT and MoDOT set their targets (August 2023). 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. Following approval by the Board, staff will inform IDOT and MoDOT that EWG has established 2024 regional safety targets.

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.

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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.

National Trends

According to the latest report for the National Highway Traffic Safety Administration (NHTSA), total fatalities for our nation declined **3.3% in the first and second quarter of 2023**. This represents the fifth quarterly decline in fatalities, which began with the second quarter of 2022.

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.

A Note on Target Setting Methodology

MPOs have a choice between adopting State DOT safety targets and setting their own. As a two-state region, EWG has a policy of setting our own targets, but since the implementation of the target setting process, EWG has chosen to use the same methodology as Illinois (2% reduction across all measures) rather than Missouri (Zero fatalities by 2030, Zero serious injuries by 2040, 1% reduction of non-motorized fatalities and serious injuries). This decision is based on our historical challenges in meeting targets. With the ongoing Comprehensive Safety Action Plan (CSAP), we see an opportunity to reassess our target-setting process, and EWG staff will explore more comprehensive approaches aligned with projects and programs to enhance regional safety outcomes.

2024 Regional Safety Targets

The table below includes the previously approved 5-year rolling average targets for the year 2023, the estimated actual 5-year rolling average for the year 2023, and the staff recommended 5-year rolling average targets for the year 2024 based on a 2% reduction.

2023 Regional Safety Performance						
Performance Measure	5-Year Rolling Average Regional Target 2019-2023	5-Year Rolling Average - Actual* 2018-2022	5-Year Rolling Average - Actual** 2019-2023	Percent Change	2024 Target Annual Reduction Values	5-Year Rolling Average Regional 2024 Targets*
Number of Fatalities	319.68	326.8	↑337.84	3.38%	-2%	331.08
Fatality Rate (per 100 million VMT)	1.124	1.12	↑1.14	1.79%	-2%	1.12
Number of Serious Injuries	1892.25	1999	↑2017.48	0.92%	-2%	1977.13
Rate of Serious Injuries (per 100 million VMT)	6.67	6.87	↓6.78	-1.31%	-2%	6.65
Number of Non-Motorized Fatalities and Serious Injuries Combined	247.27	221.2	↑223.92	1.23%	-2%	219.44
* Targets based on 5-year rolling average from CY 2019-2023 and a projected 1% VMT increase per year.						
** Compiled using unofficial 2023 data and trend line projections						

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