



**EAST-WEST GATEWAY**  
**Council of Governments**

Creating Solutions Across Jurisdictional Boundaries

**Missouri Transportation Planning Committee**

East-West Gateway Council of Governments

Wednesday, January 8, 2025 – 2:00 PM

Agenda

1. Call to Order
2. Introductions
3. Discussion Items
  - a. Ozone Non-Attainment Status – Carol Lawrence
  - b. FY 2025 Obligation Targets – Rachael Pawlak
  - c. FY 2025 Reasonable Progress – Alex Hartig
  - d. Report on CY 2024 Inflationary Adjustments – Rachael Pawlak
4. Action Items
  - a. Performance Targets – Christie Holland
    - i. Safety
5. Other Business
  - a. Local Program TIP Solicitation Deadline – February 7, 2025
  - b. 2025 Meeting Schedule
6. Next meeting: Wednesday, February 5, 2025 – 2:00 PM

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City of St. Louis

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John A. Laker  
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Holly Bieneman  
Illinois Department of Transportation

Vacant  
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and Economic Opportunity

Ed Hassinger  
Missouri Department of Transportation

Taulby Roach  
Bi-State Development

Aaron Willard  
Missouri Office of Administration

**Executive Director**

James M. Wild

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## Minutes

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Missouri Transportation Planning Committee

East-West Gateway Council of Governments (EWG)

Wednesday, October 2, 2024 – 2:00 PM

### Members in Attendance:

Rich Bradley, City of St. Louis, *Chair*

Amanda Brauer, St. Charles County (phone)

Colin Kinkade, Municipal League of Metro St. Louis

John Shrewsbury, St. Louis County

Cindy Simmons, Missouri Department of Transportation

Mark Vogl, EWG Bicycle and Pedestrian Advisory Committee (BPAC) Representative

### EWG Staff in Attendance:

Bailey DeJonge

Ben Fleschert

Alex Hartig

Paul Hubbman

Rachael Pawlak

Melissa Theiss

1. Call to Order: The Missouri Transportation Planning Committee meeting was called to order by Rich Bradley, Chair.
2. Introductions
3. Discussion Items
  - a. **FY 2024 Obligation Report** – Rachael Pawlak, EWG, provided an update on the region’s obligation rate for the local program. MoDOT set the target for the Transportation Management Areas (TMAs) to obligate at least 110% of their allocation by the end of the fiscal year. Furthermore, MoDOT’s goal is for each TMA to obligate 120% to help lower program balances. Rachael shared that the region obligated 130% in FY 2024, which was well above the target. The region was able to reduce the unobligated balance and avoid any loss of federal funds. Rachael noted that MoDOT has not shared the FY 2025 obligation targets.
  - b. **Report on Inflationary Adjustments** – Rachael Pawlak, EWG, provided an update on the Inflationary Adjustments Policy that the Board of Directors approved in April 2024. There is \$10 million available to apply towards local program projects. EWG staff has processed 18 adjustments, for a federal total of \$5.4 million dollars. There is \$4.6 million remaining to program.
4. Action Items
  - a. **Blueprint for Arterials** – Paul Hubbman, EWG, presented the Blueprint for Arterials document, which is a resource for roadway engineers and planners working on arterial roads in the Missouri portion of the EWG planning area. It outlines a process and recommendations for local engagement, project scoping, expanded tools for improving safety, and contextual roadway typologies. Work on the document concluded in June 2024, and EWG staff recommends the Board of Directors endorse the document. Motion

to endorse the Blueprint for Arterials was made by Mark Vogl, seconded by John Shrewsbury, all voting aye.

- b. **Functional Classification Revisions** – Ben Fleschert, EWG, presented the recommended Functional Classification revisions. Applications requesting functional class changes were due in May 2024. Staff worked with MoDOT, IDOT, and local officials to prepare the update. Six applications were submitted for consideration, and two changes in Missouri are recommended to the system - -
  - Schaper Road – Veterans Memorial Parkway to Interstate Drive – St. Charles County – Current Classification: Local – Recommended Classification: Major Collector.
  - Hickory Street – East Allen Street to East Pearce Boulevard – St. Charles County – Current Classification: Local – Recommended Classification: Minor Collector.Motion to approve the revisions to the Functional Classification was made by John Shrewsbury, seconded by Colin Kinkade, all voting aye.
5. Adjournment: Motion to adjourn the meeting was made by John Shrewsbury, seconded by Mark Vogl. Motion carried, all voting aye.



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Memo to: Transportation Planning Committee

From: Staff

Subject: 2025 Regional Safety Performance Targets

Date: January 8, 2025

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 responsibilities 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 2025 by February 2025, no more than 180 days after IDOT and MoDOT set their targets (August 2024). 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 2025 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), the national number of traffic fatalities for the first half of 2024 declined by 3.2 percent compared to the same period in 2023, marking the ninth straight quarter of declines since second quarter 2022. The estimated fatality rate was 1.17 fatalities per 100 million vehicle miles traveled in the first half of 2024.

### **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, we have used the same methodology as Illinois (2% reduction across all measures). With the completed Gateway to Safer Roadways Action Plan, EWG is committed to an eventual goal of zero fatalities and serious injuries resulting from crashes on the surface transportation system. The Action Plan sets a target to reduce the number of fatalities and serious injuries resulting from roadway crashes in the EWG Region by 50% by 2050 (Fifty by Fifty).

## 2025 Regional Safety Targets

The table below shows the 2020-2024 regional safety performance and the 5-year rolling average targets for 2025. 2022 was the most recently available data at the creation of the Gateway for Safer Roadways Action Plan and serves as the baseline for target setting. Targets decrease annually with a percent decrease of 2.45% to align with the Gateway for Safer Roadways Fifty by Fifty goal.

2025 Regional Safety Performance					
Performance Measure	5-Year Rolling Average Regional Target	5-Year Rolling Average - Actual*	5-Year Rolling Average - Actual*	Percent Change	5-Year Rolling Average Regional 2025 Targets
	2020-2024	2019-2023	2020-2024		2021-2025
Number of Fatalities	331.08	327.60	↓323.65	-1.21%	289.30
Fatality Rate (per 100 million VMT)	1.12	1.13	↑1.18	4.42%	1.02
Number of Serious Injuries	1977.13	2028.60	↑2033.65	0.25%	1796.50
Rate of Serious Injuries (per 100 million VMT)	6.65	7.01	↑7.23	3.14%	6.33
Number of Non-Motorized Fatalities and Serious Injuries Combined	219.44	241.40	↑251.10	4.02%	205.45
* Compiled using unofficial 2024 data and trend line projections. 2024 VMT and IDOT data not available as of 12/18/2024.					

**Staff Recommendation:** Staff recommends that the Board establish 2025 safety targets for the East-West Gateway (EWG) planning area as recommended above.