

SEMPO BOARD AGENDA ITEM 10/20/2021

**2022 Performance Targets
Southeast Metropolitan Planning Organization**

Description

MAP-21 established and the FAST Act maintained a performance-based approach to transportation investments, creating National Performance Goals. In keeping with these goals, State Departments of Transportation and Metropolitan Planning Organizations are required to establish targets. Each target has its own requirements and timelines.

MoDOT Performance Targets

Safety

MPO's are required to approve updated Safety Targets by the end of February 27, 2022.

Five individual targets comprise the Safety Targets:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled
3. Number of serious injuries
4. Rate of serious injuries per 100 million vehicle miles traveled
5. Number of non-motorized fatalities and non-motorized serious injuries

SEMPO may choose to set local targets or can choose to plan and program in support of the MoDOT Targets, which are based on a rolling five-year average:

Performance Measure	Crash Data				5-Year Rolling Average Baseline (2016-2020)	5-year Rolling Average Statewide Target CY2022
	2019 Final	2020 Preliminary	2021 Interim Target	2022 Target		
Number of Fatalities*	880	987	938	877	933.4	920.6
Fatality Rate per 100 Million VMT*	1.112	1.369	1.216	1.126	1.238	1.205
Number of Serious Injuries*	4489	4777	4538	4299	4722.4	4564.1
Serious Injury Rate per 100 Million VMT^	5.670	6.628	5.884	5.3520	6.260	5.972
Number of Non-Motorized Fatalities and Serious Injuries^	515	541	514	485	484.0	~484.0

*Performance Measures were reported in the 2021 Highway Safety Plan.

^Performance Measures were reported in the 2021 Highway Safety Improvement Program Annual Report.

Methodology: Targets are based on Zero by 2030 fatality reduction, Zero by 2040 serious injury reduction, 1% VMT increase, and non-motorized reduction based on overall fatality and serious injury reductions. An exception is made for instances where the baseline 5-year rolling average is less than the calculated target using the parameters previously described. When this occurs, the baseline will be used as the target.

~The Number of Non-Motorized Fatalities and Serious Injuries using the methodology above was calculated to be 499.1. This is greater than the 484.0 for the baseline, therefore the baseline was used for the target.

IDOT Performance Targets

Safety

Updated Safety Targets are required to be set by the end of February 27, 2022.

Five individual targets comprise the Safety Targets:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled
3. Number of serious injuries
4. Rate of serious injuries per 100 million vehicle miles traveled
5. Number of non-motorized fatalities and non-motorized serious injuries

SEMPO may choose to set local targets or can choose to plan and program in support of the IDOT Targets, which are based on a rolling five-year average:

Performance Measure	2018-2022 2% Reduction Target	2016-2020 5-Year Rolling Average (Baseline)	2022 Target- 2% Reduction
Number of Fatalities	1,038.2	1,081.0	1,038.2
Rate of Fatalities	0.99	1.04	0.99
Number of Serious Injuries	10,280.1	10,704.0	10,280.1
Rate of Serious Injuries	9.77	10.17	9.77
Number of Non-Motorized Fatalities & Serious Injuries	1,431.6	1,490.6	1,431.6

Board of Directors Action Required

That a member of the Board of Directors makes one of the following motions:

“Move to approve a resolution supporting the statewide targets established by MoDOT and IDOT.”

OR

“Move to recommend that the Board of Directors approve the targets with the following considerations...”