

BOARD OF DIRECTORS AGENDA ITEM 11/20/2024

2025 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. This practice was continued through the enactment of the Bipartisan Infrastructure Law (BIL), also referred to as the Infrastructure Investments and Jobs Act (IIJA). 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 (PM1)

Safety

MPO's are required to approve updated Safety Targets by the end of February 27, 2025.

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 (2019-2023)	5-year Rolling Average Statewide Target CY2025
	2022 Final	2023 Preliminary	2024 Interim Target	2025 Target		
Number of Fatalities*	1,057	991	933	847	986.4	968.7
Fatality Rate per 100 Million VMT*	1.340	1.244	1.159	1.042	1.265	1.212
Number of Serious Injuries*	5,052	5,120	4,904	4,597	4,961.1	~4,961.4
Serious Injury Rate per 100 Million VMT^	6.404	6.539	6.093	5.656	6.359	6.259
Number of Non-Motorized Fatalities and Serious Injuries^	593	661	622	579	567.0	~567.0

*Performance Measures were reported in the 2024 Highway Safety Plan.

^Performance Measures were reported in the 2024 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 target setting methodology resulted in a target above the baseline. Therefore, the baseline was used for the target.

IDOT Performance Targets (PM1)

Safety

Updated Safety Targets are required to be set by the end of February 27, 2025.

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:

	BASE YEARS – 5 Year Average					TARGET
Performance Measures	2018	2019	2020	2021	2022	2025
Fatalities 2% annual reduction	1,025.0	1,042.0	1,081.0	1,132.2	1,168.2	1,099.5
Serious Injuries Ordinary Least Squares Linear Trend	11,967.2	11,566.8	10,713.4	10,251.6	9,618.4	7,816.8
Fatality Rate (per HMVMT) 2% annual reduction	0.960	0.972	1.036	1.108	1.151	1.083
Serious Injury Rate (per HMVMT) Ordinary Least Squares Linear Trend	11.222	10.795	10.177	9.923	9.401	8.046
Number non-motorized fatalities 2% annual reduction	171.2	178.2	184.0	199.2	210.8	198.4
Number of non-motorized serious injuries Ordinary Least Squares Linear Trend	1,390.6	1,405.8	1,308.0	1,297.6	1,248.6	1,134.0
Combined non-motorized fatalities and serious injuries Added non-motorized fatalities and serious injuries	1,561.8	1,584.0	1,492.0	1,496.8	1,459.4	1,332.4