

# STATELINE AREA TRANSPORTATION STUDY

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**TO:** SLATS Policy Board and Technical Advisory Committee  
**FROM:** T.J. Nee, MPO Coordinator  
**DATE:** February 12, 2018  
**SUBJECT:** Summary of Agenda Items, February 20, 2018 SLATS Joint Policy/Technical Meeting

The following is a summary of the items to be reviewed at the February 20, 2018 SLATS Joint Policy Board and Technical Advisory Committee meeting.

**Agenda Item 4, Resolutions 2018-1 and 2018-2, Adoption of Highway Safety Improvement Program 2018 Performance Measure Targets.** Resolution 2018-1 is for the Wisconsin portion of the MPO; Resolution 2018-2 is for the Illinois portion of the MPO.

MAP-21 and the FAST ACT require incorporation of Performance-Based Planning and Programming be used in the development of the Metropolitan Planning Organization (MPO) Long-Range Transportation Plans (LRTP) and Transportation Improvement Plans (TIP). The Final Rule further defined that on and after May 27, 2018, the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance measures targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

National goals that the States and subsequently each MPO must eventually address include:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

The first set of targets that States and MPOs must set are related to the **Safety** goal. States set 2018 safety targets this past summer, and MPOs must follow within 180 days. MPOs have the option of setting their own targets, or supporting the State targets. Most MPOs in Wisconsin and Illinois, including SLATS, have chosen to support State targets at this time. This will be an annual process for States and MPOs.

MAP-21/Fast Act Safety Performance Measures as established in 49 USC 625 and 23 CFR 490 are listed below, along with the targets set by Wisconsin and Illinois:

- **Number of fatalities**

Wisconsin	556.1
Illinois	951.0
- **Fatalities per million vehicle miles traveled**

Wisconsin	0.917 per 100 million vehicle miles traveled
Illinois	0.900 per 100 million vehicle miles traveled
- **Number of serious injuries**

Wisconsin	3,023.9
Illinois	11,539
- **Serious injuries per million vehicle miles traveled**

Wisconsin	4.997 per 100 million vehicle miles traveled
Illinois	11.07 per 100 million vehicle miles traveled
- **Number of non-motorized fatalities and non-motorized serious injuries**

Wisconsin	343.3
Illinois	1,508.6

Generally, each State determined their respective 2018 targets by analyzing the 5-year rolling averages of each of these measures beginning in 2008 (2008-2012, 2009-2013, 2010-2014, 2011-2015 and 2012-2016). 2012-2016 was used as the baseline rolling average in which targets were established based on the trend lines observed and desired reduction. Wisconsin used a 2% reduction from the baseline rolling average to set 2018 targets for fatalities and rate of fatalities, and a 5% reduction on the other measures. Illinois used a 2% reduction fatalities, rate of fatalities and non-motorized fatalities, and an ordinary least square reduction for serious injuries and rate of serious injuries, which is roughly 4%.

The overall goal is to make sure each State meets or makes significant progress in meeting their targets. FHWA will determine if a State has met or made significant progress when at least 4 out of the 5 HSIP targets are met or the actual outcome for the target is better than baseline performance. FHWA determines whether a State has met or made significant progress toward meeting its HSIP targets at the end of the calendar year when target year data is available. FHWA will report its findings to States by March of the following year. For example, FHWA will begin to assess significant progress for the 2014-2018 HSIP targets in December 2019 and will report its findings to States no later than March 2020.

If a State DOT does not meet or make significant progress toward meeting its HSIP targets, the State shall use obligation authority equal to the HSIP apportionment for the fiscal year prior to the target year only for HSIP projects and submit an HSIP Implementation Plan to FHWA. For example, if a State DOT does not meet or make significant progress towards meeting its 2018 safety targets, in Fiscal Year (FY) 2021, the State DOT must use obligation authority equal to the FY 2017 HSIP apportionment only for HSIP projects and submit an HSIP Implementation Plan by June 30, 2020.