

AAMPO

Safety Performance Measures 2025 Target Setting

Technical Advisory Committee | January 3, 2025

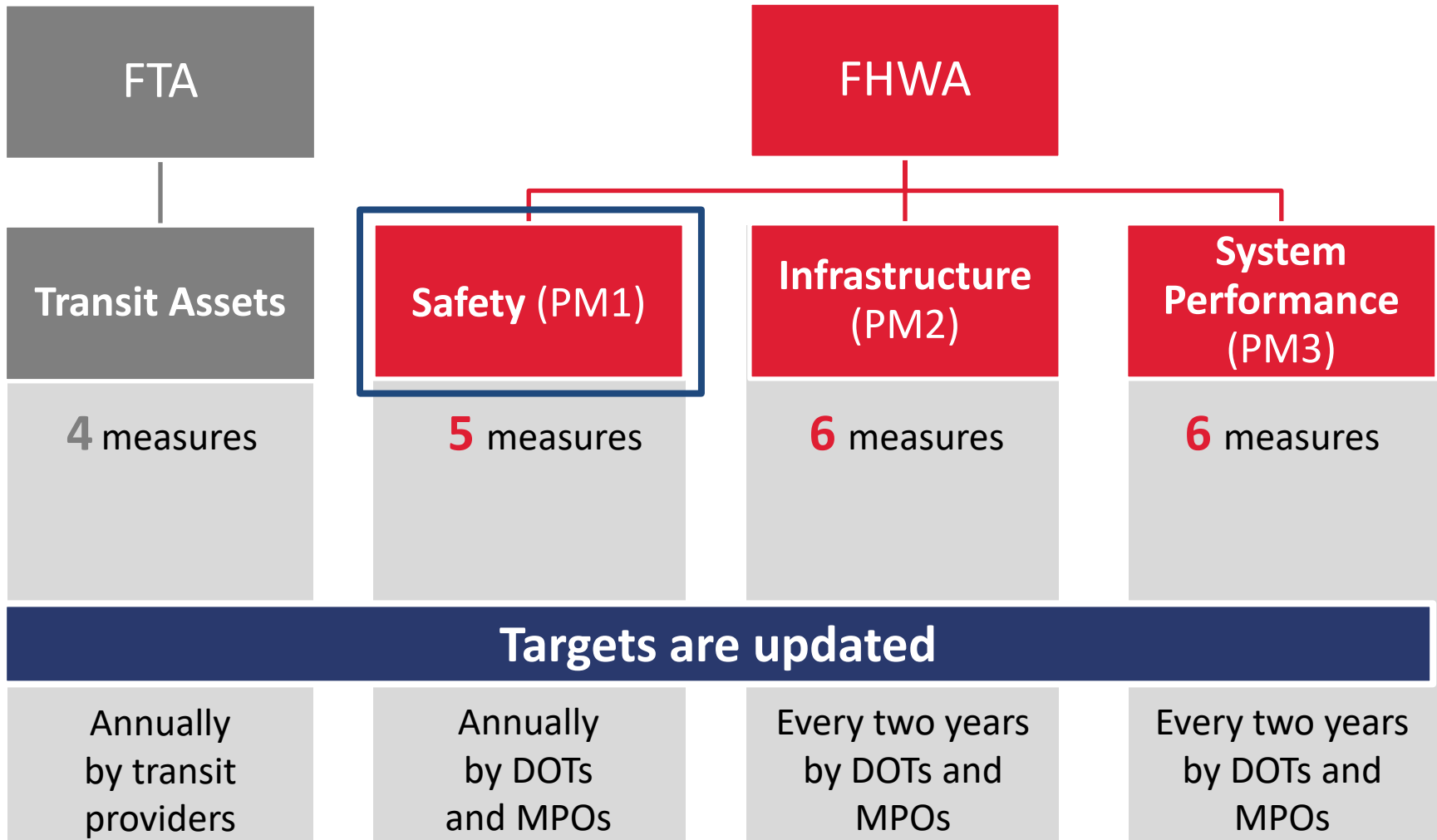
Overview

- Target-Setting Process
- Trend Data
- 2025 Texas Safety Targets
- Next Steps

Target Setting Process



Federal Performance Measure Target Dates



Five Federal Safety Performance Measures

- 1. Number of Fatalities**
- 2. Rate of Fatalities**
- 3. Number of Serious Injuries**
- 4. Rate of Serious Injuries**
- 5. Number of Non-motorized Fatalities and Serious Injuries**

Road to Zero Goal Development

In May of 2019, the Texas Transportation Commission (TTC) adopted Minute Order 115481, directing TxDOT to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050.

The calculations for the fatality goal was developed by using the following formula:

FY2019 CRIS* Fatalities

2050 – current year

FY2019 CRIS Fatalities = year the Road to Zero direction was adopted

*Crash Record Information System

2025 Safety Target Methodology

AAMPO continues to use the methodology TxDOT used to set the 2023 targets. TxDOT updated its methodology to use trendlines from 2017-2021 data in the 2022-2027 Strategic Highway Safety Plan. AAMPO updated the methodology to match this process by updating the trendline to use 2018-2022 data. Targets are set by projecting the trendline, with a 2% decrease of projected numbers. If the actual 5-year average increases, the targets are to remain the same or decrease from the previous year based on BIL requirements.

Texas

2017-2021 Forecasted Trendline Number X 2% decrease = Safety Target

AAMPO

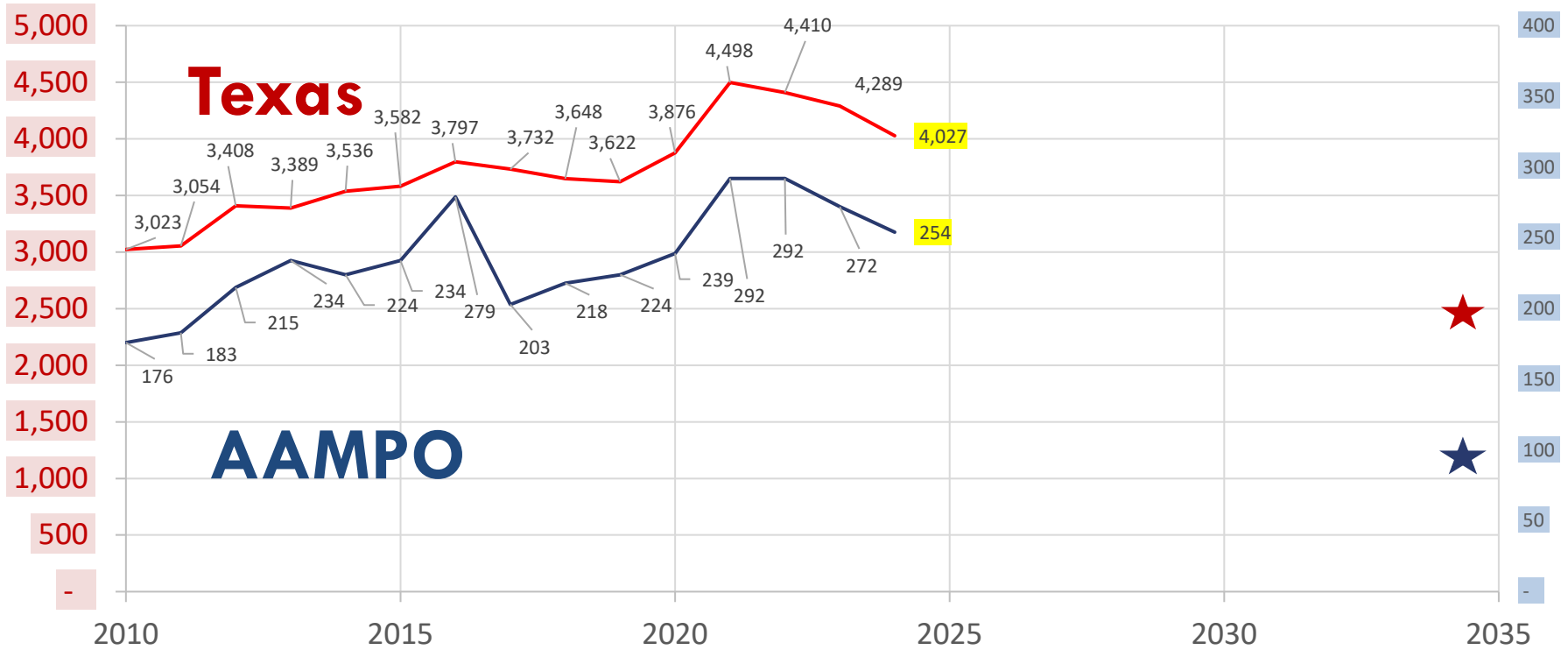
2018-2022 Forecasted Trendline Number X 2% decrease = Safety Target

Trends in Texas and the AAMPO region



Number of Fatalities (2010-2024)

*2024 data is as of 10/14/24 multiplied by 33% to account for the final quarter and lagging data.



2024 Statewide Target

Reduce traffic fatalities to 3,046

2024 Statewide Actual*

Off Target
(*as of 10/14/24)

2024 AAMPO Target

Reduce traffic fatalities to 333

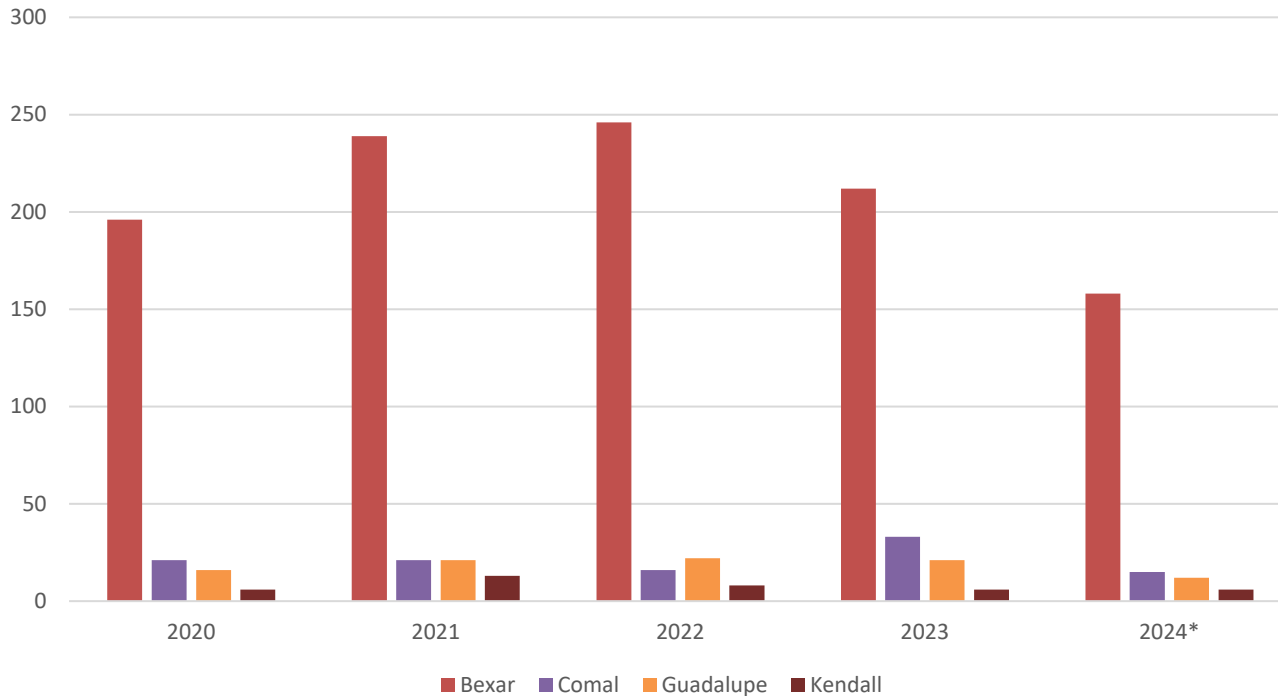
2024 AAMPO Actual*

On Target
(*as of 10/14/24)

Number of Fatalities per AAMPO County (2020-2024)

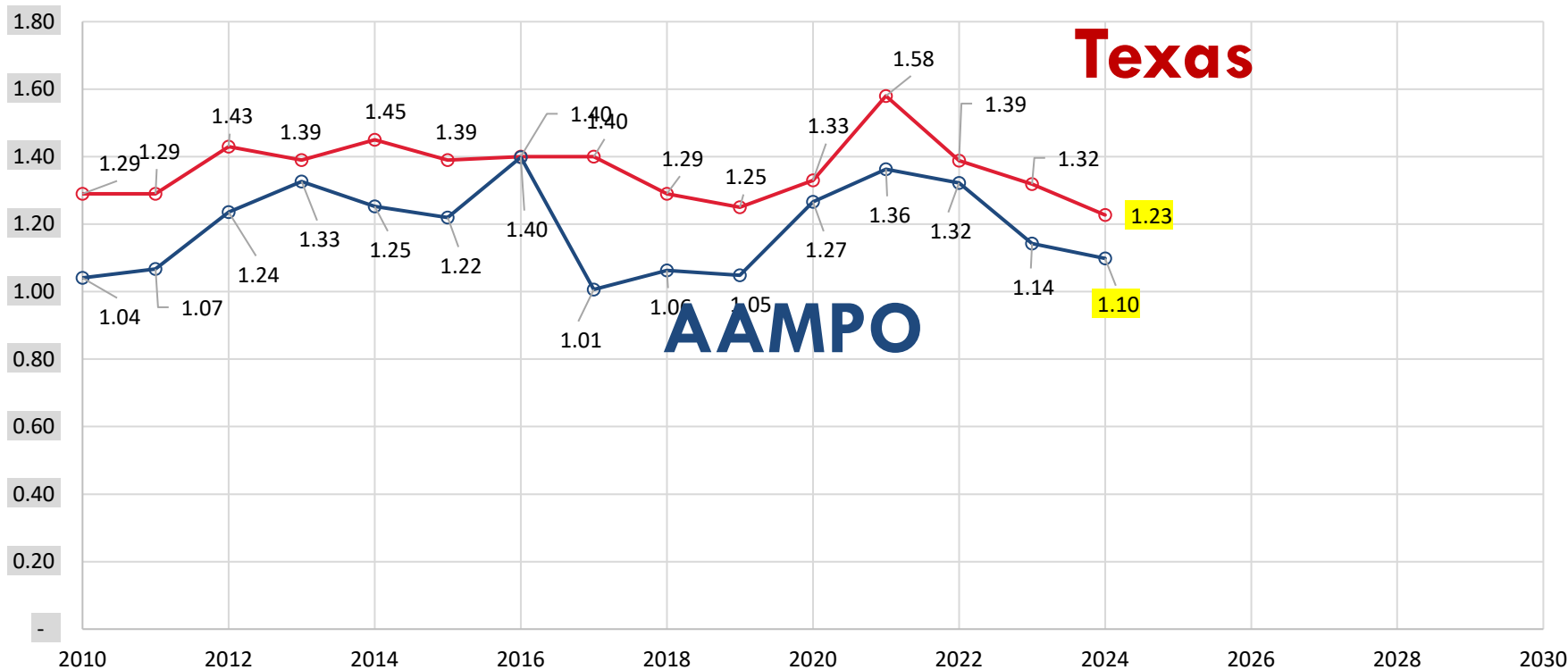
	2020	2021	2022	2023	2024*
Bexar	196	239	246	212	158
Comal	21	21	16	33	15
Guadalupe	16	21	22	21	12
Kendall	7	13	8	6	6

** As of 10/14/24*



Rate of Fatalities (2010-2024)

*2024 data is as of 10/14/24 multiplied by 33% to account for the final quarter and lagging data. VMT for 2024 was estimated using a 5-year average



2024 Statewide Target

Reduce traffic fatalities to 1.14

2024 Statewide Actual*

Off Target
(*as of 10/14/24)

2024 AAMPO Target

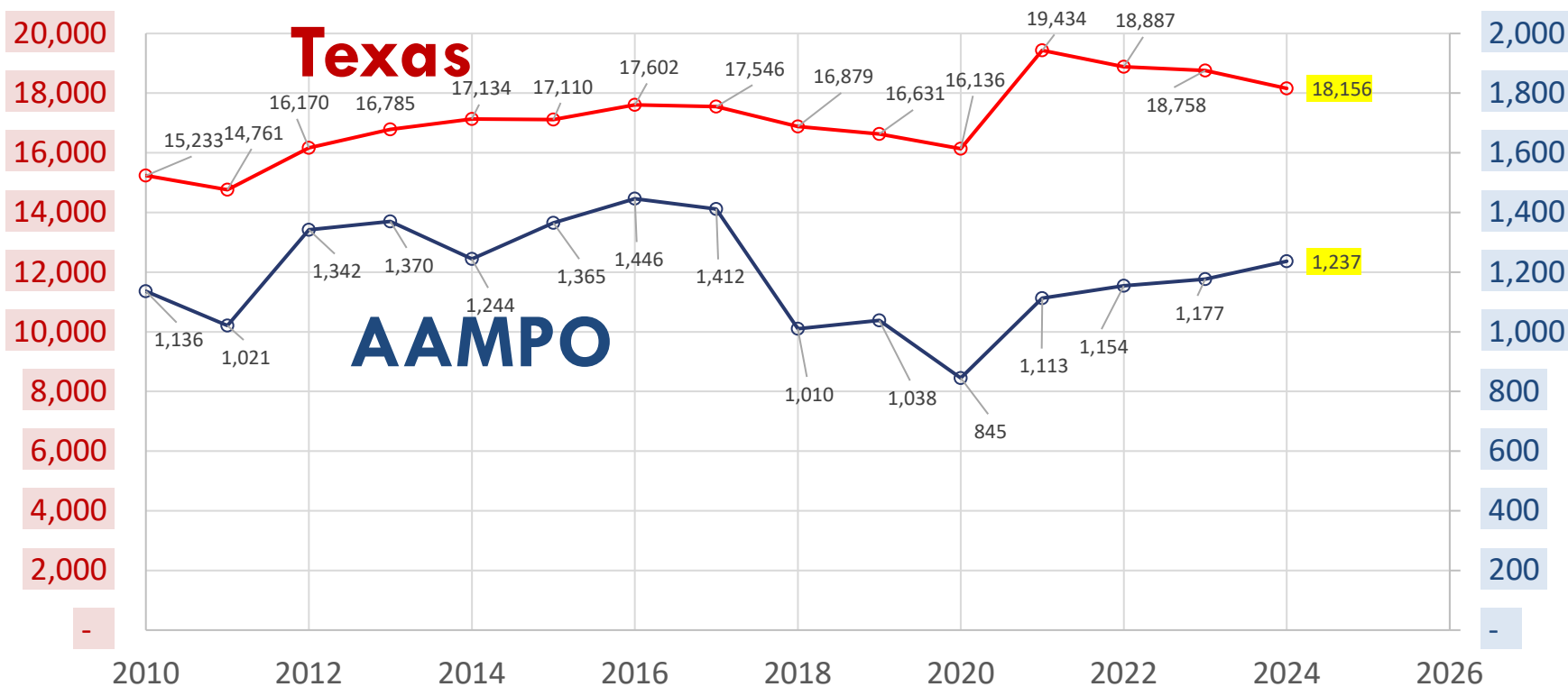
Reduce traffic fatalities to 1.54

2024 AAMPO Actual*

On Target
(*as of 10/14/24)

Number of Serious Injuries (2010-2024)

*2024 data is as of 10/14/24 multiplied by 33% to account for the final quarter and lagging data.



2024 Statewide Target

Reduce traffic SI to 18,370

2023 Statewide Actual*

On Target
(*as of 10/14/24)

2024 AAMPO Target

Reduce traffic SI to 1,154

2024 AAMPO Actual*

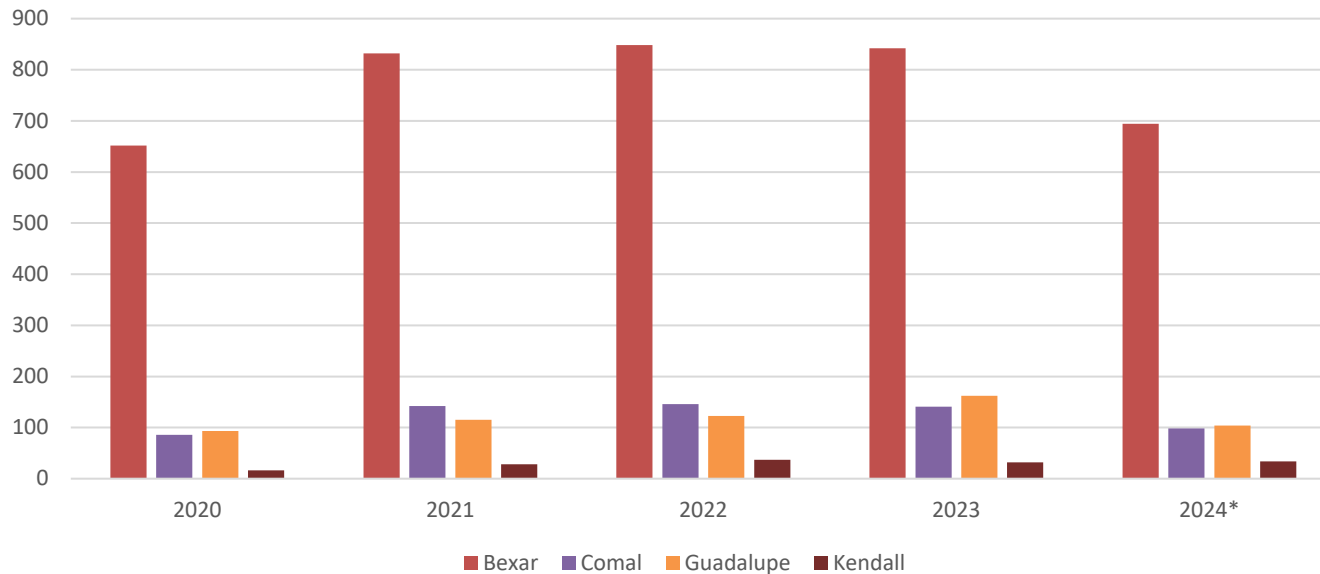
Off Target
(*as of 10/14/24)

Number of Serious Injuries per AAMPO County (2020-2024)

	2020	2021	2022	2023	2024*
Bexar	652	832	848	719	694
Comal	87	143	146	126	98
Guadalupe	97	116	123	119	104
Kendall	17	28	27	21	34

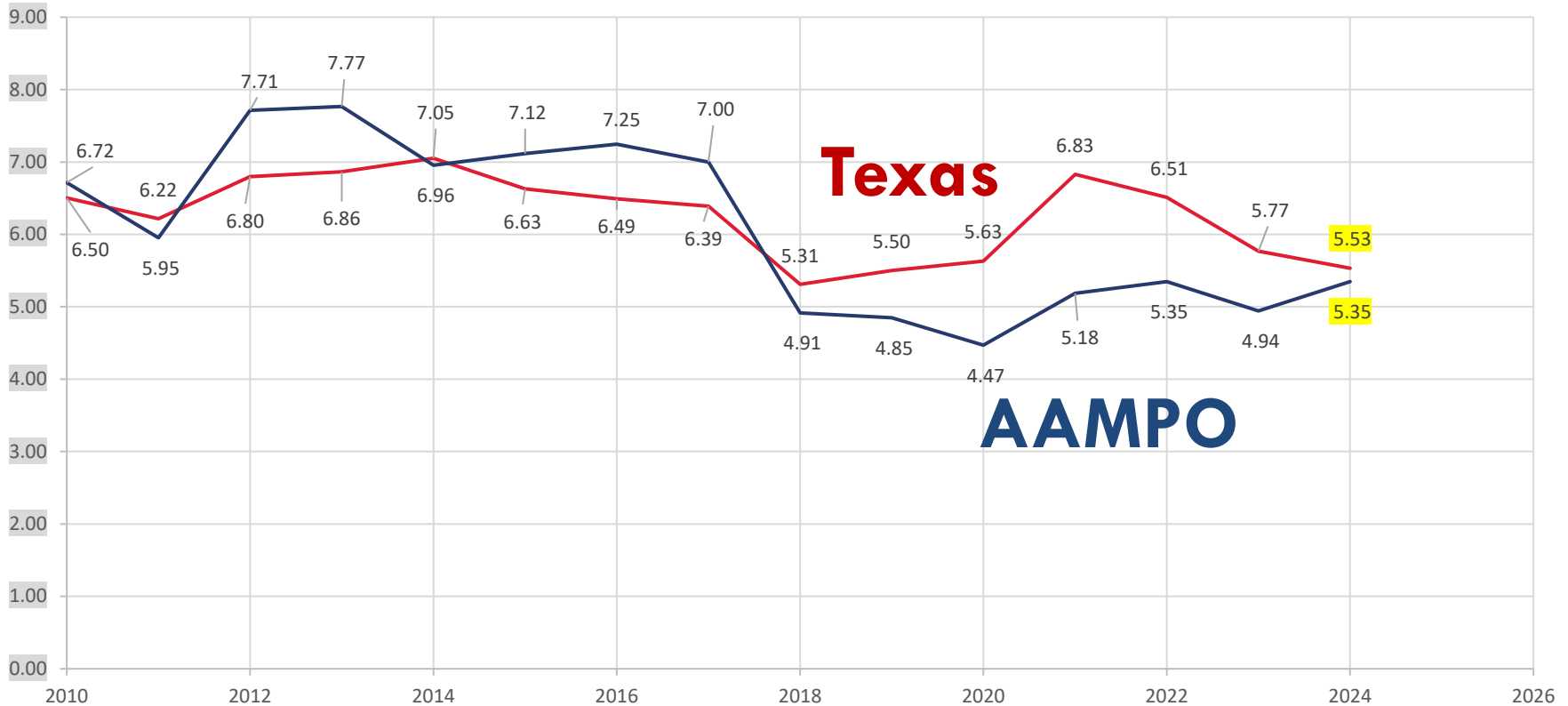
**As of 10/14/24*

2020-2024 Serious Injuries from Crashes



Rate of Serious Injuries (2010-2024)

*2024 data is as of 10/14/24 multiplied by 33% to account for the final quarter and lagging data. VMT for 2024 was estimated using a 5-year average



2024 Statewide Target

Reduce traffic SI Rate to 6.39

2024 Statewide Actual*

On Target
(*as of 10/14/24)

2024 AAMPO Target

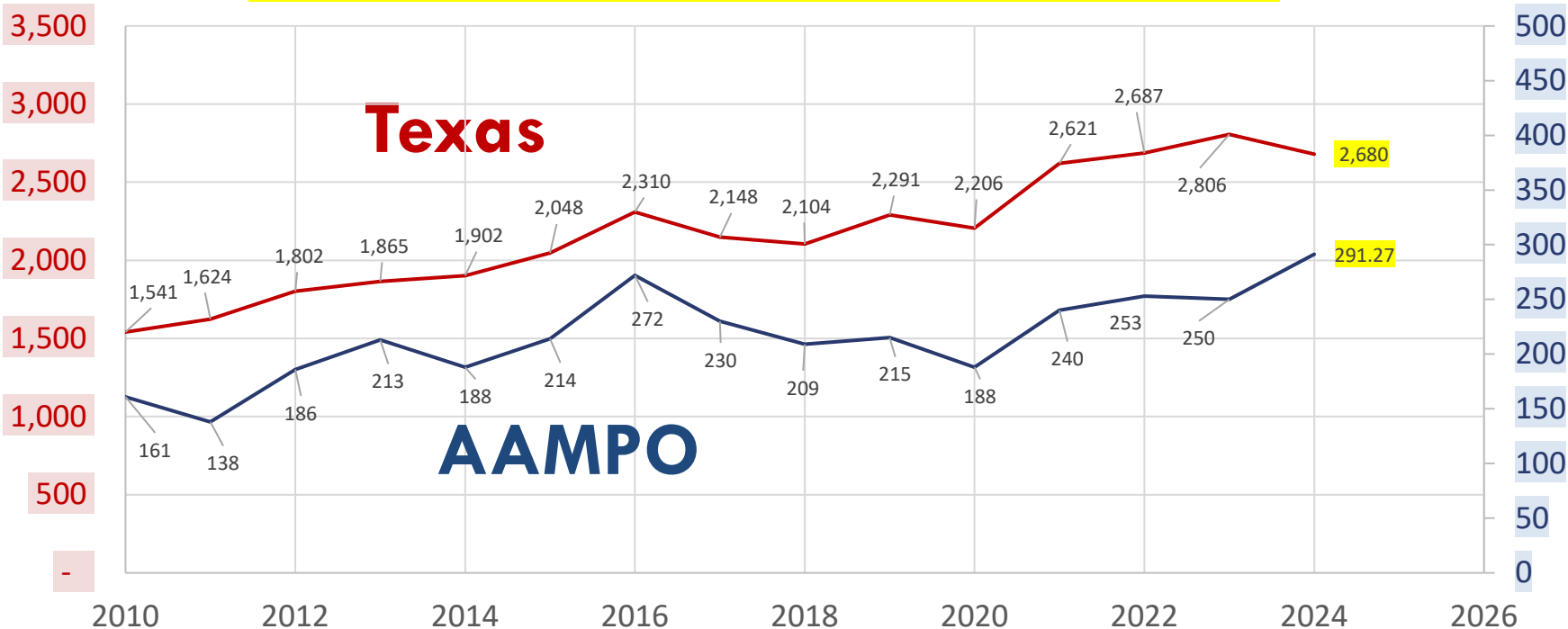
Reduce traffic SI Rate to 5.32

2024 AAMPO Actual*

Off Target
(*as of 10/14/24)

Number of Non-Motorized Fatalities & Serious Injuries (2010-2024)

*2024 data is as of 10/14/24 multiplied by 33% to account for the final quarter and lagging data.



2024 Statewide Target

Reduce traffic fatalities for non-motorized to 2357

2024 Statewide Actual*

Off Target
(*as of 10/14/24)

2024 AAMPO Target

Reduce traffic fatalities for non-motorized to 272

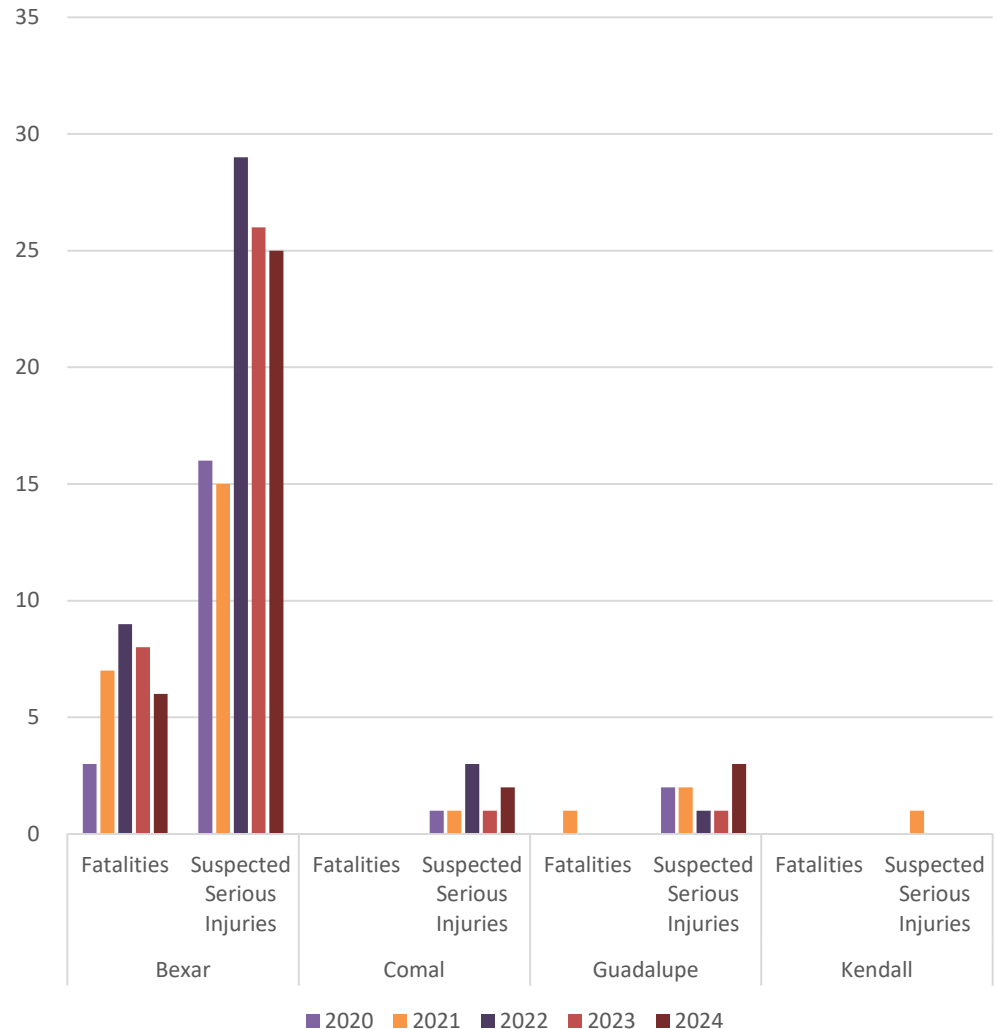
2024 AAMPO Actual*

Off Target
(*as of 10/14/24)

Number of Pedalcyclist Fatalities & Serious Injuries per AAMPO County (2020-2024)

PEDALCYCLIST						
		2020	2021	2022	2023	2024*
Bexar	Fatalities	3	7	10	8	6
	Suspected Serious Injuries	16	15	28	28	25
Comal	Fatalities	0	0	0	1	0
	Suspected Serious Injuries	1	1	3	2	2
Guadalupe	Fatalities	0	1	0	0	0
	Suspected Serious Injuries	2	2	1	1	3
Kendall	Fatalities	0	0	0	0	0
	Suspected Serious Injuries	0	1	0	0	0

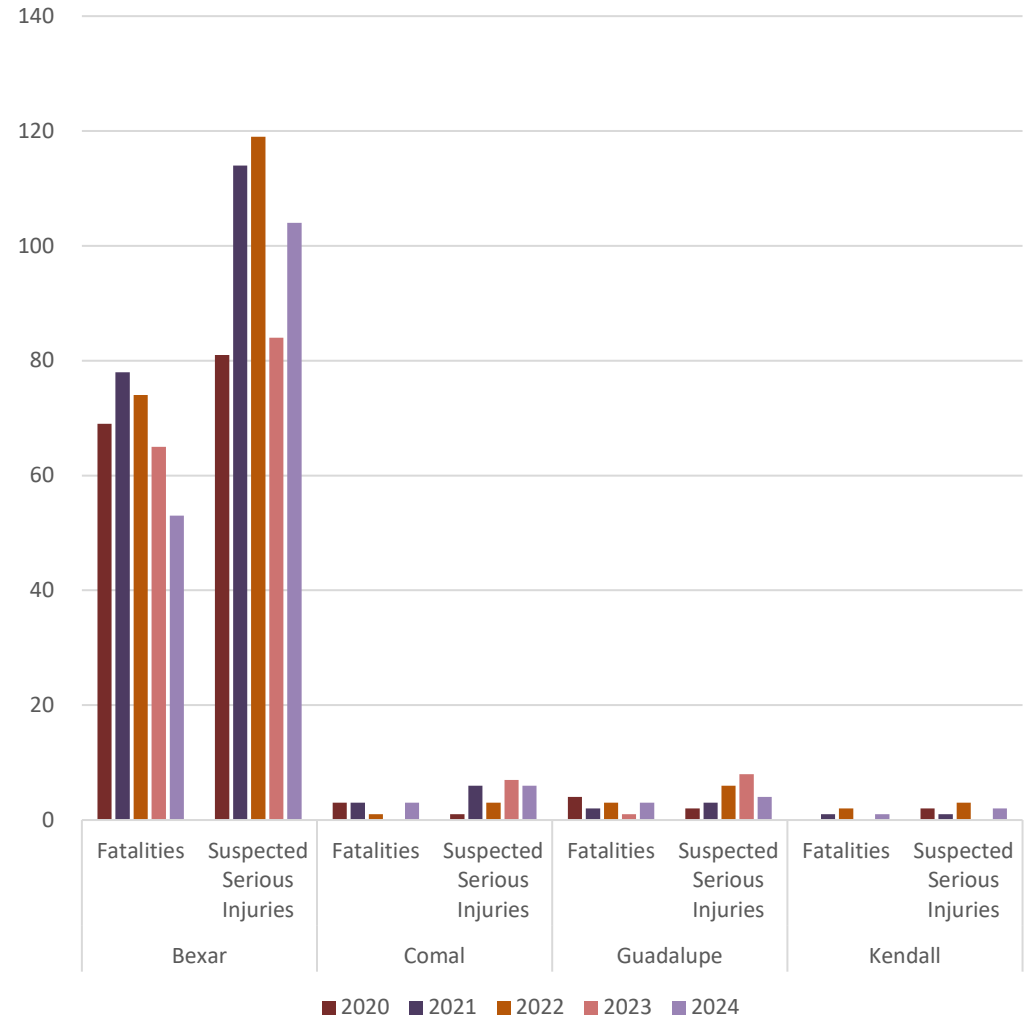
**As of October 14, 2024.*



Pedalcyclist: A non-motorized vehicle propelled by pedaling. This also includes an electric bicycle.
Transportation Code: Section 541 .201 (24).

Number of Pedestrian Fatalities & Serious Injuries per AAMPO County (2020-2024)

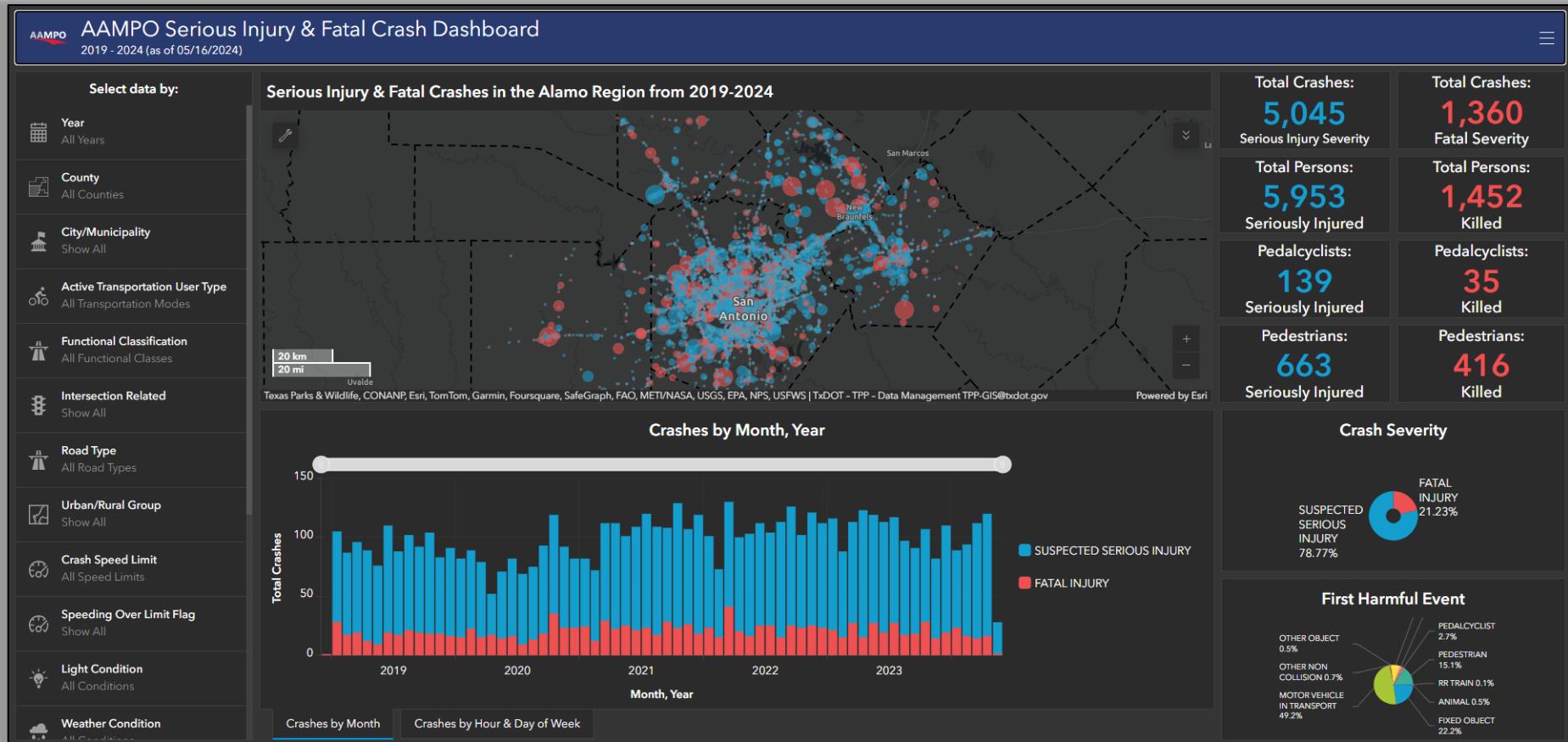
PEDESTRIAN						
		2020	2021	2022	2023	2024
Bexar	Fatalities	69	78	74	79	53
	Suspected Serious Injuries	81	114	120	108	104
Comal	Fatalities	3	3	1	0	3
	Suspected Serious Injuries	1	6	3	8	6
Guadalupe	Fatalities	4	2	1	1	3
	Suspected Serious Injuries	2	3	3	9	4
Kendall	Fatalities	0	1	2	0	1
	Suspected Serious Injuries	2	1	3	0	2
*As of October 14, 2024.						



Pedestrian: Any person who is not an occupant of a motor vehicle in transport. Also includes motorized and non-motorized wheelchairs.

Texas Transportation Code: Section 542.009 (b).

Additional AAMPO Crash Data Resources



AAMPO Fatal/Severe Injury Crash Dashboard

<https://www.alamoareampo.org/Safety/>

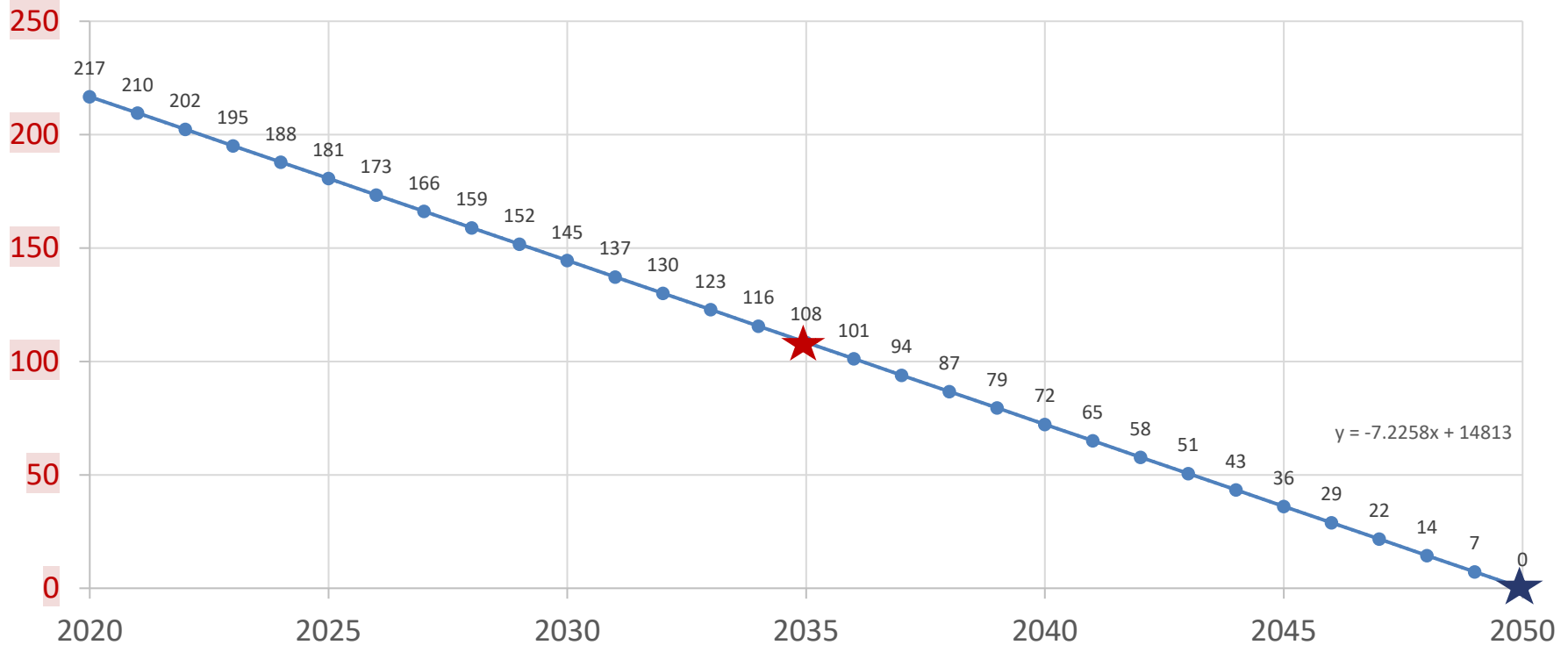
Staff proposes supporting statewide 2025 safety targets and 2050 zero deaths goal

Performance Measure	2025 State Target (5-year average)	2025 State Estimated Target	2025 AAMPO Estimated Target	2025 AAMPO 5-year Average Estimated Target
Number of Fatalities	3,379	2,933	354	270
Rate of Fatalities	1.28	1.09	1.63	1.24
Number of Serious Injuries	17062	18,370	1,189	1,105
Rate of Serious Injuries	6.39	6.39	5.44	5.06
Number of Bike/Pedestrian Fatalities & Serious Injuries	2,357	2,378	272	244

- 2025 5-Year and Annual State Targets were gathered from the Texas Triennial Highway Safety Plan FY24-26
 - State Bike/Ped Targets were gathered from the 2022-2027 Strategic Highway Safety Plan
- 2025 AAMPO targets were set using a projection based on an updated 2018-2022 trendline, with a 2% decrease as standard with TxDOT
- Staff Recommendation: support 2025 statewide targets and 2050 zero deaths goal

AAMPO Road to Zero (2019-2050)

2019 crash fatalities divided by number of years until 2050 = slope of necessary decrease to achieve 0 deaths by 2050 in AAMPO area



**2035 Statewide
Goal**

**Reduce fatalities
by half**

(approximately 108
in AAMPO area)

**2050 Statewide
Target**

**Reduce traffic
fatalities to 0**

Data Sources

Fatalities

- 2010-16 – Fatality Analysis Reporting System (FARS)
- 2017 Annual Report File (ARF)
- 2018-2024 Crash Record Information System (CRIS)

Serious Injuries

- 2010-24 CRIS

VMT

- TxDOT Roadway Inventory Annual Reports
- AAMPO Travel Demand Model

Performance Measures and Targets

- Texas Strategic Highway Safety Plan 2022-27
- Texas Triennial Safety Plan for FY24-26

Next Steps

Technical
Advisory
Committee
(TAC)
December
6, 2024

Transportation
Policy Board
December 16,
2024

**Technical
Advisory
Committee
(TAC)
January 3,
2025**

Transportation
Policy Board
January 27,
2025

Transmit to
TxDOT by
January 31,
2025

Resolution of Support

ACTION

Motion to recommend approval to the Transportation Policy Board, A Resolution Adopting the Safety Targets Established by the Texas Department of Transportation for Year 2025.



A Resolution Adopting the Safety Targets Established by the Texas Department of Transportation for Year 2025

WHEREAS, the Alamo Area Metropolitan Planning Organization (MPO) is responsible for a multi-modal transportation planning and programming process; and

WHEREAS, the MPO provides local direction for urban transportation planning and the allocation of federal transportation funds to entities within the region; and

WHEREAS, Moving Ahead for Progress in the 21st Century Act, Fixing America's Surface Transportation Act and Bipartisan Infrastructure Law require the implementation of Performance Measures to assist in the transportation planning process; and

WHEREAS, the Texas Department of Transportation (TxDOT) has adopted its Strategic Highway Safety Plan, a data-driven, statewide-coordinated safety plan to help reduce fatalities and serious injuries on all public roads; and

WHEREAS, TxDOT has established targets for five Safety performance measures for calendar year 2025 as follows:

1. Number of Fatalities: 2,933
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT): 1.09
3. Number of Serious Injuries: 18,370
4. Rate of Serious Injuries per 100 million VMT: 6.39
5. Number of Non-Motorized Fatalities and Serious Injuries: 2,378; and

WHEREAS, the Alamo Area MPO previously took action supporting TxDOT's statewide safety targets for years 2018 through 2024.

NOW, THEREFORE, BE IT RESOLVED that the Alamo Area MPO hereby supports TxDOT's statewide safety targets for calendar year 2025.

BE IT FURTHER RESOLVED THAT the Alamo Area MPO supports TxDOT's visionary goals to end traffic fatalities on Texas roads by year 2050 and reduce fatalities by half by year 2035.

BE IT FURTHER RESOLVED, that the Alamo Area MPO will plan and program projects that contribute to the accomplishments of said targets and goals.

BE IT FURTHER RESOLVED, that the Alamo Area MPO will monitor the established targets and goals and report achievements to the Transportation Policy Board in Fall 2025.

PASSED AND APPROVED this 27th day of January 2025.

Melissa Cabello Havrda, Chair
Alamo Area Metropolitan Planning Organization