

Transportation Advisory Committee

Meeting date: January 27, 2025

Agenda Item #: 5 (Attachment C)

2025 Federal Safety Targets and Adjusted Federal Bridge Condition Targets

Agenda item type: Action

Summary

Consideration of proposed 2025 federal safety targets and adjusted federal bridge condition targets. These targets are part of the federally required transportation performance management program for all metropolitan planning organizations, including the Denver Regional Council of Governments (DRCOG).

Background

Federal regulations require state departments of transportation and metropolitan planning organizations to set targets and report on progress towards achieving the targets for several performance areas in support of a performance-based approach to transportation planning and programming. These areas include safety, infrastructure condition (pavement and bridge), system performance, transit asset management, and transit safety. Federal guidance encourages targets to be realistic and achievable because they are short-term in nature.

PM1: Safety performance

For the safety performance measures described below, the region has the option of supporting the state’s targets established by the Colorado Department of Transportation or establishing its own targets for the metropolitan planning organization area. As in previous years, DRCOG staff are proposing the region set its own safety targets.

The metropolitan planning organization must set the safety targets based on a 5-year rolling average. DRCOG must set the 2025 safety targets and then report them to the Colorado Department of Transportation. The proposed 2025 targets are:

Safety Metric	2025 Target
Number of fatalities	329
Rate of fatalities per 100 million vehicle miles traveled	1.150
Number of serious injuries	1,846
Rate of serious injuries per 100 million vehicle miles traveled	6.453
Number of non-motorized fatalities and serious injuries	435

When the DRCOG Board adopted Taking Action on Regional Vision Zero in 2020, the region committed to a target of zero traffic fatalities and serious injuries. This Vision Zero target was



reflected in the May 2024 amendment to Metro Vision that revised the DRCOG performance measure target to 0 traffic fatalities by 2040. The proposed 2025 safety targets continue this practice and are calculated to reflect the federal safety target on a path toward zero fatalities by 2040.

PM2: Infrastructure

Under this performance area, DRCOG must set 4-year targets for good and poor bridge condition by deck area for the National Highway System (NHS) in the MPO area. CDOT is revising one of its bridge condition targets. The target for NHS bridge deck area rated “good” is increasing slightly. Since DRCOG supports the state target for PM2, staff recommends adopting the following targets.

	Existing Four-Year Target	Proposed Revised Target
NHS bridge deck area rated “good”	36%	38.5%
NHS bridge deck area rated “poor”	4%	No change

The other PM2 measures are not changing and do not require action by DRCOG.

Staff will discuss progress on achieving the previous period’s targets, review the methodologies, and explain the proposed targets at the January TAC meeting.

Action by others

None

Previous discussion/action

None

Recommendation

Move to recommend that the Regional Transportation Committee adopt the 2025 safety targets and revised four-year bridge condition targets for the metropolitan planning organization area as part of federal performance-based planning and programming requirements.

Attachment

Staff presentation

For more information

If you need additional information, please contact Carolyn Klamm, Assistant Multimodal Transportation Planner, at 303-480-6752 or cklamm@drcog.org or Alvan-Bidal Sanchez, Program Manager, at 720-278-2341 or asanchez@drcog.org.





Federal performance measures and targets

Transportation Advisory Committee: January 27, 2025

Federal performance areas



PM1:
Safety
performance



PM2:
Infrastructure
condition



PM3: System
performance,
freight, and
CMAQ



TAM: Transit
Asset
Management



PTASP: Public
Transportation
Agency Safety
Plan

Federal Highway Administration

Federal Transit Administration

PM1: safety performance overview

Area – Public roads in the DRCOG MPO region.

Data – Provided by CDOT, CDOT geo-locates “on-system” data and DRCOG geo-locates “off-system” data.

Performance measures –

- Number of fatalities.

- Rate of fatalities per 100 million vehicle miles traveled.

- Number of serious injuries.

- Rate of serious injuries per 100 million vehicle miles traveled.

- Number of non-motorized fatalities and serious injuries.

Calculation – 5-Year rolling average of 5 individual, consecutive points of data.

Federal guidance –

- Targets should be realistic and achievable, not aspirational.

- DRCOG can support CDOT’s state targets or **set our own for the region.**

Penalty –

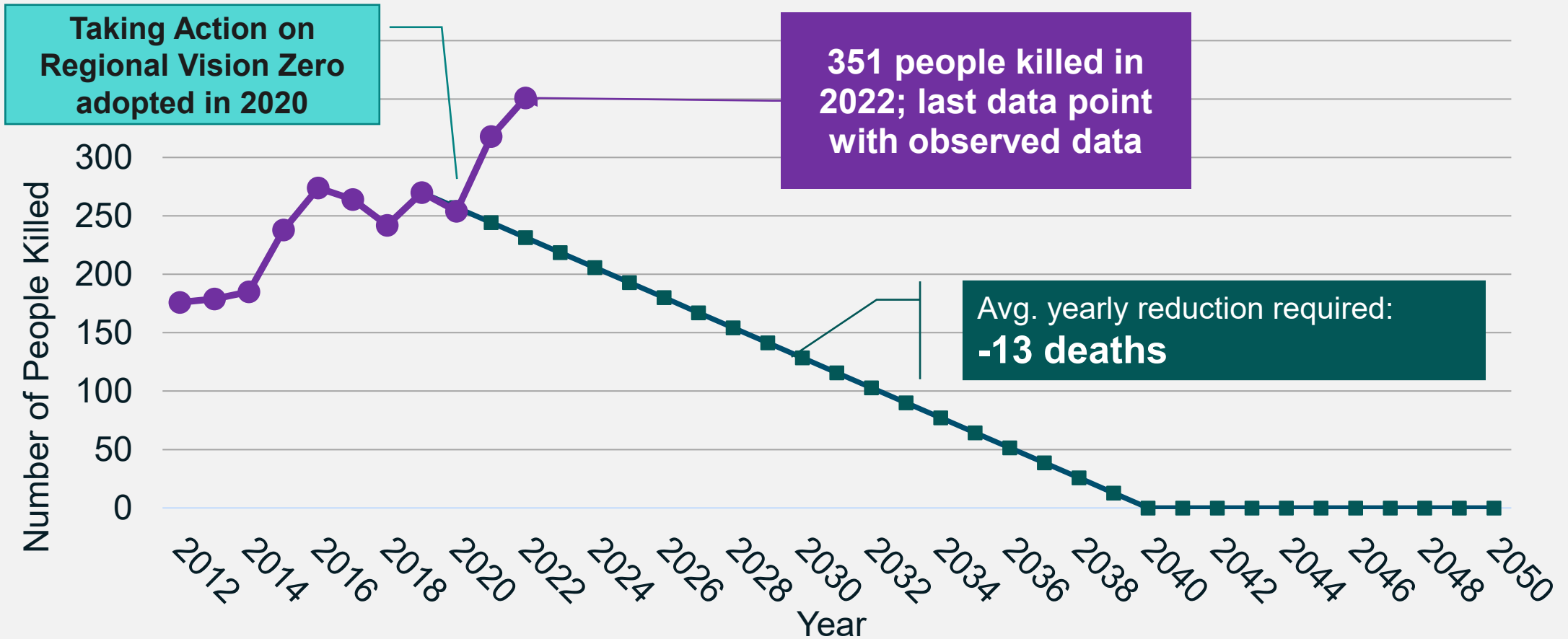
- No financial penalty or funding restriction.

- Additional scrutiny into the planning process during the quadrennial federal certification.

Methodology

- “Loss of life is not an acceptable price to pay for mobility.”
- Targets based on 0 fatalities and 0 serious injuries.
- Targets balance DRCOG’s long-range goal of zero with the requirement that federal targets must be short-term and realistic.

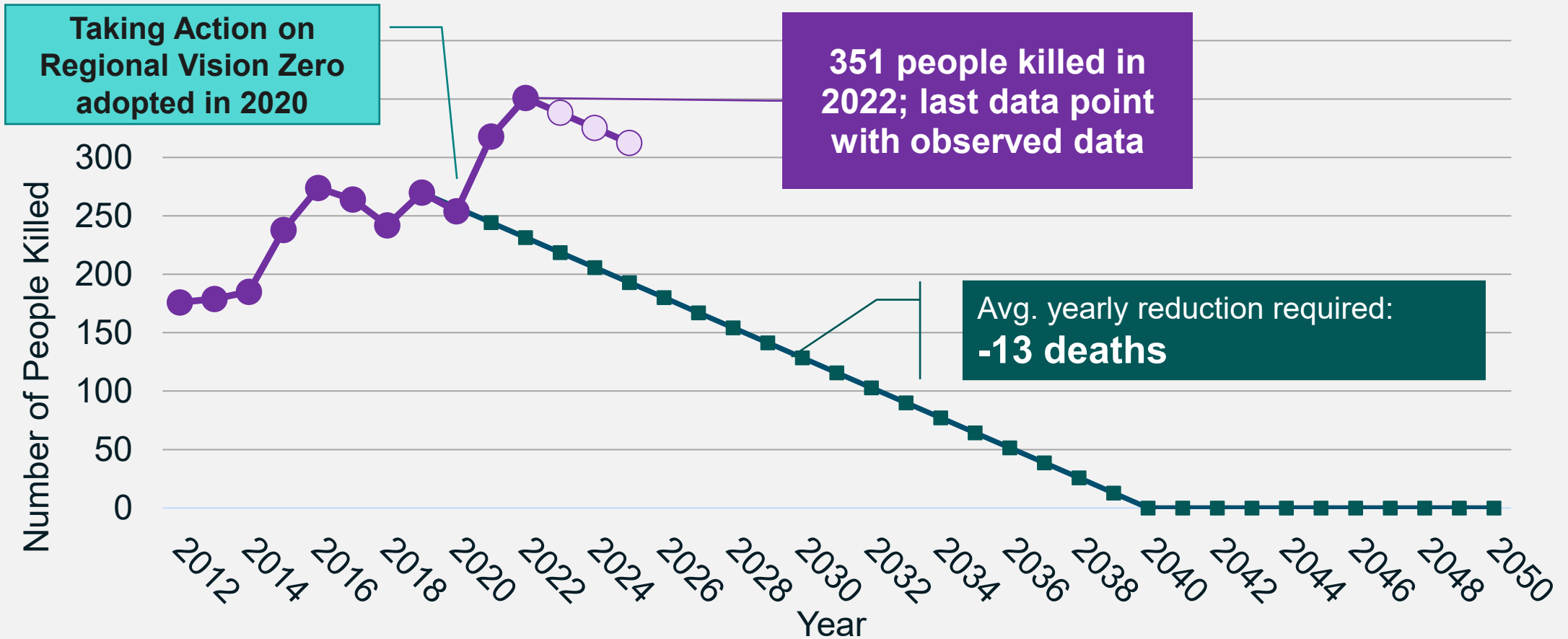
People killed in crashes by year - trends



Year	2021	2022	2023	2024	2025	Calculating target
Number of fatalities						

2021-2022 Observed | 2023-2025 Projection

People killed in crashes by year - target



Year	2021	2022	2023	2024	2025	Calculating target
Number of fatalities	318	351	338	325	312	$(318+351+338+325+312)/5$ = Target of 328.8

2021-2022 Observed 2023-2025 Projection

Proposed 2025 safety targets

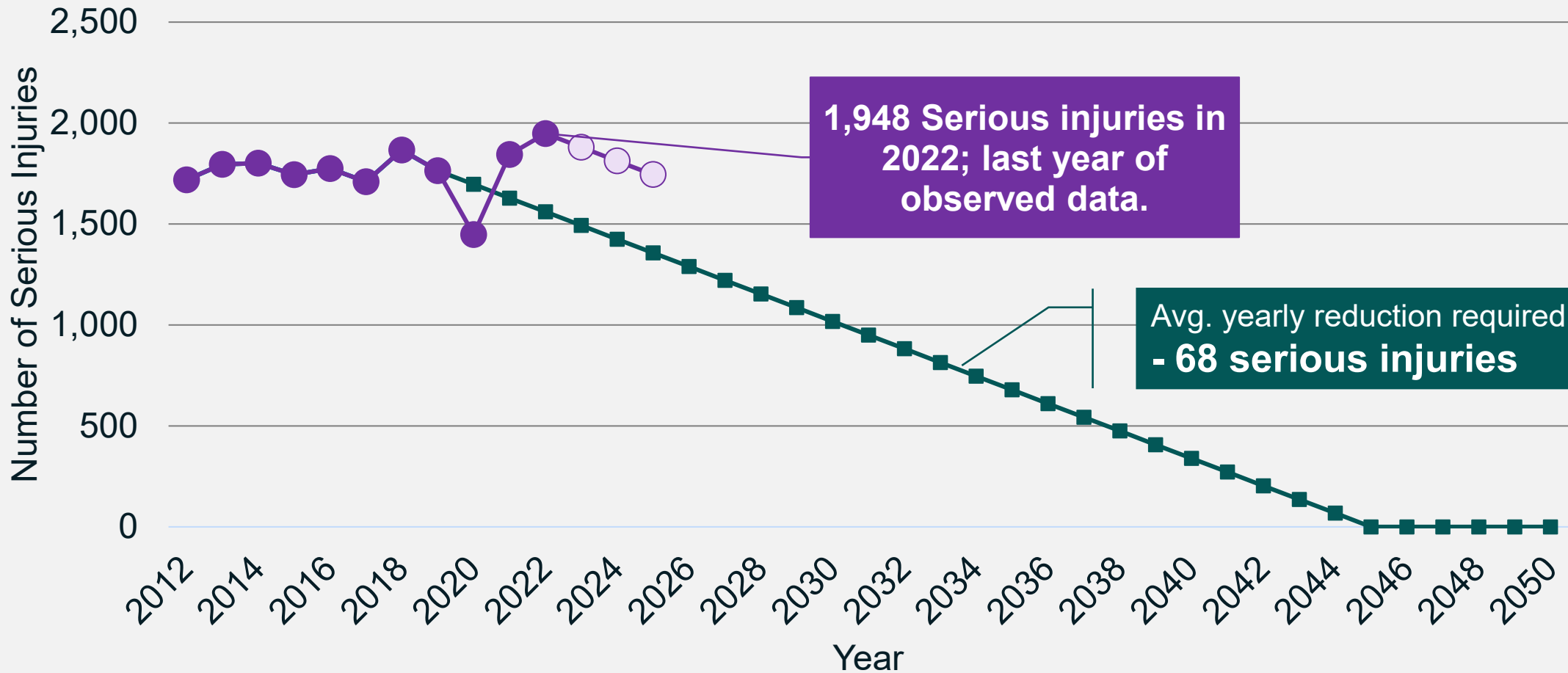
Desired trend:



Down for all targets.

Safety	2025 Baseline	2025 targets (2020-2024)
Number of fatalities (chart shown)	TBD	329

Serious injuries in crashes by year



Year	2021	2022	2023	2024	2025	Calculating target
Number of fatalities	1,844	1,948	1,880	1,812	1,744	$(1844+1948+1880+1812+1744)/5 = \text{Target of } 1,846$

2021-2022 Observed

2023-2025 Projection

Proposed 2025 safety targets

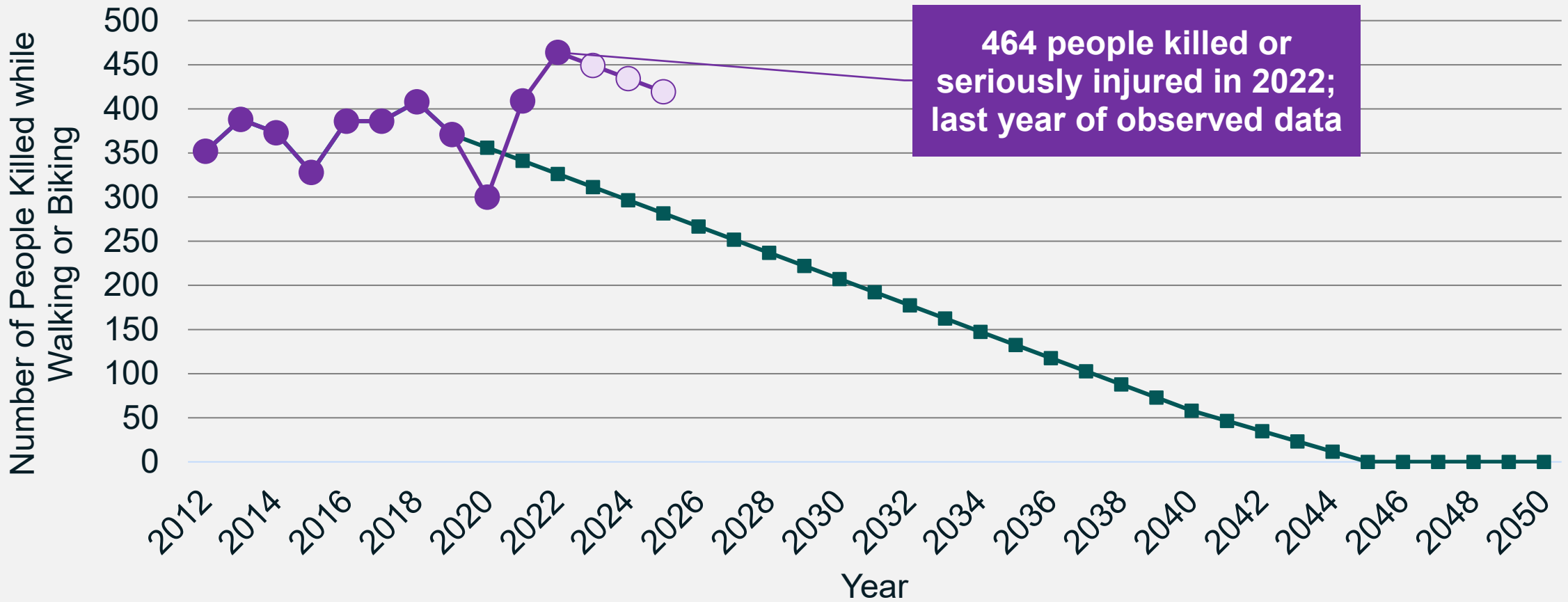
Desired trend:



Down for all targets.

Safety	2025 Baseline	2025 targets (2020-2024)
Number of fatalities (chart shown)	TBD	329
Number of serious injuries (chart shown)	TBD	1,846

Non-motorized deaths and serious injuries



Year	2021	2022	2023	2024	2025	Calculating target
Number of fatalities	409	464	449	434	419	$(409+464+449+434+419)/5$ = Target of 435

2021-2022 Observed 2023-2025 Projection

Proposed 2025 safety targets

Desired trend:



Down for all targets.

Safety	2025 Baseline	2025 targets (2020-2024)
Number of fatalities (chart shown)	TBD	329
Number of serious injuries (chart shown)	TBD	1,846
Number of non-motorized fatalities and serious injuries (chart shown)	TBD	435

Proposed 2025 safety targets

Desired trend:



Down for all targets.

Safety	2025 Baseline	2025 targets (2020-2024)
Number of fatalities (chart shown)	TBD	329
Number of serious injuries (chart shown)	TBD	1,846
Number of non-motorized fatalities and serious injuries (chart shown)	TBD	435
Rate of fatalities per 100 million vehicle miles traveled	TBD	1.150
Rate of serious injuries per 100 million vehicle miles traveled	TBD	6.453





Did we achieve previous targets?

Performance Measures	Desired Trend	2018 (2014-2018)	2019 (2015-2019)	2020 (2016-2020)	2021 (2017-2021)	2022 (2018-2022)	2023 (2019-2023)
		Achieved?	Achieved?	Achieved?	Achieved?	Achieved?	Achieved?
People Killed (Fatalities)	⏚	✓	✗	✗	✗	✗	⌚
Fatality rate	⏚	✓	✓	✗	✗	✗	⌚
Serious injuries	⏚	✓	✓	✓	✓	✗	⌚
Serious injury rate	⏚	✓	✓	✓	✓	✗	⌚
Non-motorized	⏚	✗	✗	✗	✓	✗	⌚



What are we doing?

Last time we were here...

- Taking Action on Regional Vision Zero update. 
- SS4A grant exploration. 
- Crash data dashboard kick-off and implementation. 
- Active Transportation Plan update. 



Ongoing and new work

Improve collaboration between allied agencies.



- Continue to host **Regional Vision Zero Work Group Meetings.**

Increase awareness and adoption of vision zero.



- Participate in the **Colorado Safe Routes to School Advisory Committee.**

Ongoing and new work

Design and retrofit roadways to prioritize people's safety.



- Participating on multiple **local corridor safety studies**.

Increase funding and resources.



- Hiring a **second Senior Safety Planner** to lead Vision Zero initiatives and develop a safety program.
- Supporting locals with **SS4A-funded development** of local safety action plans.
- 2024-27 TIP includes **207 TIP Projects at \$434.8 million** that will improve safety.

Ongoing and new work

Improve data collection and reporting.



- Launching a **permanent Crash Data Consortium** in 2025.
- Continued participation in the **Colorado Statewide Traffic Records Advisory Committee** meetings to help improve the quality of crash data and form completeness. Exploring becoming a voting member of STRAC.



PM2: Bridge Condition

Federal performance areas



PM1:
Safety
performance



PM2:
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PM3: System
performance,
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TAM: Transit
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PM2: bridge condition overview

Area – Individual state 2- & 4- year targets for **all bridges carrying the NHS**, including on- and off- ramps (DRCOG: 4-year target only)

Data – National Bridge Inventory (NBI)

Performance Measures –

- % of NHS bridges by deck area classified as in Good condition
- % of NHS bridges by deck area classified as in Poor condition

Calculation –

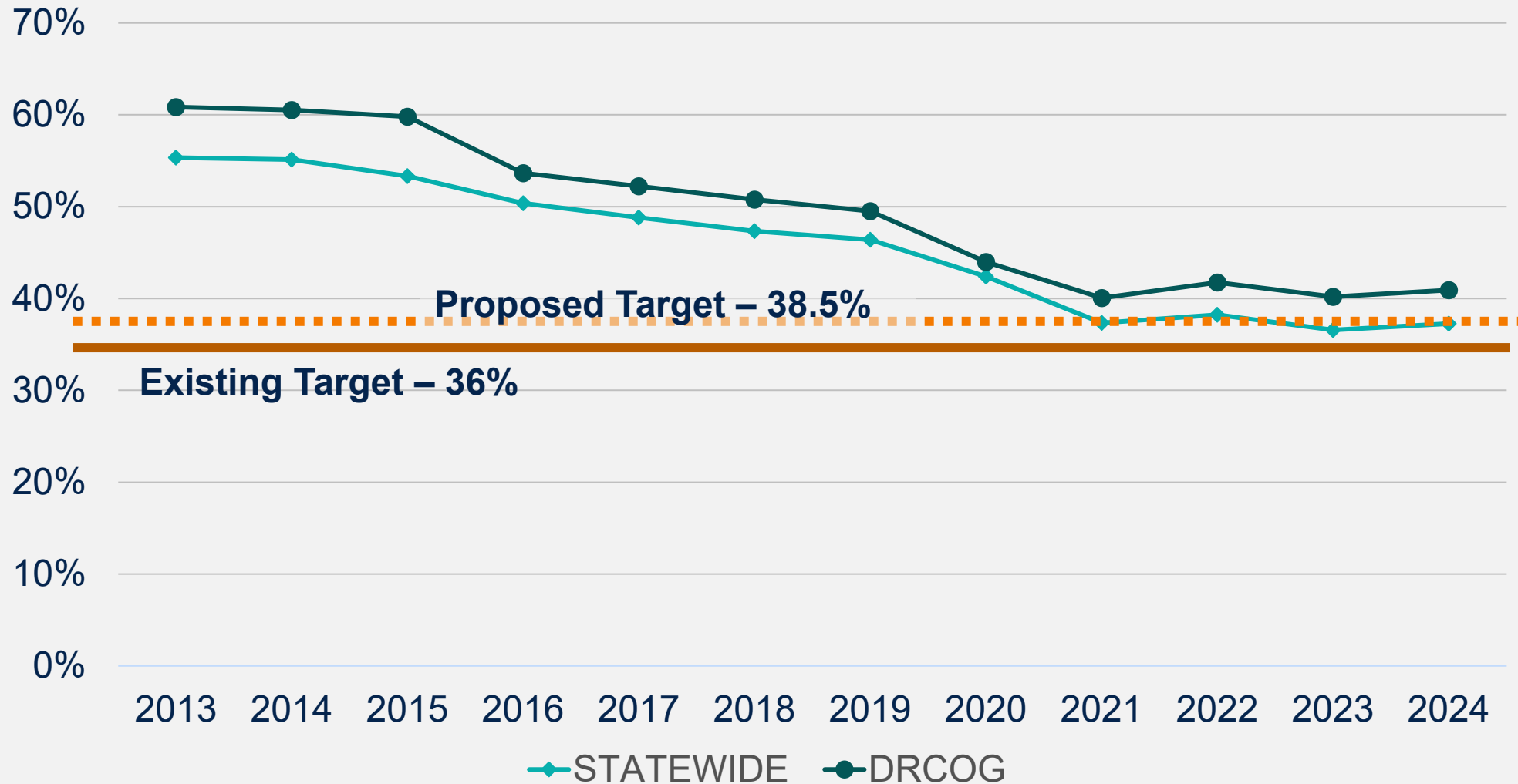
- Good and Poor Condition Rating Areas: Deck, Superstructure, Substructure, and Culvert

Federal Guidance –

- Targets should be realistic and achievable, not aspirational
- DRCOG can support CDOT's state targets or set our own for the region

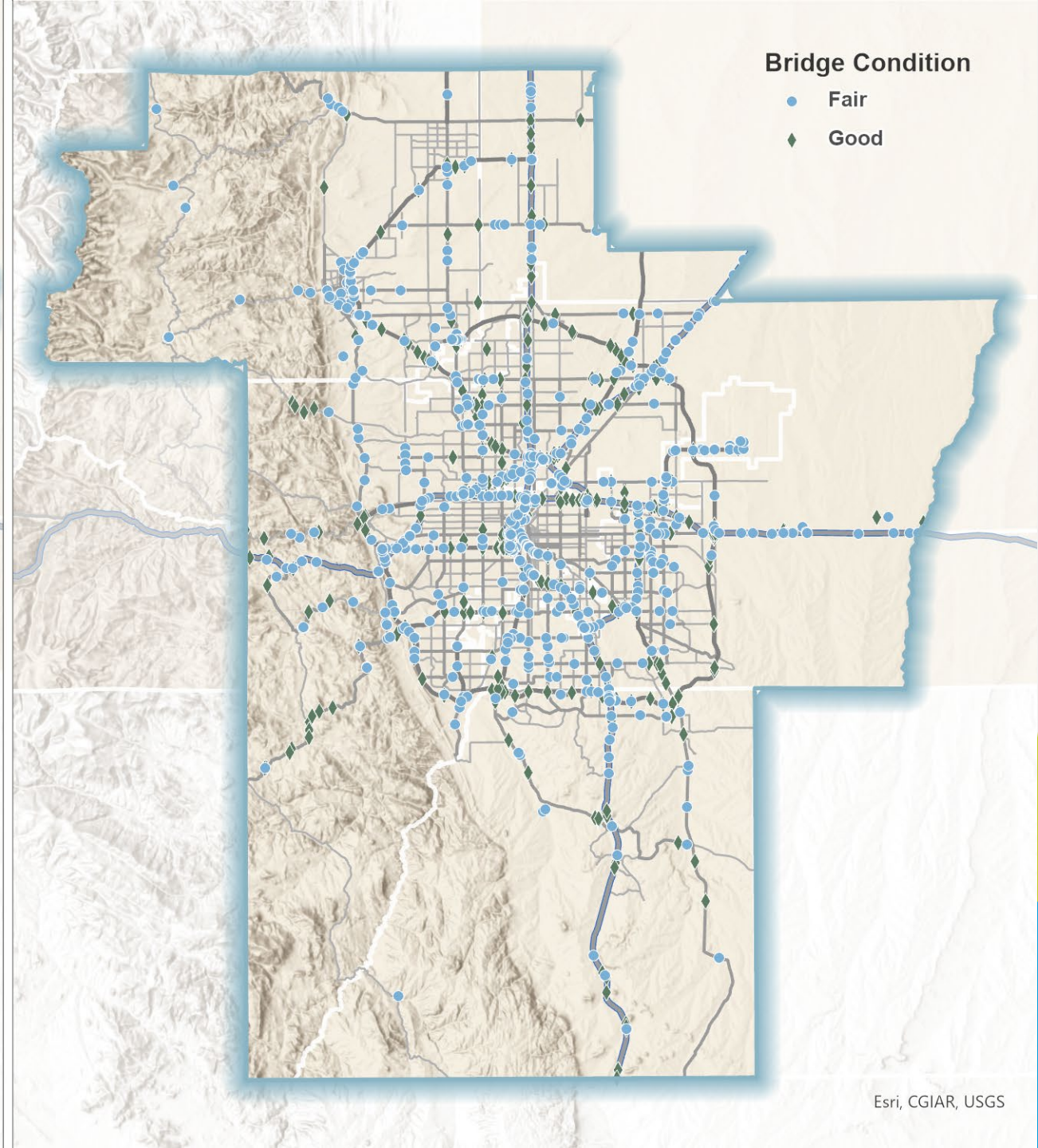
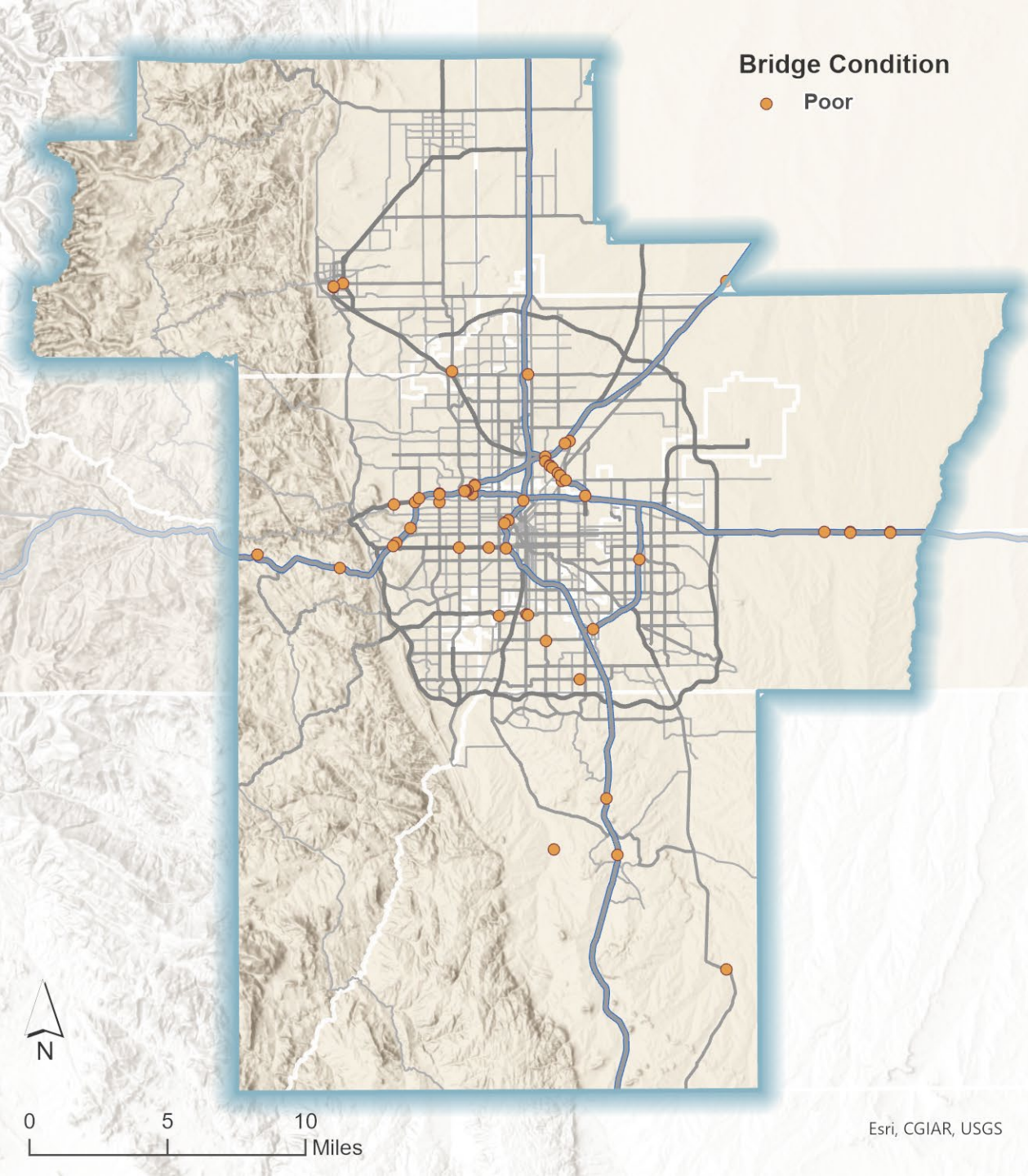
Historic bridge condition performance

NHS bridge deck area rated "Good" by year



Current bridge performance

	Existing Four-Year Target	Proposed Revised Target
NHS bridge deck area rated “good”	36%	38.5
NHS bridge deck area rated “poor”	4%	No change



Recommended motion

Move to recommend that the Regional Transportation Committee adopt the 2025 safety targets and revised four-year bridge condition targets for the metropolitan planning organization area as part of federal performance-based planning and programming requirements.

Thank you! Questions?

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