

**RESOLUTION NUMBER 2023-01 OF THE METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE OF THE ERIE REGIONAL PLANNING COMMISSION**

**A RESOLUTION OF SELF-CERTIFICATION OF THE METROPOLITAN TRANSPORTATION
PLANNING PROCESS**

WHEREAS, the Policy Committee of the Continuing Comprehensive Land-Use and Transportation Program of the Erie County Regional Planning Commission (ERPC) who is designated as the Metropolitan Planning Organization (MPO) for the Sandusky urbanized area by the Governor acting through the Ohio Department of Transportation in cooperation with locally elected officials of Erie County and as evidenced in the Agreement of Cooperation Number 35893 between the Ohio Department Of Transportation, Board of County Commissioners of Erie County, Ohio and the Erie Regional Planning Commission; and

WHEREAS, the federal regulations published as 23 CFR 450 require that the metropolitan transportation planning process shall include activities to support the development and implementation of a Regional Transportation Plan and a Transportation Improvement Program and subsequent transportation planning activities to the degree appropriate for the area; and

WHEREAS, the federal regulations published as 23 CFR 450 requires ERPC as the MPO for the Sandusky Urbanized area, to annually self certify through its Policy Committee that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with the following applicable requirements.

- a. That the planning process shall be consistent with Sections 8(e) and 3(e) of the Federal Transit Act concerning the involvement of the appropriate public and private transportation providers (49 USC 1607 and 1602 (e));
- b. That the planning process shall be consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 USC 344 and 29 USC 794;
- c. That the planning process shall be consistent with Section 105(f) of the Surface Transportation Assistance Act of 1982 regarding the involvement of minority business enterprises in FHWA and FTA funded projects (Public Law 97-424, Section 105(f) and 49 CFR Part 23);
- d. That the planning process shall be consistent with Section 16 of the Federal Transit Act (49 USC 1612), Section 165 (b) of the Federal-Aid Highway Act of 1973, as amended, and 49 CFR 27 which call for special efforts to plan public mass transportation facilities and services that can effectively be used by elderly and disabled persons
- e. That the planning process shall be in conformance with the applicable requirements of Sections 174 and 176(c) and (d) of the Clean Air Act (42 USC 7504, 7506 (c) and

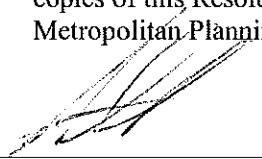
WHEREAS, the federal regulations published as 23 CFR 450 further require that the State and the Metropolitan Planning Organization shall certify that the planning process is being carried out in conformance with all the applicable requirements of 23 USC 134 and 49 USC 1607, which indicate ". . .the Secretary (of the United States Department of Transportation) shall cooperate with the State and local officials in the development of transportation plans and programs which are formulated on the basis of transportation needs with due consideration to comprehensive long-range land use plans, development objectives, and overall social, economic, environmental,

system performance, and energy conservation goals and objectives, and with the consideration to their probable effect on the future development of urban areas of more than 50,000 population. The planning process shall include an analysis of alternative transportation system management and investment strategies to make more efficient use of existing transportation facilities and development of long-term financial plans for regional urban mass transit improvements and the revenue available from current and potential sources to implement such improvements. The process shall consider all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate based on the complexity of the transportation problems," and

WHEREAS, *Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* requires that recipients of Federal funds make a meaningful effort to involve low-income and minority groups in the process to make decisions regarding the use of federal funds; and also requires that they attempt to identify and address any disproportionately high and adverse human health and environmental effects on minority and low-income groups, which may result from the implementation of their plans and programs, and

NOW THEREFORE BE IT RESOLVED:

- 1) That this Committee certifies that the Metropolitan Planning Organization's metropolitan transportation planning process complies with the metropolitan planning requirements as set forth above.
- 2) That this Committee authorizes Erie Regional Planning Commission staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.



Patrick Shenigo, 2023 Chairperson
Metropolitan Planning Organization Policy Committee
Erie Regional Planning Commission
April 27, 2023

**RESOLUTION NUMBER 2023-02 OF THE METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE OF THE ERIE REGIONAL PLANNING COMMISSION**

**A RESOLUTION OF THE METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE
OF THE ERIE REGIONAL PLANNING COMMISSION APPROVING THE STATE FISCAL YEAR
2024 UNIFIED PLANNING WORK PROGRAM.**

WHEREAS, the Erie Regional Planning Commission is designated as the Metropolitan Planning Organization by the Governor, acting through the Ohio Department of Transportation in cooperation with local officials in Erie and a portion of Lorain Counties; and

WHEREAS, the Metropolitan Planning Organization refers to a forum for cooperative transportation decision making for the metropolitan planning area; and

WHEREAS, Erie Regional Planning in conjunction with the local and state representation has prepared The State Fiscal Year 2024 Unified Planning Work Program as part of the transportation planning process; and

WHEREAS, Erie Regional Planning has outlined and detailed a number of different transportation work products contained in Category 600's to be completed between July 1, 2023 and June 30, 2024 also known as State Fiscal Year 2024; and

WHEREAS, The planning products and programs in the State Fiscal Year 2024 Unified Planning Work Program are all fiscally constrained within the budget constraints of the approved Ohio Department Of Transportation Consolidated Planning Grant; and

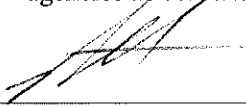
WHEREAS, All Work Plan products and programs are compatible and further the goals of the 2045 Long Range Transportation Plan; and

WHEREAS, This Committee is the Metropolitan Planning Organization for Erie County; and

WHEREAS, the State Fiscal Year 2024 Unified Planning Work Program has been submitted to and reviewed by the Technical Advisory Committee and the Policy Committee:

NOW THEREFORE BE IT RESOLVED:

- 1) That this Policy Committee hereby approves the State Fiscal Year 2023 Unified Work Plan and submittal of the plan to the appropriate agencies; and
- 2) That this Committee authorizes the Erie Regional Planning Commission Director and staff to take any and all actions that in their judgment are necessary to carry out the purposes of this Resolution and to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.



Patrick Shenigo, 2023 Chairperson
Metropolitan Planning Organization Policy Committee
Erie Regional Planning Commission
April 27, 2023

**RESOLUTION NUMBER 2023-03 OF THE METROPOLITAN PLANNING ORGANIZATION POLICY
COMMITTEE OF THE ERIE REGIONAL PLANNING COMMISSION**

**A RESOLUTION OF CONCURRENCE WITH THE CLEVELAND/AKRON AIR QUALITY AREA
TRANSPORTATION CONFORMITY DETERMINATION**

WHEREAS, the Erie Regional Planning Commission is designated as the Metropolitan Planning Organization by the Governor, acting through the Ohio Department of Transportation in cooperation with local officials in Erie and a portion of Lorain Counties; and

WHEREAS, nonattainment and maintenance areas through a process called transportation conformity are required to demonstrate that emissions resulting from planned transportation system improvements will not exceed an area's emissions budget; and

WHEREAS, the United States Environmental Protection Agency (USEPA) establishes air pollution standards pursuant to the Clean Air Act for the preservation of public health and the environment; and

WHEREAS, Lorain County is included in the US EPA Cleveland-Akron 8-Hour Ozone and PM_{2.5} Nonattainment Area designations, and

WHEREAS, the Metropolitan Planning Organizations (MPOs) and the Ohio Department of Transportation (ODOT) must reestablish conformity for the 2008 and 2015 8-Hour ozone standards and the 2006 and 2012 fine particulate matter (PM_{2.5}) standards as a result of the adoption of SFY 2024-2027 Transportation Improvement Programs and long range transportation plan amendments; and

WHEREAS, conformity is determined on a nonattainment area rather than a sub-area basis and each of the area's planning partners must approve a new conformity finding for the area based on these updates; and

WHEREAS, pursuant to US EPA regulations 40 CFR Part 93, Regional Transportation Plans and Transportation Improvement Programs in non-attainment areas are required to demonstrate transportation conformity with the State Implementation Plan; and

WHEREAS, The attached air quality conformity analyses compares the projected transportation motor vehicle emissions against the budgets identified in the State Implementation Plan (SIP) for each standard for the pertinent portions of the counties of Ashtabula, Cuyahoga, Geauga, Lake, Lorain, Medina, Portage and Summit; and

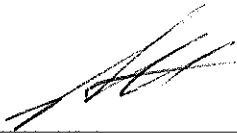
WHEREAS, the conformity analyses demonstrate that the NOACA, AMATS, and ERPC Transportation Improvement Programs (TIPs) and Long Range Transportation Plans in the eight county Cleveland-Akron air quality nonattainment area are in conformity with USEPA air quality standards; and

WHEREAS, the necessary coordination between the Cleveland/Akron Air Quality Area partners (Erie Regional Planning Commission for the Lorain County portion of the City of Vermilion; AMATS; for Portage and Summit Counties; NOACA for Cuyahoga, Geauga, Lake, Lorain, and Medina Counties; and ODOT for Ashtabula County) has occurred to establish conformity.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee affirms its approval of the attached air quality conformity analysis for the eight county Cleveland-Akron air quality non-attainment area for 2008 and 2015 8-hour Ozone standard.
2. That this Committee affirms its approval of the attached air quality conformity analysis for the eight county Cleveland-Akron air quality non-attainment area for 2006 and 2012 PM_{2.5} standards.

3. That this Committee affirms the consistency between the Lorain County portion of the ERPC Regional Long Range Transportation Plan, Transportation Improvement Program, and the State Implementation Plan (SIP).
4. That this Committee affirms interagency consultation has occurred between its non-attainment partners (NOACA, AMATS, and ODOT) to ensure conformity analyses.
5. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Transportation Policy Committee of the Erie Regional Planning Commission.



Patrick Shenigo, 2023 Chairperson
Metropolitan Transportation Policy Committee
Erie Regional Planning Commission

April 27, 2023

**RESOLUTION NUMBER 2023-04 OF THE METROPOLITAN PLANNING ORGANIZATION POLICY
COMMITTEE OF THE ERIE REGIONAL PLANNING COMMISSION**

**REAFFIRMING THE 2045 REGIONAL TRANSPORTATION PLAN AND APPROVING THE 2024-2027
TRANSPORTATION IMPROVEMENT PROGRAM, AND AFFIRMING THE CONSISTENCY BETWEEN
THE REGIONAL TRANSPORTATION PLAN, THE TRANSPORTATION IMPROVEMENT PROGRAM,
AND THE STATE IMPLEMENTATION PLAN**

WHEREAS, The Governor of the State of Ohio, acting through the Ohio Department of Transportation and in cooperation with local elected officials, has designated the Policy Committee of the Erie Regional Planning Commission as the Metropolitan Planning Organization (MPO) for Erie County and the City of Vermillion portion of Lorain County; and

WHEREAS, the MPO has, pursuant to 23 United States Code §134 and 49 United States Code 5303, prepared the 2045 Regional Long Range Transportation Plan, which was approved in July 2020, and

WHEREAS, the MPO has, pursuant to 23 United States Code §134 prepared a Transportation Improvement Program for Fiscal Years 2024 through 2027, and

WHEREAS, Lorain County is included in the US EPA Cleveland-Akron 8-Hour Ozone and PM_{2.5} Nonattainment Area designations, and

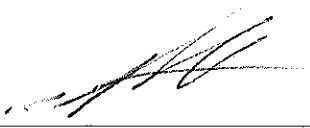
WHEREAS, pursuant to US EPA regulations 40 CFR Part 93, Regional Transportation Plans and Transportation Improvement Programs in non-attainment areas are required to demonstrate transportation conformity with the State Implementation Plan, and,

WHEREAS, conformity analyses and determinations for USEPA's 2008 and 2015 8-hour ozone standard, and the 2006 and 2012 annual fine particulate matter air quality standards for the SFY 2024-2027 Transportation Improvement Program (TIP) and Long Range Transportation Plan must be completed in cooperation with the other MPOs and ODOT for the designated non-attainment areas as more fully described in the attached and,

WHEREAS, this analysis demonstrates that the AMATS, NOACA, and ERPC Regional Transportation Plans and Transportation Improvement Programs conform to the State Implementation Plan, pursuant to 40 CFR 93.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee reaffirms its approval of the 2045 Regional Long Range Transportation Plan as the Transportation Plan for Erie County and the Lorain County portion of the City of Vermillion.
2. That this Committee approves of the Transportation Improvement Program for Fiscal Years 2024 through 2027 as the Program of projects being implemented with federal transportation funds in Erie County and the Lorain County portion of the City of Vermillion.
3. That this Committee affirms the consistency between the 2045 Regional Long Range Transportation Plan and the Transportation Improvement Program for Fiscal Years 2024 through 2027.
4. That this Committee affirms the consistency between the Lorain County portion of the ERPC 2045 Regional Long Range Transportation Plan and the State Implementation Plan (SIP).
5. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization Policy Committee.



Patrick Shenigo, 2023 Chairperson
Metropolitan Planning Organization Policy Committee
Erie Regional Planning Commission
April 27, 2023

**RESOLUTION NUMBER 2023-05 OF THE METROPOLITAN PLANNING ORGANIZATION POLICY
COMMITTEE OF THE ERIE REGIONAL PLANNING COMMISSION**

**AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM AND APPROVING A
TRANSPORTATION PROJECT AS REQUESTED BY PERKINS TOWNSHIP**

WHEREAS, this Committee is the Metropolitan Planning Organization (MPO) for Erie County and the Lorain County portion of the City of Vermilion; and

WHEREAS, it is the responsibility of this Committee to approve federally-funded transportation projects from Erie County which appear on the TIP; and

WHEREAS, Perkins Township has requested a total of \$352,662.13 in MPO funding for the Perkins Avenue Sidewalk from Strub Road to Merriweather Drive Project in Perkins Township; and

WHEREAS, project improvements are to install new sidewalks along Perkins Avenue between Strub Road and Merriweather Drive; and

WHEREAS, the MPO Policy Committee has approved \$12,500 of Transportation Alternative (TA) and Carbon Reduction Program (CRP) funding for the project's Preliminary Engineering Phase in SFY 2025; and

WHEREAS, the MPO Policy Committee has approved \$31,500 in TA and CRP funding for the project's Utilities phase in SFY 2025; and

WHEREAS, the MPO Policy Committee has approved \$285,662.13 in TA and CRP funding for the project's Construction phase in SFY 2026; and

WHEREAS, the MPO Policy Committee has approved \$23,000 in TA and CRP funding for the project's Construction Engineering phase in SFY 2025; and


WHEREAS, the MPO Policy Committee has considered and approved amending the TIP to approve the funding for the identified project; and

WHEREAS, approving the TIP amendment will ensure the project is completed on a timely basis; and

WHEREAS, the Policy Committee has analyzed this request and found it to be consistent with the long-range plans of the Erie Regional Planning Commission;

NOW THEREFORE BE IT RESOLVED:

- 1) That this Committee approves an amendment to the FY 2024-2027 Transportation Improvement Program (TIP) as requested by Perkins Township for the Perkins Avenue Sidewalk from Strub Road to Merriweather Drive project; and
- 2) That this Committee authorizes Erie Regional Planning Commission staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Erie Metropolitan Planning Organization.



Patrick Shenigo, 2023 Chairperson
Metropolitan Planning Organization Policy Committee
Erie Regional Planning Commission
September 28, 2023

Perkins Avenue Sidewalks – Perkins Township

Classification	Minor Arterial
Total Cost:	\$705,324.27
PE(25):	\$12,500
Utilities (25):	\$31,500
CO(26):	\$285,662.13
CE(25):	\$23,000
Requested MPO Funds:	\$352,662.13
Percent Split:	50.0%
Self Score:	92

- Sidewalk instillation from Strub Road to Merriweather Drive on Perkins Ave.
- 5 feet concrete sidewalks
- Improves pedestrian safety along high traffic area
- Ties into new sidewalks along Strub Road



Final Scores and Project Selection Recommendation

Project Selection Committee's recommendation to award Perkins Township SFY 26 TA Funds



Project Sponsor	Project Location	Project Description	Total Project Cost	MPO Requested Funding	MPO Total Funding Req.	Split	Self Score	MPO Score	Rank
City of Huron	Connect 'LEET' to Rye Beach Path	A multi-use path linking Lake Erie Electric Trail to the US6 Connectivity Corridor	\$ 396,380.00	DD(25)=\$20,000, CO(26)=\$178,000	\$ 198,000.00	50.0%	95	88	3
City of Huron	Jim Campbell Path	Pedestrian and bike path along south edge of Jim Campbell Blvd	\$ 539,800.00	PE(25)=\$2,500, DD(25)=\$28,000, CO(26)=\$226,400, CE(26)=\$13,000	\$ 269,900.00	50.0%	90	88	2
City of Sandusky	Forest Drive Sidewalks	New sidewalks along Forest Drive to the MacArthur Park	\$ 136,303.60	PE(26)=\$5,000, DD(26)=\$2,500, CO(27)=\$55,651.80, CE(27)=\$5,000	\$ 68,151.80	50.0%	82	84	5
City of Sandusky	Hancock Street Pedestrian Safety Project	Sidewalk replacement of out of spec-sidewalks	\$ 161,982.00	DD(26)=\$9,375, CO(27)=\$62,241, CE(27)=\$9,375	\$ 80,991.00	50.0%	75	75	6
Perkins Township	Perkins Avenue Sidewalks	New Sidewalks from Strub Road to Merriweather Dr. along Perkins Avenue	\$ 705,324.27	PE(25)=12,500, Utilities(25)=31,500, CO(26)=285,662.13, CE(25)=23,000	\$ 352,662.13	50.0%	92	97	1
City of Vermilion	SRTS Phase 3	State Route 60 (State Street) Sidewalks	\$ 349,856.00	CO(26)=\$216,278, CE(26)=\$26,965	\$ 243,243.00	69.5%	78	87	4

**RESOLUTION NUMBER 2023-06 OF THE METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE OF THE ERIE REGIONAL PLANNING COMMISSION**

APPROVING THE STATE FISCAL YEAR 2023 PROGRESS REPORT

WHEREAS, the Erie Regional Planning Commission is designated as the Metropolitan Planning Organization by the Governor, acting through the Ohio Department of Transportation in cooperation with local officials in Erie and a portion of Lorain Counties; and

WHEREAS, the Metropolitan Planning Organization refers to a forum for cooperative transportation decision making for the metropolitan planning area; and

WHEREAS, Erie Regional Planning in conjunction with the local and state representation has prepared the State Fiscal Year 2023 Progress Report as part of the transportation planning process; and

WHEREAS, Erie Regional Planning has outlined and detailed a number of different transportation work products completed between July 1, 2022 and June 30, 2023 also known as State Fiscal Year 2023; and

WHEREAS, The planning products and programs in the State Fiscal Year 2023 Unified Planning Work Program are all fiscally constrained within the budget constraints of the approved Ohio Department Of Transportation Consolidated Planning Grant; and

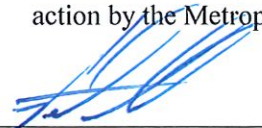
WHEREAS, All products and programs are compatible and further the goals of the 2045 Long Range Transportation Plan; and

WHEREAS, This Committee is the Metropolitan Planning Organization for Erie County; and

WHEREAS, the State Fiscal Year 2023 Progress Report has been submitted to and reviewed by the Technical Advisory Committee and the Policy Committee:

NOW THEREFORE BE IT RESOLVED:

- 1) That this Policy Committee hereby approves the State Fiscal Year 2023 Progress Report and submittal of the report to the appropriate agencies; and
- 2) That this Committee authorizes the Erie Regional Planning Commission Director and staff to take any and all actions that in their judgment are necessary to carry out the purposes of this Resolution and to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.



Patrick Shenigo, 2023 Chairperson
Metropolitan Planning Organization Policy Committee
Erie Regional Planning Commission
September 28, 2023

**RESOLUTION NUMBER 2023-07 OF THE METROPOLITAN PLANNING ORGANIZATION POLICY
COMMITTEE OF THE ERIE REGIONAL PLANNING COMMISSION**

**APPROVING ADOPTION OF ESTABLISHED STATEWIDE TARGETS FOR SAFETY PERFORMANCE
MANAGEMENT MEASURES**

WHEREAS, this Committee is the Metropolitan Planning Organization (MPO) for Erie County and the Lorain County portion of the City of Vermilion; and

WHEREAS, per Federal Rule 23 CFR 490 States and Metropolitan Planning Organizations are required to establish targets for five safety performance measures applicable to all public roads, as the number of fatalities, number of serious injuries, fatality rate, serious injury rate, and number of non-motorized fatalities and serious injuries; and

WHEREAS, the performance measures are being required to foster transparency and accountability, and help track safety progress at regional, state, and national levels; and

WHEREAS, the Ohio Department of Transportation has established a statewide 2% annual reduction target across all five performance measures; and

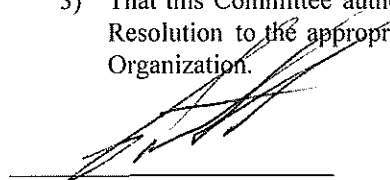
WHEREAS, Metropolitan Planning Organizations must establish targets for their respective areas within 180 days of the State's establishment of targets; and

WHEREAS, the Policy Committee has analyzed and determined that it will support the established Ohio Department of Transportation's statewide safety targets; and

WHEREAS, the Erie County Regional Planning Commission MPO agrees to plan and program projects so that they contribute toward the accomplishment of the Ohio Department of Transportation safety target for that performance measure;

NOW THEREFORE BE IT RESOLVED:

- 1) That this Committee approves supporting the Ohio Department of Transportation's statewide 2% annual reduction target for all five safety performance measures.
- 2) That this Committee agrees to plan and program projects so that they contribute toward the accomplishment of the Ohio Department of Transportation's safety target for that performance measure.
- 3) That this Committee authorizes Erie Regional Planning Commission staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Erie Metropolitan Planning Organization.



Patrick Shenigo, 2023 Chairperson
Metropolitan Planning Organization Policy Committee
Erie Regional Planning Commission

November 16, 2023



August 25, 2023

Ohio Metropolitan Planning Organizations
Executive Directors

Dear Colleagues,

The deadline for the Ohio Department of Transportation (ODOT) to establish the annual Safety Performance targets is approaching. As a result, I'm writing to inform you of the state's targets and the process for Metropolitan Planning Organizations to adopt these targets or develop regional targets of their own.

Background

Federal Rule 23 CFR 490 establishes five safety performance measures and requires states set targets for those measures to demonstrate reductions in fatalities and serious injuries on all public roads. The required performance measures are:

- Number of Fatalities
- Number of Serious Injuries
- Rate of Fatalities
- Rate of Serious Injuries
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries

Together, these performance measures foster transparency and accountability, and help organizations track safety progress at the regional, state, and national level.

Deadlines

The deadlines for establishing the state's targets are:

- **July 1, 2023** – The Ohio Department of Public Safety (ODPS) must submit the state's Highway Safety Plan to the National Highway Traffic Safety Administration. This plan includes the five required targets. ODOT and ODPS worked together to mutually agree upon the same targets for these measures, and ODPS has submitted the plan.
- **August 31, 2023** – ODOT submits the Highway Safety Improvement Program Report to the Federal Highway Administration. This report includes targets identical to those in the Highway Safety Plan. In turn, MPOs are required to establish safety targets within 180 days of the submittal of ODOT's HSIP Report.
- **February 26, 2024** – Ohio MPOs must establish safety targets for their respective metropolitan planning areas. **ODOT requests that MPO Safety Performance targets be adopted through MPO**

Governance Board resolutions. For each safety performance measure, the MPO has two options for establishing a target:

- Adopt the statewide target and agree to plan and program projects so they contribute toward the accomplishment of the ODOT safety target for that performance measure; or
- Cooperatively develop and adopt a quantifiable target for that performance measure for its metropolitan planning area.

MPO Board Resolutions can be forwarded to Nathaniel Vogt (nathaniel.vogt@dot.ohio.gov) in ODOT's Division of Planning prior to the February 26, 2024, deadline. ODOT has created several interactive tools MPOs can use to develop regional targets, if an MPO chooses to do so. The interactive reports and tools can be found here: <https://www.transportation.ohio.gov/programs/highway+safety/dashboard-tests/04-strategic-highway-safety-plan-dashboards>.

Ohio Adopts 2% Annual Reduction Goal

After reviewing historical crash trends and other factors, ODOT and ODPS have once again adopted a **2% percent annual reduction target across all five categories**.

Ohio has adopted these aggressive targets for two reasons: 1) The state made progress last year in reducing key performance targets, and 2) The state is continuing to make record-level investments in road safety. Thanks to an increase in the state gas tax in 2019 and additional federal funding passed in 2021, ODOT is investing \$185M annually in road safety across the state. We believe it's the largest per capita investment by any state DOT in the country.

Ohio's safety community is also energized by the recent passage of the state's distracted driving law, which prohibits drivers from interacting with electronic devices while driving. It also makes these activities a primary offense. The new law – coupled with better enforcement tools and more public education – should change driver behavior and help prevent serious and fatal crashes in our state.

In addition, we want to emphasize that Ohio is choosing to adopt aggressive target reductions as a matter of philosophy and motivation. Ohio can't – in good conscience – set negative targets or low expectations and expect to inspire Ohioans to do more to improve safety in our state.

Calculated Targets for 2024

Below are Ohio's calendar year (CY) 2024 targets. The baseline years for setting CY 2024 targets are CYs 2018-2022. FHWA will determine whether a state DOT has met or made significant progress toward meeting its CY 2024 targets in December 2025. States will be notified in March 2026.

A state is considered to have met or made significant progress toward meeting its performance targets if at least four of the five targets have been met or the actual outcome for the target is better than the baseline performance.

CY 2024 Targets for Ohio are:

- 1,172.0 Number of Fatalities
- 7,270.0 Number of Serious injuries
- 1.05 Rate of Fatalities

- 6.51 Rate of Serious Injuries
- 835.0 Frequency of non-motorized fatalities and non-motorized serious injuries

Baselines used to set targets are (CY 2018-2022):

- 1,220.0 Number of Fatalities
- 7,529.4 Number of Serious Injuries
- 1.09 Rate of Fatalities
- 6.78 Rate of Serious Injuries
- 869.19 Frequency of Non-motorized Fatalities and Non-motorized Serious Injuries

Please contact us if you would like to discuss these targets and how investments in your region or across the state might influence them.

If you have questions, please contact Nathaniel Vogt at (614) 351-2849 or nathaniel.vogt@dot.ohio.gov.

Respectfully,

A handwritten signature in black ink, appearing to read "James W. Gates".

James Gates,
Deputy Director
ODOT Division of Planning

Safety Performance Measure 1 (PM 1)

- FHWA requires target setting for performance measures
- PM1 – Safety, required to set target each year
- State sets target, MPO's can support the State target or establish their own
- CY 2024 – State set target as 2% reduction for all 5 performance areas (based off of years 2018-2022)

Safety Performance Metrics	ODOT 2022 Target		ODOT 2018-2022	ODOT 2023 Target	ODOT 2019-2023 (not all 2023)	ODOT 2024 Target
Number of Fatalities	1,106.0	↑	1,220.0	1,173.0	1,116.4	1,172.0
Number of Serious Injuries	7,774.0	↓	7,529.4	7,649.0	5,892.2	7,270.0
Rate of Fatalities	0.97	↑	1.09	1.04	1.09	1.05
Rate of Serious Injuries	6.78	=	6.78	6.77	6.38	6.51
Frequency of non-motorized fatalities and non-motorized serious injuries	808.0	↑	869.19	824.0	773.8	835.0

Safety Performance Metrics	ERPC 2022 Target		ERPC 2018-2022	ERPC 2023 Target	ERPC 2019-2023 (not all 2023)	ERPC 2024 Target
Number of Fatalities	9.6	↑	10.0	9.6	10.8	9.6
Number of Serious Injuries	60.4	↓	52.6	56.5	54.6	50.5
Rate of Fatalities	0.76	↑	0.81	0.76	0.87	0.78
Rate of Serious Injuries	4.78	↓	4.25	4.47	4.39	4.08
Frequency of non-motorized fatalities and non-motorized serious injuries	3.9	↑	4.8	3.9	3.8	4.6

Resolution 2023-07 Approving Adoption of Established Targets for Safety Performance Management Measures