



## Approve Support for Caltrans Statewide Safety Performance Management Targets

Consent

**Prepared by:** Sam Shelton

**Approved by:** James Corless

**Attachments:** Yes

### **1. Issue:**

Federal law requires states and metropolitan planning organizations (MPOs) to establish annual targets as part of a series of performance measures.

### **2. Recommendation:**

The Transportation Committee unanimously recommends that the board approve the five statewide safety performance targets for 2019 set by the California Department of Transportation (Caltrans) in order to meet federal requirements.

### **3. Background/Analysis:**

The most recent federal transportation bills require state departments of transportation to set and report on progress towards three sets of annual performance measurement targets:

- Safety Performance Management (PM1)
  - Fatalities and Injuries
- Pavement and Bridge Condition Performance Management (PM2)
  - Infrastructure Conditions
- System Performance Management (PM3)
  - Freight movement, congestion, and reliability

MPOs must either set their own regional targets or support the state targets. If an MPO elects to support the state target, it must show steps the region is taking through the long range plan and short range transportation improvement program to help make progress towards meeting these state targets. In 2018, the board approved all 2018 Caltrans-established statewide performance targets for PM1, PM2 and PM3 as SACOG's targets. This staff item relates to PM1, which is the first target acted on each year. Staff will return to the board later in the year with recommendations on the PM2 and PM3 targets.

### **4. Discussion/Analysis:**

There are five specific targets within the PM1 safety performance management area: (1) number of fatalities; (2) rate of fatalities; (3) number of serious injuries; (4) rate of serious injuries; and, (5) number of non-

motorized fatalities and severe injuries. Staff recommends that SACOG support the five 2019 state safety targets, consistent with the recommendation of peer MPOs in California. Staff analyzed three key topics to reach these recommendation:

### **2019 PM1 targets are lower than 2018 targets to align with state plan**

After additional coordination with MPOs in 2018, Caltrans set new 2019 PM1 targets (see Attachment A, “2018 and 2019 Statewide Safety Performance Management Targets”). The updated targets match the current Strategic Highway Safety Plan’s (SHSP) annual goal of -3 percent for fatalities and -1.5 percent for serious injuries in 2019 compared to a five-year rolling average. This goal will help reach zero fatalities and serious injuries by 2050, in a manner similar to goals adopted by other states. SACOG staff coordinated with Caltrans, local partners, and staff at other MPOs during the development of the state safety performance management targets. Should Caltrans update the SHSP with different goals in 2020, the PM1 targets would be updated in 2021. Staff recommends that SACOG support the five 2019 state safety targets, consistent with the recommendation of fellow MPOs in California.

### **Repercussions of not making progress on targets**

The Federal Highway Administration (FHWA) will consider a state to have met or made significant progress toward meeting its targets if at least four of the five targets are met or the outcome for the performance measure is better than the baseline performance the year prior to the target year. Each year that a state has not met or made significant progress toward meeting its performance targets, it will be required to use the Highway Safety Improvement Program (HSIP) funds for safety projects only and develop a HSIP Implementation Plan. Currently, California uses all of its HSIP funds for safety projects so it’s unlikely this requirement would have a significant impact on spending in California. MPO performance on achieving targets is not evaluated by FHWA and there are no consequences defined in federal law for MPOs failing to meet performance targets. However, the state may decide in the future whether and how to hold regions accountable for making progress towards the targets.

### **SACOG-related safety planning efforts**

SACOG continues to support the advancement of projects designed to enhance safety through funding round project awards and discussions with Caltrans District 3, such as requesting and participating in a Road Safety Audit for SR70 in Yuba County. For the 2018 SACOG regional funding round, the program’s Project Performance Assessment (PPA) specifically uses PM1 metrics (injury rates, fatality rates, and bike/ped collisions) to help score funding round applications. Some examples of projects that scored highly in the PPA for safety and were funded in 2018 include:

- County Road 98 Safety & Bicycle Improvement: Phase 2, Yolo County, \$4.2 million
- North Beale Road Complete Streets Revitalization Project: Phase 2, Yuba County, \$2.3 million
- Traffic Signal Safety: City of Sacramento, \$3.98 million

### **5. Fiscal Impact/Grant Information:**

This item has no fiscal impact on the agency. Staff activities in support of SACOG’s performance-based planning work are already included in the agency’s adopted overall work program (OWP) and budget.

### **6. This staff report aligns with the following SACOG Work Plan Goals:**

7 - Deliver Key High-Profile Transportation Projects

## 2018 and 2019 Statewide Safety Performance Management Targets

### PM1 performance measures and 5-year rolling average targets

| Performance Measure  | Data Source   | 5- Yr. Rolling Average Targets |               | Percent Reduction Targets |  |
|--|---------------|--------------------------------|---------------|---------------------------|--|
|  |               | 2018                           | 2019          | 2018                      | 2019   |
| Number of Fatalities   | FARS          | 3,590                          | <b>3,445</b>  | 7.7%                      | <b>3.0%</b>  |
| Rate of Fatalities (per 100 million VMT)                             | FARS & HPMS   | 1.029                          | <b>0.995</b>  | 7.7%                      | <b>3.0%</b>  |
| Number of Serious Injuries   | SWITRS        | 12,823                         | <b>12,688</b> | 1.5%                      | <b>1.5%</b>  |
| Rate of Serious Injuries (per 100 million VMT)                       | SWITRS & HPMS | 3.831                          | <b>3.661</b>  | 1.5%                      | <b>1.5%</b>  |
| Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries | FARS & SWITRS | 4,271                          | <b>3,949</b>  | 10.0%                     | <b>3.0% for Fatalities and 1.5% for Serious Injuries</b> |

#### Sources and Acronyms

Fatality Analysis Reporting System (FARS): A nationwide census providing NHTSA, Congress and the American public yearly data regarding fatal injuries suffered in motor vehicle traffic crashes. To be included in FARS, a crash must involve a motor vehicle traveling on a trafficway customarily open to the public and must result in the death of at least one person (occupant of a vehicle or a non-motorist) within 30 days of the crash. FARS is built on some or all of the following data: Police accident reports, State vehicle registration files, State driver licensing files, State highway department data, Vital records department data, Death certificates, Coroner/medical examiner reports, and Emergency medical service reports.

Highway Performance Monitoring System (HPMS): A national level highway information system that includes data on the extent, condition, performance, use and operating characteristics of the nation's highways. Typical data includes Annual Average Daily Traffic (AADT), Peak Hour Volumes, Daily Vehicle Miles Traveled and pavement condition data.

Statewide Integrated Traffic Records System (SWITRS): A database that collects and processes data gathered from a collision scene. It contains all collisions that were reported to the California Highway Patrol (CHP) from local and governmental agencies.