



Subject: Support for Caltrans Statewide Safety Performance Management Targets

<input checked="" type="checkbox"/> Action	<input type="checkbox"/> Consent	<input type="checkbox"/> Information	<input type="checkbox"/> R&F	<input type="checkbox"/> Report	<input type="checkbox"/> Workshop
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Attachments: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N					

- Issue:** Recent federal law requires states and metropolitan regions to establish annual targets under a series of performance measures.
- Recommendation:** That the Transportation Committee recommend that the Board: (1) approve as SACOG's 2018 targets the five statewide safety performance targets set by the California Department of Transportation (Caltrans) to meet federal requirements; and (2) authorize the CEO to execute the necessary addendum to SACOG's Memorandum of Understanding with Caltrans.
- Background:** The most recent federal transportation bills require state departments of transportation to set and report on progress towards a series of annual performance measurement targets related to safety, air pollution emissions, infrastructure condition, freight movement, congestion, and reliability. Safety is the first performance measure to move through federal rulemaking.

Pursuant to this federal regulation, Caltrans has set five statewide annual Safety Performance Management targets for 2018, as reflected in Table 1 below.

Table 1. 2018 California Statewide Safety Performance Targets

Performance Measure	Target (5 year rolling avg)	Percent Reduction (2017 to 2018)
Number of Fatalities	3,591	-7.7%
Rate of Fatalities (per 100M VMT)	1.029	-9.5%
Number of Serious Injuries	12,823	-1.5%
Rate of Serious Injuries (per 100M VMT)	3.831	-3.4%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	4,271	-10%

Source: SACOG compilation of Caltrans Safety Performance Management Targets for 2018. Non-rate targets rounded to nearest integer.

4. Discussion/Analysis:

Safety Target-Setting

With the statewide targets set, metropolitan planning organizations (MPOs) are required by February 27, 2018, to establish targets for the same five safety performance measures for all public roads within the MPO planning area, and to report these targets to the state. To do so the MPO can either: (1) support the state targets by agreeing to plan and program projects that contribute toward the accomplishment of the state safety targets, or (2) create and commit to a quantifiable target for each performance measure in their metropolitan planning area.

SACOG staff coordinated with Caltrans, local partners, and staff at other MPOs during the development of the state safety performance management targets. Staff recommends that SACOG support the five 2018 state safety targets, consistent with the recommendation of fellow MPOs in California. We will also need to execute an addendum to our Memorandum of Understanding with Caltrans to demonstrate that SACOG integrates performance goals, objectives, measures and targets into our planning and programming activities. To support the State's targets, we will be utilizing available data on fatalities and serious injuries to identify potentially beneficial projects in our planning and programming activities moving forward.

Progress on Targets

Failure of the state to demonstrate meaningful progress toward meeting a target could result in federal limits on the flexibility the state has for directing federal transportation dollars to state priorities. In other words, if Caltrans does not meet its safety targets, it may be required to allocate more funding from discretionary uses towards safety projects and programs. There are no consequences defined in federal law for MPOs failing to meet performance targets, though the state may decide in the future whether and how to hold regions accountable for making progress towards the targets. As safety is the first target, and this is the first year of target setting, it is still not clear how (if at all) this might unfold in practice. Through conversations with Caltrans, staff believes any changes would be at the macro or statewide scale.

Future Target-Setting

Following the adoption of the safety targets, the process turns to the next federal performance measures: maintenance and system performance. Attachment A describes the critical dates for both the state and MPOs in these performance measures. Staff will provide ongoing updates on how SACOG plans to proceed with developing and monitoring federal performance targets.

5. Fiscal Impact/Grant Information: This item has no fiscal impact on the agency.

ATTACHMENTS:

Attachment

	State Target Due	MPO Target Due	SACOG Staff Contact
Safety			
Number of Fatalities	August 2017	February 2018	Garett Ballard-Rosa
Rate of Fatalities per 100 million VMT			
Number of Serious Injuries			
Rate of Serious Injures per 100 million VMT			
Number of Non-motorized Fatalities and Non-motorized Serious Injuries			
Maintenance			
State Asset Management Plan	June 2019	TBD	Clint Holtzen
Percent of National Highway System (NHS) bridged in Good condition	October 2018	March 2019	
Percent of NHS bridges in Poor condition			
% of Interstate pavement in Good condition	May 2018	November 2018	
% of Interstate pavement in Poor condition			
% of non-Interstate pavement in Good condition			
% of non-Interstate pavement in Poor condition			
System Performance			
% of reliable person-miles traveled on the interstate	May 2018	November 2018	Bruce Griesenbeck
% of reliable person-miles traveled on the non-interstate NHS			
% of Interstate system mileage providing for reliable truck travel time			
Total emission reductions by applicable pollutants under CMAQ program			
Annual hours of peak hour excessive delay per capita			
% of non-single occupancy vehicle travel			