



Board of Directors Regular Meeting

Meeting Date: 2/15/2018

Agenda Item No.: 2018-February-3.

SACOG Board of Directors

Subject: Approve Support for Caltrans Statewide Safety Performance Management Targets

Consent

Prepared by: Garrett Ballard-Rosa

Approved by: James Corless

Attachments: Yes

1. Issue:

Recent federal law requires states and metropolitan regions to establish annual targets under a series of performance measures.

2. Recommendation:

The Transportation Committee recommends that the SACOG 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.

3. Background/Analysis:

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. Per direction from the Transportation Committee, Table 1 also includes, for informational purposes, the six-county totals if the state 2018 target methodology is applied to the SACOG region.

Table 1. 2018 California Statewide Safety Performance Targets

Performance Measure	California Statewide Target (5 year rolling avg)	State Target Percent Reduction (2017 to 2018)	State Target Applied to 6-County SACOG Region*

Number of Fatalities	3,591	-7.7%	249
Rate of Fatalities (per 100M VMT)	1.029	-9.5%	1.104
Number of Serious Injuries	12,823	-1.5%	916
Rate of Serious Injuries (per 100M VMT)	3.831	-3.4%	4.065
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	4,271	-10%	257

**For information purposes only. Includes Tahoe Basin. Non-rate targets rounded to nearest integer.*

Source: SACOG compilation of Caltrans Safety Performance Management Targets for 2018.

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.

Per direction from the Transportation Committee, staff has compiled Attachment B, which reports the underlying data for the safety performance measures at both the regional and state level since 2007. The state target methodology uses observed data through 2016, then applies a series of assumptions for year 2017 and 2018 totals. The state methodology reports the performance target as the five-year average of 2014 to 2018. Staff will return to the Transportation Committee in the following months to report on the recent safety data trends in the context of ongoing regional monitoring activities.

5. Fiscal Impact/Grant Information:

There is no fiscal impact.

ATTACHMENTS:

Description

Attachment A

Attachment B

	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 Injuries 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			

Federal Safety Performance Management: Data Tables

Caltrans' SHSP Program has compiled the official data sources used for the 5 safety performance management targets. The data is available by county, starting in 2007. In the five tables below SACOG has pulled the data for each performance measure for the regional total, and the state total, using the official data series at: <http://www.dot.ca.gov/trafficops/shsp/target.html>

Note that the data for the SACOG region include the Tahoe Basin.

Annual Fatalities on Transportation System: State and Region

Year	SACOG Region*	CA
2007	257	3,995
2008	198	3,434
2009	191	3,090
2010	204	2,720
2011	195	2,816
2012	211	2,966
2013	222	3,107
2014	189	3,102
2015	230	3,176
2016	260	3,680
2017	294	4,158
2018	271	3,839

**includes Tahoe basin*

State target is the 5-year average of 2014 to 2018,

Safety Performance Management- California Target Setting official data source:

<http://www.dot.ca.gov/trafficops/shsp/target.html>

Annual Fatalities on Transportation System per 100 million VMT: State and Region

Year	SACOG Region*	CA
2007	1.25	1.21
2008	0.98	1.05
2009	0.94	0.95
2010	1.00	0.84
2011	0.96	0.87
2012	1.02	0.91
2013	1.05	0.94
2014	0.87	0.93
2015	1.05	0.93
2016	1.16	1.06
2017	1.28	1.17
2018	1.16	1.06

**includes Tahoe basin*

State target is the 5-year average of 2014 to 2018,

Safety Performance Management- California Target Setting official data source:

<http://www.dot.ca.gov/trafficops/shsp/target.html>

Annual Serious Injuries on Transportation System: State and Region

Year	SACOG Region*	CA
2007	890	13,133
2008	858	11,943
2009	767	10,931
2010	666	10,423
2011	725	10,607
2012	683	10,864
2013	760	10,664
2014	807	10,995
2015	858	11,941
2016	916	13,107
2017	1,007	14,431
2018	992	14,214

**includes Tahoe basin*

State target is the 5-year average of 2014 to 2018,

Safety Performance Management- California Target Setting official data source:

<http://www.dot.ca.gov/trafficops/shsp/target.html>

Annual Serious Injuries on Transportation System per 100 million VMT: State and Region

Year	SACOG Region*	CA
2007	4.31	3.98
2008	4.24	3.67
2009	3.77	3.37
2010	3.26	3.22
2011	3.55	3.26
2012	3.30	3.32
2013	3.59	3.24
2014	3.73	3.29
2015	3.89	3.50
2016	4.07	3.77
2017	4.39	4.06
2018	4.24	3.92

**includes Tahoe basin*

State target is the 5-year average of 2014 to 2018,

Safety Performance Management- California Target Setting official data source:

<http://www.dot.ca.gov/trafficops/shsp/target.html>

**Annual Non-Motorized Fatalities and Serious Injuries on Transportation System:
State and Region**

Year	SACOG Region*	CA
2007	234	3,454
2008	229	3,391
2009	194	3,344
2010	207	3,299
2011	218	3,420
2012	206	3,525
2013	255	3,591
2014	254	3,633
2015	271	3,737
2016	263	3,931
2017	263	3,931
2018	236	3,538

**includes Tahoe basin*

State target is the 5-year average of 2014 to 2018,

Safety Performance Management- California Target Setting official data source:

<http://www.dot.ca.gov/trafficops/shsp/target.html>