



# STAFF REPORT

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|-----------------------|---------------------------------------------------------------------------|
| <b>MEETING DATE:</b>  | <b>April 27, 2023</b>                                                     |
| <b>SUBJECT:</b>       | <b>Receive Update on Safety Performance Targets for the Shasta Region</b> |
| <b>AGENDA ITEM:</b>   | <b>5-9</b>                                                                |
| <b>STAFF CONTACT:</b> | <b>Medhi Moeinaddini, Associate Transportation Planner</b>                |

## **SUMMARY:**

As part of the required federal performance-based planning and programming process, the Shasta Regional Transportation Agency (SRTA) must annually submit a series of performance targets for safety, including the number and frequency of serious injuries and fatalities on regional roadways. Regions may choose to support statewide safety performance targets or develop their own. Caltrans' targets for 2023 are based on a five-year rolling average for 2019-2023, with a goal to reduce serious injuries by 2.30% and fatalities by 0.30% statewide. By authority delegated to the executive director, SRTA submitted documentation supporting the 2023 Caltrans Statewide Safety Performance Management Targets on February 24, 2023.

## **STAFF RECOMMENDATION:**

It is recommended that the board of directors receive an update on regional safety performance targets.

## **DISCUSSION:**

**Background** – States and metropolitan regions receiving federal highway and transit funding are required to participate in performance-based transportation planning and programming. Through a series of rulemakings, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) established national performance measures for safety (PM1); pavement and bridge condition (PM2); and system performance (PM3). States and metropolitan regions must develop and adopt numerical performance targets that support these federal priorities. SRTA may adopt statewide targets developed by Caltrans or develop and justify region-specific targets. SRTA must show how investment priorities in the Regional Transportation Improvement Program (RTIP) support the realization of the statewide performance targets.

In December 2017, the SRTA board of directors adopted statewide performance measure targets for PM1, PM2, and PM3 and authorized the executive director to reaffirm these performance targets annually so long as there are no substantive changes to statewide targets and no compelling reason to develop region-specific targets. The target setting process can be very data and time intensive. Staff has not identified a fiscal benefit for the region to developing separate regional targets that may be held to strict scrutiny.

**Safety Performance Measure** – For 2023, SRTA elected to support the statewide safety targets as shown in Table 1 below. These targets are consistent with the California Strategic Highway Safety Plan. The targets for 2023 fatalities and fatality rate are based on the percentage change (averaged) from year to year starting with 2017 and ending with 2020.

**Table 1: Statewide Safety Performance Targets (Adopted by the Shasta Region)**

| Performance Target                                                   | Prior Target<br>(2022) | New Target<br>(2023) |
|----------------------------------------------------------------------|------------------------|----------------------|
| Number of Fatalities                                                 | 3,491.8                | 3,808.2              |
| Rate of Fatalities (per 100 million Vehicle Miles Traveled)          | 1.042                  | 1.216                |
| Number of Serious Injuries                                           | 16,704.2               | 15,156.2             |
| Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)    | 4.879                  | 4.904                |
| Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries | 4,684.4                | 4,131.7              |

California had a 3.44% increase in fatalities from 2019 (3,719) to 2020 (3,847). The annual trend in serious injuries had a 6.96% decrease in serious injuries from 2019 to 2020. The target for 2023 non-motorized fatalities and serious injuries supported the annual reduction of 0.30% for fatalities and 2.30% for serious injuries.

Caltrans is working to align state policies and investment priorities with safety data trends and performance targets through the California Strategic Highway Safety Plan. Caltrans is also requiring local agencies to have an adopted Local Road Safety Plan (or equivalent) to apply for Local Highway Safety Improvement Program (HSIP) funds. The Shasta Region represents a statistically small portion of the statewide measures and has limited resources. Though SRTA has no methodology or policy for identifying safety needs and prioritizing regional funds for safety projects, SRTA works with Caltrans District 2 and local agencies to identify and support the development and implementation of projects that reduce traffic-related injuries and fatalities. In addition, the RTIP includes a discussion of how regional investments support statewide safety performance targets.

**ALTERNATIVES:**

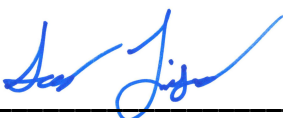
This is an informational item. The board of directors may request additional information for a presentation at a future board meeting.

**OTHER AGENCY INVOLVEMENT:**

Caltrans headquarters worked with metropolitan planning organizations across the state during the development of performance measures and provides the underlying data and methodology used to arrive at state targets. Staff works with Caltrans and applicable local jurisdictions to track and report system performance data.

**FISCAL IMPACT:**

SRTA and local agencies may allocate regional and local funds as they see fit and continue to apply for federal and state funds. Should the state not meet its performance targets several years in a row, Caltrans and the California Transportation Commission may be required to direct more federal resources toward safety projects in areas where targets are not being met.




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**Sean Tiedgen, AICP, Executive Director**