



STAFF REPORT

MEETING DATE:	February 24, 2022
SUBJECT:	Receive Update on Safety Performance Targets for the Shasta Region
AGENDA ITEM:	7-7
STAFF CONTACT:	Daniel Wayne, Senior Transportation Planner

SUMMARY:

As part of the federal performance-based planning and programming mandate, the Shasta Regional Transportation Agency (SRTA) is required to submit a series of performance targets for safety, including the number and frequency of injuries and fatalities on regional roadways. Regions may choose to support statewide safety performance targets or develop their own. SRTA has no methodology or policy for identifying safety needs and prioritizing regional funds for safety projects; however, the Regional Transportation Improvement Program describes how regional investments support safety targets. Statewide targets are based on a percentage reduction of 1.3% for injuries and 2.9% for fatalities, when compared to the five-year rolling average. By authority delegated to the executive director, documentation supporting the 2022 Caltrans Statewide Safety Performance Management Targets was submitted for the Shasta Region on February 21, 2022.

STAFF RECOMMENDATION:

It is recommended that the board of directors receive an update on regional safety performance management 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) are linked to the federal performance measures.

In December 2017, the 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.

Safety Performance Measure – For 2022, 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. They are calculated by taking a five-year rolling average, less 1.3% for injuries and 2.9% for fatalities.

Actual data for the most recent collection period is not yet available, so the prior year targets are provided for comparison.

Table 1: Safety Performance Target for the Shasta Region

Performance Target	Prior Target (2021 Submittal)	New Target (2022 Submittal)
Number of Fatalities	3,624.8	3,491.8
Rate of Fatalities (per 100M VMT)	1.044	1.042
Number of Serious Injuries	15,419.4	16,704.2
Rate of Serious Injuries (per 100M VMT)	4.423	4.879
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	4,340.8	4,684.4

The average number and rate of traffic-related fatalities over the last 5 years is slightly down, but the number of injuries has increased by 7.7%. Non-motorized fatalities and severe injuries are also up by 7.3%. Some of this change is likely due to changes in travel behavior associated with the pandemic.

ALTERNATIVES:

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

OTHER AGENCY INVOLVEMENT:

Caltrans headquarters worked with metropolitan planning organizations across the state during the development of performance measures and has provided 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, there may be reduced flexibility in how Caltrans and the California Transportation Commission administer state funds, and possibly the reprioritization of future funds to programs where targets are not being met.

Keith R. Williams, AICP, Senior Transportation Planner