



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 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, SRTA submitted documentation supporting the 2022 Caltrans Statewide Safety Performance Management Targets on February 21, 2022.

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 these performance targets.

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 and subtracting 1.3% for injuries and 2.9% for fatalities. Actual data from 2021 and the prior year targets are provided for comparison.

Table 1: Safety Performance Targets for the Shasta Region

Performance Target	Prior Target (2021 Submittal)	Actual Data for 2021	New Target (2022 Submittal)
Number of Fatalities	3,624.8	3,077	3,491.8
Rate of Fatalities (per 100M VMT)	1.044	n/a	1.042
Number of Serious Injuries	15,419.4	17,009	16,704.2
Rate of Serious Injuries (per 100M VMT)	4.423	n/a	4.879
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	4,340.8	4,105	4,684.4

The number of motor vehicle fatalities markedly decreased in 2021 but is down only slightly when compared to the five-year average. The number of motor vehicle injuries, however, jumped by 7.7%. Bicycle and pedestrian fatalities and severe injuries are also up by 7.3%. A closer look at the data reveals a similar trend to motor vehicles - i.e., bicycle and pedestrian fatalities are down but serious injuries are substantially higher.

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 to apply for Local Highway Safety Improvement Program (HSIP) funds. Though SRTA has no methodology or policy for identifying safety needs and prioritizing regional funds for safety projects, SRTA works with local agencies to 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 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 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 for any project type. Should the state not meet its performance targets, Caltrans and the California Transportation Commission may direct more state resources to safety projects.

**Keith R. Williams, AICP, Senior Transportation Planner**