



STAFF REPORT

MEETING DATE:	December 12, 2017
SUBJECT:	Consider Adopting the 2018 Statewide Safety Performance Measures Targets as the Safety Targets for the Shasta Region
AGENDA ITEM:	9
STAFF CONTACT:	Sean Tiedgen, AICP, Senior Transportation Planner

SUMMARY:

The federal transportation bill Moving Ahead for Progress in the 21st Century Act (MAP-21) requires states and metropolitan planning organizations (MPOs) to develop and adopt performance measure targets that support federal transportation goals for the national transportation system. Initial safety performance measures targets must be adopted by SRTA by February 27, 2018, and annually thereafter.

STAFF RECOMMENDATION:

It is recommended that the board of directors:

1. Consider adopting the statewide safety performance measure targets for 2018; and
2. Direct the executive director to enter into an agreement with Caltrans expressing SRTA's support of the statewide safety performance targets.

DISCUSSION:

Background – The federal transportation bill Moving Ahead for Progress in the 21st Century Act (MAP-21) required US departments of transportation (DOT), state DOTs and MPOs to establish a performance-based transportation program through the development of performance measures in the following areas:

- Pavement condition on the Interstate Highway System and on the remainder of the National Highway System (NHS);
- Performance of the Interstate Highway System and the remainder of the NHS;
- Bridge condition on the NHS;
- Fatalities and serious injuries on all public roads;
- Traffic congestion;
- Freight movement on the Interstate Highway Systems; and
- On-road mobile source emissions.

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have issued 'Final Rules' providing guidance for establishing targets for each of the performance measure areas above, including data sources, methodologies and deadlines for adopting targets.

State Targets – The California Department of Transportation (Caltrans), in cooperation with the Office of Traffic Safety (OTS), adopted California's statewide safety performance targets for year 2018 on August 31, 2017 (see Table 1).

Table 1 – California Statewide Safety Performance Measure Targets for 2018

Performance Target	5-Year Rolling Average (2018)	Percent Reduction (2018)
Number of Fatalities	3,590.8	-7.69%
Fatalities per 100 million VMT	1.029	-7.69%
Number of Serious Injuries	12,823.4	-1.5%
Serious Injuries per 100 million VMT	3.831	-1.5%
Number of Non-motorized Fatalities and Serious Injuries	4,271.1	-10%

The statewide targets are based on aspirational goals that are found in the California Strategic Highway Safety Plan (SHSP) and Caltrans' Strategic Management Plan, which focus on strategies to reduce fatalities and serious injuries in half by 2030. The '5-year rolling average' represents the annual goal for each performance target by the end of the calendar year (January 1 – December 31). For example, the target for calendar year 2018 is a reduction to 3,590.8 fatalities or less statewide, based on a five-year rolling annual average (2013-2017). The 'percent reduction' represents the decrease in the target, compared to the previous calendar year. For example, the 2018 target of 3,509.8 for fatalities is 7.69% less than the estimated fatalities for year 2017.

Regional Targets – By February 27, 2018, MPOs in California have two options for regional targets:

- Option 1 - Adopt the state targets and agree to plan and program projects that contribute toward accomplishing the state established performance targets; or
- Option 2 - Establish quantifiable regional targets for the metropolitan planning area.

Staff is recommending that the board of directors consider adopting the statewide targets for 2018. There is currently no known advantage or disadvantage to SRTA for adopting state targets or separate regional targets. Staff will work with Caltrans to track safety data annually and report to the board on progress made. Additionally, because this is an annual process the board of directors will have the option to consider developing and adopting separate regional targets in the future, if desired.

Staff conducted a review of regional fatality and serious injury data and performance target methodologies. Approximately 40% of all collisions in the Shasta region occur on state highways. On average, the Shasta Region accounts for 1% of statewide fatalities and serious injuries and 0.5% of statewide non-motorized fatalities and serious injuries. Table 2 compares the regional and statewide data for year 2015.

Table 2: Comparison of Regional and Statewide Fatalities and Serious Injuries in 2015

Factor	Shasta County	California	Region as % of State
Total Fatalities	34	3,176	1.07%
Total Serious Injuries	104	11,941	0.87%
Total Non-Motorized Fatalities and Serious Injuries	18	3,737	0.48%

The utilization of performance targets is a long-term process. Strategies need to be identified to help to accomplish the state performance targets. These strategies will take time to develop and implement and for results to be realized, possibly not for several years. Furthermore, due to the processes in place for reporting and verifying fatalities and serious injuries, it will not be known if the 2018 targets were accomplished until 2020. While the process does take time, it also has value. SRTA will be able to track how well state, regional and local projects are helping to reduce fatalities and serious injuries. Additionally, SRTA and our regional partners will be able to evaluate and identify areas where incidents are prevalent and work together to implement targeted strategies that increase safety.

Regardless of whether SRTA adopts statewide targets or develops separate regional targets SRTA will need to show how projects in our regional transportation plan, transportation improvement programs, and other plans, as appropriate, contribute toward accomplishing the established performance targets. SRTA will also support local agencies by collecting data, conducting analysis and reporting on results; preparing planning studies; and assisting with applications for federal and state funds.

Adopting state targets locally has no apparent downside for the region. SRTA and local agencies can allocate regional/local funds as they see fit and apply for federal and state funds. However, there is an impact to states if performance targets are not met statewide. For instance, if regional safety performance targets are not met, then the state would be required to program funds equal to the previous years' Highway Safety Improvement Program (HSIP) apportionment only for safety projects and develop an HSIP Implementation Plan. This may impact the flexibility of future HSIP funds until targets are reached.

ALTERNATIVES:

The board of directors may elect to not adopt the statewide targets and instead direct staff to prepare regional safety performance targets for consideration at the SRTA Board of Directors meeting on February 27, 2018. This would require additional staff time with no identifiable benefit.

OTHER AGENCY INVOLVEMENT:

Caltrans Headquarters staff provided regional data and guidance regarding state methods for arriving at targets. */// The Technical Advisory Committee (TAC) concurs with the staff recommendation. ///*

FINANCING:

Work activities related to this effort are budgeted in SRTA's Overall Work Program under Performance Measures (WE 701.03). Setting performance targets and tracking the region's ability to meet them will not impact project funding.

Daniel S. Little, AICP, Executive Director

Attachment:

Statewide Safety Management Targets for 2018 Memo is available online at:

<http://www.dot.ca.gov/trafficops/shsp/docs/Safety-Performance-Management-Targets-for-2018.docx>