

STAFF REPORT



MEETING DATE:	December 12, 2017
SUBJECT:	Consider Adopting the 2018 Statewide Safety Performance Measure Targets as the Safety Targets for the Shasta Region
AGENDA ITEM:	5-8
STAFF CONTACT:	Sean Tiedgen, AICP, Senior Transportation Planner

SUMMARY:

The federal transportation bill Moving Ahead for Progress in the 21st Century Act (MAP-21) required 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 measure targets must be adopted by SRTA by February 27, 2018, and annually thereafter.

STAFF RECOMMENDATION:

It is recommended that the board of directors:

1. Adopt the California statewide safety performance measure targets for 2018; and
2. Direct the executive director to submit an MPO Target Report to Caltrans (Attachment A).

DISCUSSION:

Background – The federal transportation bill Moving Ahead for Progress in the 21st Century Act (MAP-21) required the US Department 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 System; 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 California Office of Traffic Safety, 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 Target (annual)	Percent Reduction (compared to 2017)
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 2018 is a reduction to 3,590.8 fatalities or less statewide, based on the prior five-year 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 adopt the California statewide targets for 2018 for the Shasta Region (Option 1). There is no known disadvantage to SRTA for adopting state targets. Staff will work with Caltrans to track safety data and report annually to the board of directors on progress made. Since this is an annual process, the board of directors may choose to develop and adopt separate regional targets in the future, if desired. Caltrans provided a draft reporting template (Attachment A) to MPOs in advance of the reporting deadline.

Staff conducted a review of regional fatality and serious injury data. Approximately 40% of all collisions in the region occur on state highways. On average, the region accounts for 1% of statewide fatalities and serious injuries and 0.5% of statewide non-motorized fatalities and serious injuries. The region has 0.5% of the state population and 0.6% of statewide vehicle miles traveled. 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. It will take time to identify, develop and implement strategies that will help accomplish state performance targets and for results to be realized, possibly not for several years. Furthermore, due to the time it takes for reporting and verifying fatalities and serious injuries, it will not be known until 2020 if the 2018 targets were accomplished. 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 continue to identify and evaluate areas where incidents are prevalent and work together to implement targeted strategies that increase safety.

Going forward, 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 project applications for federal and state funds.

ALTERNATIVES:

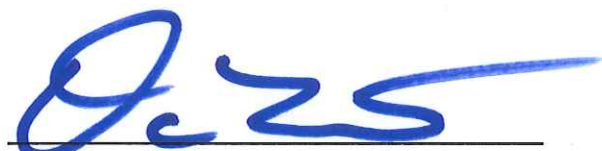
The board of directors may elect to not adopt the statewide targets and instead direct staff to prepare regional safety performance targets for consideration at the SRTA Board of Directors meeting on February 27, 2018. This would require additional staff time with no identifiable benefit.

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:

Adopting state targets locally has no apparent downside for the region. SRTA and local agencies may allocate regional/local funds as they see fit and apply for federal and state funds. However, if statewide performance targets are not met there are "penalties" to states. For instance, if California doesn't meet statewide safety performance targets, then California would be required to allocate 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.



Daniel S. Little, AICP, Executive Director

Attachment:

A: Metropolitan Planning Agreement Appendix: Safety MPO Target Reporting

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

<http://www.srta.ca.gov/DocumentCenter/View/3865>

Attachment A

Metropolitan Planning Agreement Appendix: **Draft 2018 California Performance Management 1 (PM1) Safety** **MPO Target Reporting Template**

The Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141) and subsequent federal rulemaking established five performance measures related to Safety. The measures are:

- Number of fatalities;
- Number of serious injuries;
- Rate of fatalities per 100 million vehicle miles traveled;
- Rate of serious injuries per 100 million vehicle miles traveled; and
- Number of non-motorized fatalities and serious injuries.

Federal regulations require state departments of transportation (State DOTs) to establish and report annual targets related to each of these five performance measures by August 31 of each year. For each performance measure, Metropolitan Planning Organizations (MPOs) shall establish a target six months after State DOTs establish targets (February 27) by either: 1) Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target for that performance measure; or 2) Committing to a quantifiable target for that performance measure for their metropolitan planning area. Annual targets will be expressed as five-year rolling averages and be compared with a five-year rolling average base period comprising of the five calendar years ending prior to the year the targets are due.

In preparation for the 2018 Safety Performance Management Target (SPMT) setting effort with targets due August 31, 2017, coordination between the California Department of Transportation (Caltrans) and MPOs occurred via webcast Safety Performance Management Engagement Workshops in 2016 and 2017.

As a result of these workshops, Caltrans coordinated with the Office of Traffic Safety to establish statewide targets for the first three performance measures (number of fatalities, number of serious injuries, and rate of fatalities) that were reported to the National Highway Traffic Safety Administration. Caltrans also established statewide targets for the rate of serious injuries and the number of non-motorized fatalities and serious injuries that were reported to the Federal Highway Administration on August 31, 2017.

Caltrans 2018 Statewide SPMT Based on a 5-Year Rolling Average

Performance Target	Data Source	5- Yr. Rolling Average (2018)
Number of Fatalities	FARS	3590.8
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.029
Number of Serious Injuries	SWITRS	12,823.4
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	3.831
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4271.1

Attachment A

The following 2018 SPMT resources are available on the Caltrans Strategic Highway Safety Plan (SHSP) website: <http://www.dot.ca.gov/trafficops/shsp/>.

- Links to videos and other information related to the 2016 and 2017 Safety Performance Management Engagement Workshops and training Caltrans has hosted, as well as links to other federal training resources;
- County-level data for 10 years from the Fatality Analysis Reporting System (FARS) and the Statewide Integrated Traffic Records System (SWITRS) required to measure performance and set SPMTs; and
- A whitepaper explaining the process and analytical methodology Caltrans used to calculate statewide 2018 SPMTs.

For further questions or technical assistance on Caltrans statewide SPMT process or analytical methodology, please contact the Caltrans MAP-21 Safety Performance Management (PM1) Team:

Thomas Schriber, Chief, Office of Performance, Caltrans Division of Traffic Operations

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Email: thomas.schriber@dot.ca.gov

Robert W. Peterson, Office Chief, Bridge, Bond and Safety Programs Caltrans, HQ Local Assistance

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Caltrans recommends MPOs support the 2018 Caltrans Statewide SPMT. **MPOs shall fill out this form and return it to the Caltrans MAP-21 PM1 Team no later than February 27, 2018.**

Question 1: Please provide the contact information and signature of the official at your MPO certifying this information.

Name:

Organization and Title:

Phone:

Email:

Address:

Signature: _____

Date: _____

Attachment A

Question 2: Will your MPO plan and program projects so that they contribute toward the accomplishment of each of the 2018 Caltrans Statewide SPMTs?

Yes: _____

No: _____

Question 3: If your MPO responded “No” to Question 2, please provide Caltrans with quantifiable 2018 SPMTs for each performance measure for your metropolitan planning area and provide the data source.

Performance Target	Data Source	5- Yr. Rolling Average (2018)
Number of Fatalities		
Rate of Fatalities (per 100M VMT)		
Number of Serious Injuries		
Rate of Serious Injuries (per 100M VMT)		
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries		

Answering the following two questions are optional to complete this form:

Question 4: If your MPO responded “No” to Question 2 and provided Caltrans with quantifiable 2018 SPMTs (and data sources) for each performance measure for your metropolitan planning area, please provide a methodology and rationale for your MPOs 2018 SPMTs (Feel free to answer this question on a separate attachment).

Question 5: Please explain how your MPO will plan and program projects so that they contribute toward the accomplishment of either 2018 Caltrans Statewide SPMTs or your MPO’s 2018 SPMTs if your MPO has chosen to set its own quantifiable SPMTs (Feel free to answer this question on a separate attachment).