



MEMORANDUM

TO: TAMC Technical Advisory Committee

FROM: Paul Hierling, Senior Planner

SUBJECT: Fixing America's Surface Transportation Performance Management Requirements and Target Setting

MEETING DATE: November 7, 2019

RECOMMENDATION: INFORMATION

Receive information regarding federal and state transportation performance management and target setting.

BACKGROUND/DISCUSSION:

The Federal Moving Ahead for Progress in the 21st Century Act (MAP-21), which was signed into law in 2012, included provisions for the establishment of national performance goals for the federal-aid highway program. Signed into law on December 5, 2015, the Fixing America's Surface Transportation (FAST) Act continues MAP-21's overall performance management approach and establishes nationally consistent metrics. In May 2016, the FTA and FHWA issued *The Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning Final Rule* (23 CFR 450, 771, and 49 CFR 613) which directs States and MPOs to coordinate their respective targets with each other to ensure consistency to the maximum extent practicable.

The U.S. Department of Transportation has issued several rules that establish a set of performance measures for the federal aid highway program. These rules require Metropolitan Planning Organizations (MPOs) to adopt statewide targets set by Caltrans for these performance measures or establish MPO regional targets. Caltrans has led a multi-agency effort to develop statewide safety performance targets, including the Federal Highway Administration (FHWA), National Highway Traffic Association, California Highway Patrol, California Office of Traffic Safety, MPOs and other stakeholders. Safety targets must be approved by AMBAG by February 28, 2020.

Safety Performance Management Rule

The Federal Safety Performance Management Measure rule establishes five performance measures to carry out the Highway Safety Improvement Program (HSIP) and requires the state to report on the five-year rolling averages for: (1) number of fatalities, (2) rate of fatalities per 100 million vehicle miles traveled (VMT), (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT and (5) number of non-motorized fatalities and non-motorized serious injuries.

Safety Performance Management Target Setting

Caltrans is required by Federal law to establish statewide targets for safety performance measures. Updated statewide targets were established on August 31, 2019 and will be updated annually as needed. Below is the table of the Statewide 2020 safety targets:

PM Safety Performance Target	Data Source	5- Yr. Rolling Average (2018)	Percent Reduction (2018)
Number of Fatalities	FARS	3518.0	3.03%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.023	3.03%
Number of Serious Injuries	SWITRS	13,740.4	1.5%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	3.994	1.5%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4147.4	3.03% for Fatalities and 1.5% for Serious Injuries

Attachment 1 provides additional information on PM 1 target setting.

Next Steps

AMBAG will approve the statewide safety measures to support achievement of the state's safety goals and to maintain compliance with the Federal Performance Management Safety rule.

FINANICAL IMPACT:

This work on performance management is budgeted and funded in the FY 2019/20 Overall Work Program as Work Element 610. There are currently no direct funding repercussions to an MPO or Regional Transportation Planning Agency (RTPA) if the statewide targets are not met.

ATTACHMENT:

1. Safety Performance Management Targets for 2020 (Prepared by Caltrans)