SAFETY PERFORMANCE MEASURE TARGET (PM1)

Background

The California Department of Transportation (Caltrans), in cooperation with the State Office of Traffic Safety (OTS), set five annual Safety Performance Management Targets (SPMTs) for all public roads on August 31, 2018, for the 2019 calendar year. Caltrans set these targets pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141), and the federal Safety Performance Management Final Rule, which adds Part 490 to Title 23 of the Code of Federal Regulations to implement the performance management requirements in 23 U.S.C. 150.

Under these regulations, all states must establish statewide targets for each of the safety performance measures. States also have the option to establish any number of urbanized area targets and one non-urbanized area target for any or all the measures. Targets will be established annually.

The new regulations also require Caltrans, as the state DOT, to coordinate with California's Metropolitan Planning Organizations (MPOs) on establishment of targets, to the maximum extent practicable. A series of workshops were conducted in 2019 to meet this requirement. States will report targets to the Federal Highway Administration (FHWA) in the Highway Safety Improvement Plan (HSIP) report due in August of each year.

Caltrans and the Office of Traffic Safety (OTS) considered several options while reviewing the various trends for the 2024 target. Some options included and excluded COVID-impacted years and the expected projections. Another option was a vision zero target where the necessary annual reductions were determined to reach zero fatalities by 2050. These various methods either resulted in an increasing target from the 2021 five-year rolling average or provided inconsistencies as to which data or years to include to determine the target.

Safety Administration (NHTSA) published a final rule on February 6, 2023, that requires States to submit constant or improved targets for the common performance measures and the common targets must be identical in the HSIP annual report and Highway Safety Plan (HSP). NHTSA also approved a triennial HSP that required OTS to report performance measures and targets through 2026. To comply with NHTSA's new requirements, Caltrans and OTS have agreed on a target setting method that would reflect targets that remained constant when comparing the 2026 five-year rolling average with the 2021. This was achieved by setting the 2026 five-year rolling average target equal to the 2021 five-year rolling average and using the average annual change to calculate the annual 2022, 2023, 2024, 2025 and 2026 values.

On August 31, 2023, Caltrans established the SPMTs for the 2024 calendar year. Statewide targets that are applicable to the Madera County region are presented in Table 1. MCTC Staff participated in the 2023 PM1 statewide efforts. Based on the discussions during Caltrans' coordination efforts, MCTC staff is recommending that MCTC supports the statewide targets.

Table 1: Statewide Safety Targets

Performance Target	Data Source	5- Yr. Rolling Average Target for 2024	Percent Reduction for 2023
Number of Fatalities	FARS	4,080.6	-2.84%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.300	-4.61%
Number of Serious Injuries	SWITRS	16,628.1	-3.69%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	4.918	-3.69%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4,380.5	-2.84% for fatalities and -3.69% for serious injuries

Notes: The targets highlighted in gray are set in coordination with OTS. FARS is the Fatality Analysis Reporting System maintained by NHTSA (National Highway Traffic Safety Administration). FARS contains data on all crashes involving a fatality. HPMS is the Highway Performance Management System that estimates VMT on public roadways. SWITRS is the Statewide Integrated Traffic Accident Reporting System which tracks all reported accidents in California.

All MPOs, including MCTC, must establish targets for the same five safety performance measures for all public roads in the MPO planning area within 180 days after the State establishes each target. (i.e., by February 27, 2024.) The targets are to be established in coordination with the State, to the maximum extent practicable. MCTC can either agree to support the Caltrans targets or establish numerical targets specific to the MCTC planning area. MPOs' targets are reported to the State DOT, which must be able to provide the targets to FHWA, upon request.

A State is considered to have met or made significant progress toward meeting its safety targets when at least four of the five targets are met or the outcome for the performance measure is better than the baseline performance the year prior to the target year. Optional urbanized area or non-urbanized area targets will not be evaluated. Each year that FHWA determines a State has not met or made significant progress toward meeting its performance targets, the State will be required to use obligation authority equal to the baseline year HSIP apportionment only for safety projects. States must also develop a HSIP Implementation Plan.

In April 2020, FHWA assessed California's 2018 PM 1 targets and has determined that the state has not met or made significant progress towards meeting targets. As mentioned above, there are no impacts on MPO's and local agencies, but will affect how California can use its federal HSIP funds.

Target Selection Methodology for the State and MCTC

There are three steps to setting safety performance targets, which are:

1. Estimating the existing trend to determine where the State is,
2. Determining what external factors will impact the target in order to adjust the trend for demographic and socioeconomic changes, and
3. Estimating targets based on forecasted fatality reductions from safety plans.

Caltrans held a virtual outreach meeting on August 9, 2023, to discuss the 2024 statewide PM1 targets with MPOs and other stakeholders. During this meeting, the 2024 SPMTs were presented as described above. MCTC used Caltrans' methodology to develop the 2024 safety performance measure targets for

Madera County by applying the statewide percentage reduction targets shown in Table 1 above. Results are shown in Table 2.

Table 2: Recommended Madera County Safety Targets for 2024

Performance Target	**Data Source**	5- Yr. Rolling Average (2024) for Madera	Percent Reduction (2024)
Number of Fatalities	FARS	31.7	-2.84%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.84	-4.61%
Number of Serious Injuries	SWITRS	114.4	-3.69%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	6.6	-3.69%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	14.1	-2.84% for fatalities and -3.69% for serious injuries