



## Regional Safety Targets and Needs Assessment

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**Attachments:** Yes

**Referring Committee:** Transportation

### **Issue:**

Should SACOG expand its policy and practices to reduce fatal and serious injury roadway collisions?

### **Request:**

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### **Recommendation for Board:**

That the board provide feedback on SACOG's proposed efforts to revise and expand safety targets, including the development of a Regional Safety Planning Assessment.

### **Recommendation for Committee:**

That the Transportation Committee provide feedback and guidance to staff and the board on SACOG's proposed efforts to revise and expand safety targets, including the development of a Regional Safety Planning Assessment.

### **Background:**

Federal law requires state departments of transportation to set and report on progress towards three sets of performance measurement targets:

- Safety (PM1: Fatalities and Injuries),
- Asset Management (PM2: Pavement and Bridge conditions) and
- Performance (PM3: Person and Freight travel time reliability, urban area vehicle emission reduction, drive alone-travel).

Metropolitan Planning Organizations (MPOs) must either set their own regional targets or support the state targets. Since 2018, the board has approved all Caltrans-established statewide performance targets for PM1, PM2 and PM3 as SACOG's targets.

In March 2023, the SACOG board gave the Executive Director the authority to submit safety targets consistent with established state targets, which are due to the state every February. SACOG's intent is to submit targets that continue to support the state targets for 2025, without setting specific regional targets.

## **Discussion/Analysis:**

This staff report focuses on how SACOG uses safety data to guide policy and propose new practices, including 2025 Blueprint safety policies, regional safety targets, and funding criteria. Currently, SACOG annually supports statewide safety targets, which aim to reduce fatal and serious injuries based on past trends and expected investments. For 2025, staff continue to recommend supporting statewide safety targets without setting specific regional targets. To take future actions on setting more aggressive targets (e.g., Vision Zero targets), staff would bring the issue to SACOG committees for further discussion and recommendations. But, what would it mean to set more aggressive targets and what actions would SACOG take to achieve those targets?

## **Past Safety Presentations**

SACOG committees have received multiple safety presentations since 2022 covering topics such as regional trends in fatal and serious injury collisions, systemic inequities in existing infrastructure, equitable engagement in new project design, roadway design standards that prioritize speed over safety, Vision Zero policy and Safe System Approach practices, and local examples of quick build implementation.

## **Proposed Performance Assessment tasks for FY 2025/26**

To better inform future federal performance metric target setting discussions and complementary SACOG staff technical assistance, staff are considering how best to assess the state of safety planning, available safety data, pavement data and mobility data through three efforts:

- Regional Safety Planning Assessment of Safe Systems Approaches and Technical Assistance Needs,
- Regional Pavement Management Program, and
- the Congestion Management Process Update.

While the Congestion Management Process has been federal policy for over 20 years and the Regional Pavement Management Program was recently described in Funding Round Guidelines approved by the Board October 2024, no additional regional safety efforts have yet been proposed. Current SACOG safety efforts focus on collecting and reporting fatal and serious injury collision data, establishing federal performance targets, and informing funding round decisions. Other aspects of safety planning are the responsibility of lead agencies, such as cities and counties, who conduct road audits, local road safety plans or comprehensive safety action plans to obtain grant funds such as the state Highway Safety Improvement Program (HSIP) or the federal Safe Streets for All (SS4A) program.

## **Regional Safety Planning Assessment of Safe Systems Approaches and Technical Assistance Needs**

To understand what additional technical assistance or regional planning efforts SACOG could pursue, staff are proposing to work with partner agencies to complete a "Regional Safety Planning Assessment" that would review the state of safety planning across the region. The Assessment content would include an inventory of completed safety planning, engaging project sponsors on local safety planning practices and data needs, and recommendations for future regional support tasks. This would be closely coordinated with SACOG's Active Transportation Planning work.

Staff requests committee review and discussion of the initial direction for of the Regional Safety Planning Assessment. Staff will return with a recommended scope of work as part of future items covering the SACOG Overall Work Program (OWP) for 2025-2026. If approved, work on the safety assessment would begin as early

as July 2025. Staff expect to refine their approach in close coordination with local agency staff this summer.

Transportation Committee members discussed the scope of the needs assessment and recommended that staff review the following additional topics:

- causes of fatal and serious injuries such as homeless, DUIs and rural fatal collisions;
- the availability and accuracy of safety and collision data for near-term years;
- safety data near transit centers; and
- engagement of other partners in safety planning such as enforcement agencies and business owners.

Members from the public requested that SACOG not support statewide targets and instead take action on a Vision Zero goal to inform project funding decisions.

**Fiscal Impact/Grant Information:**

Staff hours and resources to complete the “Regional Safety Planning Assessment of Safe Systems Approaches and Technical Assistance Needs” will be considered for the fiscal year 2025-2026 Overall Work Program and potentially approved in future board actions.

**List of Attachments:**

2025 Caltrans PM1 Safety performance targets