



IV.N TPPC

February 20, 2020

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi,
Executive Director

By: Ed Flickinger,
Regional Planner

SUBJECT: TPPC CONSENT AGENDA ITEM: IV N
FEDERAL SAFETY PERFORMANCE MEASUREMENT (PM1) "TOWARD ZERO"
2020 TARGET UPDATE

DESCRIPTION:

Required federal process to annually monitor transportation safety performance measure progress, including encouragement of member agencies to improve safety on our streets with their transportation expenditures. This item was reviewed by the Transportation Technical Advisory Committee.

DISCUSSION:

Background - On February 15, 2018, the Kern COG Transportation Planning Policy Committee approved their first federal "Toward Zero" deaths and accidents safety targets using the federal recommended methodology that employs a 5-year running average, consistent with the methodology recommend by Caltrans Division of Traffic Operations staff at that time.

On August 24, 2018 Caltrans management changed the state methodology using a more aspirational method that uses a fixed target dubbed "Vision Zero" where the target assumes a steady decline to zero accidents using set percentages per year. The state method is soon to be made available on line at: <https://dot.ca.gov/programs/traffic-operations/shsp/target>.

Kern COG staff is recommending continued use of the 2018 "Toward Zero" target method adopted by Kern COG in 2018 which is consistent with the federal rule methodology but different than the current state method. Maintaining the same method allows for better comparability with prior targets with minimal consequences.

Consequences of not meeting the targets – Consequences of roadway accidents can be catastrophic to those who are involved. Everyone agrees that all appropriate countermeasures to reduce accidents should be taken. In addition, minor regulatory and funding consequences exist if the federal targets are not achieved. However, consequences of not adopting, monitoring, and encouraging progress toward the target, in accordance with federal rules, can ultimately result in loss of all federal transportation funding to the region though de-certification of the agency.

Under the requirements of the recent federal transportation spending bills, states and metropolitan planning organizations (MPOs) like Kern COG are required to annually monitor safety performance measure progress through the statewide and metropolitan planning process. Failure to meet safety targets set by the state and/or MPO could result in the minor consequence of redistribution of Caltrans Active Transportation Program (ATP) funding at the state level into the federal Highway Safety Improvement Program (HSIP). Many of the projects in the ATP program improve safety for bike and pedestrians, and would likely still be eligible under HSIP.

The Federal Highways Administration (FHWA) will review how MPOs are working to achieve their targets, in accordance with the federal rules, as they conduct MPO Certification Reviews every 4 years. Failure to adequately address target performance measure requirements could eventually result in loss of the MPO's federal certification along with access to federal transportation funds. The 2018 Kern COG federal target compliance documentation is available here (<http://www.kerncog.org/federal-performance-measures/>) and was accepted at the federal certification review.

Rules and guidance for federal performance measure targets are still being established by FHWA (see https://safety.fhwa.dot.gov/hsip/spm/policy_and_guidance.cfm). A couple of workshops have been given by Caltrans over the past 2 years and a draft statewide target has been submitted to FHWA (see <https://dot.ca.gov/programs/traffic-operations/shsp/target>). MPOs that do not submit a safety target update by February 27, 2020, will be required to adhere to the 2020 state target which is NOT consistent with the methodology proposed by Kern COG staff.

The “Toward Zero” methodology - The attached presentation demonstrates the Kern COG “Toward Zero” methodology which is consistent with the original 2018 state safety target methodology originally recommended by Caltrans Division of Traffic Operations engineers. In addition, the Kern methodology was prepared under the supervision of a certified engineer. The methodology uses California Highway Patrol (CHP) historical accident data for Kern County. The data is extrapolated using a 5 year running average to forecast future accidents and fatalities. In addition, we use travel model data to tie the forecast to local assumed growth. Targets are essentially being set to show improvement over the previous 5 year accident data. As accidents improve, the targets will improve automatically with each annual update on a trajectory “Toward Zero.”

Countywide monitoring results summary

2012-2018 7-Year Change in 5-Year Running Average Accident Rates

1% decrease in **vehicle related fatality rates** from 1.62 to 1.6 per 100M miles traveled.

7% increase in **vehicle related serious injury rates** from 3.61 to 3.86 per 100M miles traveled.

32% increase in combined **bike and pedestrian related injury/fatality rates** from .000082 to .000108 per 1000 population.

2017-2018 1-Year Change in Annual Accident Rates

30% decrease in **vehicle related fatality rates** from 2 to 1.54 per 100M miles traveled.

33% increase **vehicle related serious injury rates** from 3.77 to 5 per 100M miles traveled.

No Change in combined **bike and pedestrian related injury/fatality rates** from .000011 to .000011 per 1000 population.

Source: 2009-2018 CHP SWITRS data which only contains accidents reported to the CHP.

Longer term historic trends show that vehicle accidents track with economic fluctuations. In Kern, recent temporary rebound in oil prices are resulted in an increase in both the economy and roadway accidents. The recent drop in bike and pedestrian accidents in the last year of the data may be in part due to extensive investment in safer bike and pedestrian facilities identified in recent bike/complete street plans adopted for the region back 2012, as well as the 2017 Active

Transportation Plan.

What your agency can do to accelerate attainment of the federal safety targets - Kern COG's member agencies are encouraged to promote projects and policies that will help the region to perform better than the targets proposed for our region. The Caltrans Strategic Highway Safety Plan proposes four countermeasures to improve safety: engineering, education, enforcement and emergency services. Projects such as countdown pedestrian signals, buffered bike lanes, roundabouts, and establishing extra safety corridor patrols where spikes in accident activity occur, should be considered wherever appropriate. Since 2007 the Kern Region has seen over \$20M invested in the HSIP program alone (see Attachment 2). In addition, state and federal programs as well as Kern COG's project delivery policies give extra points for projects that improve safety, including:

- Highway Safety and Improvement Program (HSIP) – local & state road safety projects
- State Highway Operation and Protection Program (SHOPP) – state highway safety projects
- Regional Surface Transportation Program (RSTP) – local road maintenance & safety projects
- Active Transportation Program (ATP) – (58%-78% pts. for safety & need depending on size)
- Regional Transportation Improvement Program (RTIP) – (50% of points safety/congestion)
- Congestion Mitigation and Air Quality (CMAQ) – (40% of points for safety/congestion)
- Kern Motorist Aid Authority (KMAA) – Travel info., safety roadside cleanup, safety corridors

Zero fatalities on our streets is everyone's goal and it is anticipated that emerging safety technology standards such as autonomous vehicles will eventually help drive down these safety targets "Toward Zero." This report will be updated annually. The TTAC unanimously approved this item on February 5, 2020.

Attachment

- 1) Presentation – Towards Zero: Draft Safety Performance Target Update - Kern Region
- 2) Kern HSIP Projects 2007-2018

ACTION:

Approve the 2020 Kern "Toward Zero" safety targets consistent with federal methodology and direct staff to work with member agencies and stakeholders to develop projects that will accelerate attainment of the targets.

TOWARDS ZERO: **DRAFT SAFETY** **PERFORMANCE** **TARGET UPDATE** **Kern Region**



FEDERAL Requirements: MPOs Evaluated During 4-Year Review

- Metropolitan Planning Organizations (MPOs) will be held accountable for safety progress through the statewide and metropolitan planning process. FHWA will review how MPOs are addressing and achieving their targets (or assisting the State in achieving targets) as they conduct Transportation Management Area (TMA) 4-year Certification Reviews (only for large MPOs with more than 200,000 population). The TMA Certification Review requires the Secretary to certify whether the metropolitan planning process of an MPO serving as a TMA meets requirements, including the requirements of 23 USC 134 and other applicable Federal law.

2

FEDERAL Requirements: State Failure = More HSIP Safety Funding


- If a State DOT does not meet or make significant progress toward meeting its HSIP targets, the State shall use obligation authority equal to the HSIP apportionment for the fiscal year prior to the target year only for HSIP projects and submit an HSIP Implementation Plan to FHWA. For example, if a State DOT does not meet or make significant progress towards meeting its 2019 safety targets, in Fiscal Year (FY) 2022, the State DOT must use obligation authority equal to the FY 2018 HSIP apportionment only for HSIP projects and submit an HSIP Implementation Plan by June 30, 2021.

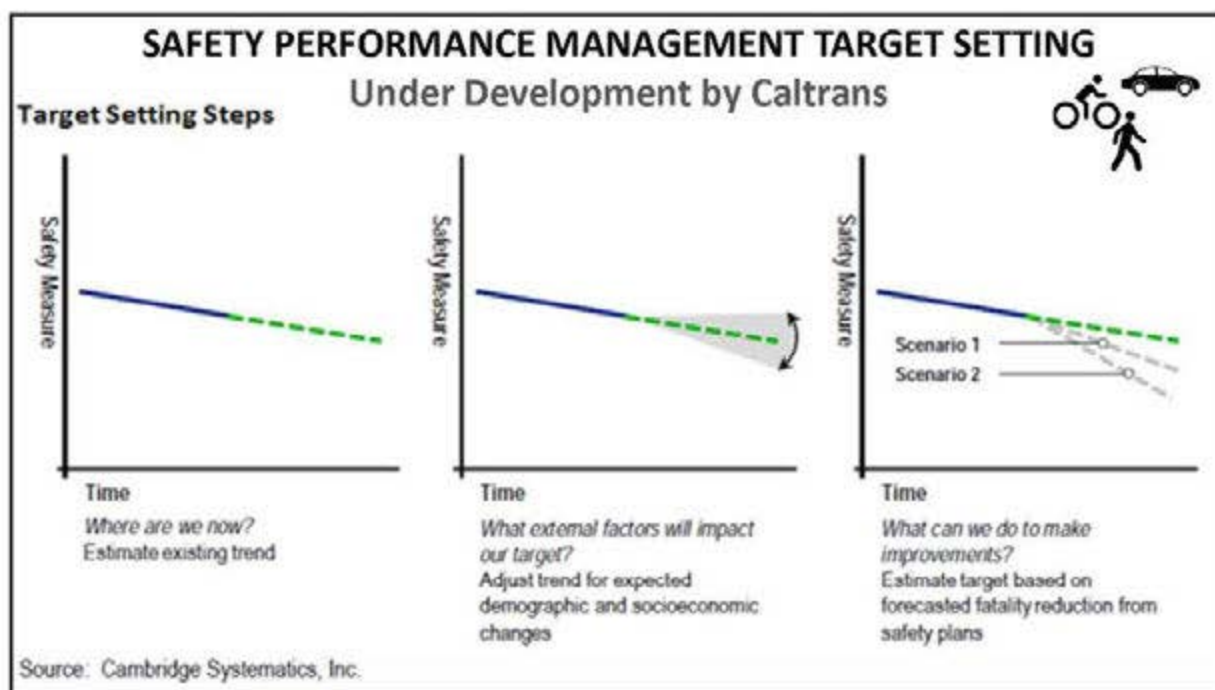
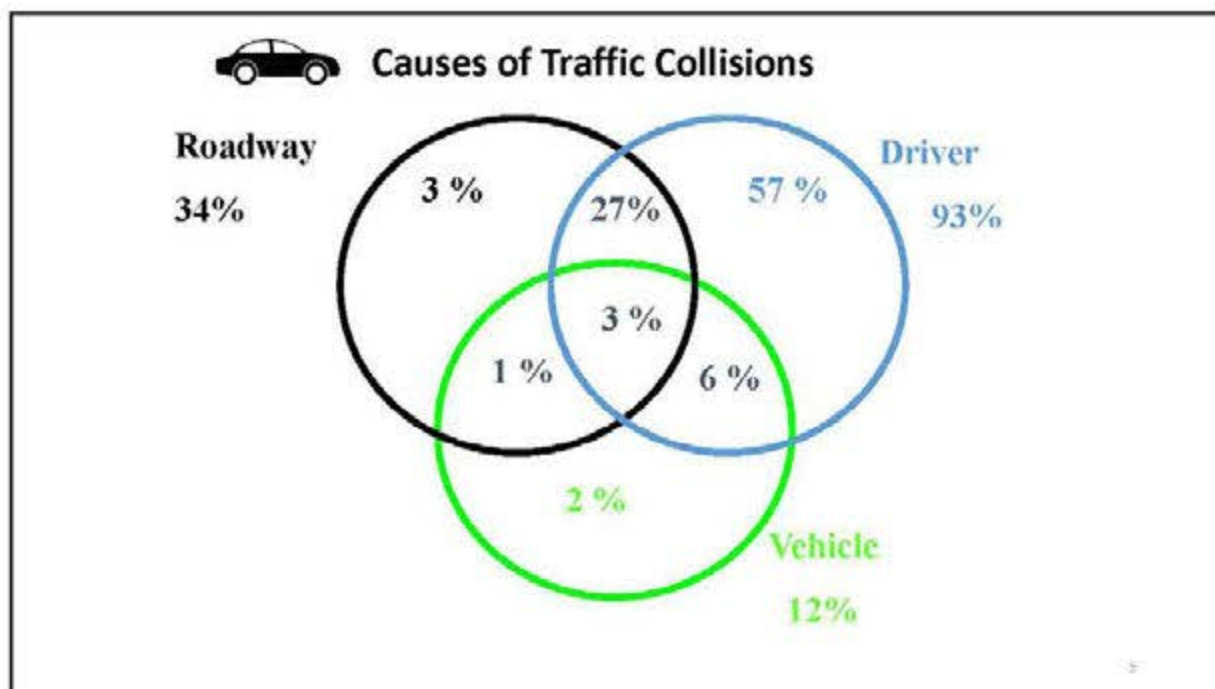
Five Performance Targets Under New Federal Regulations +1

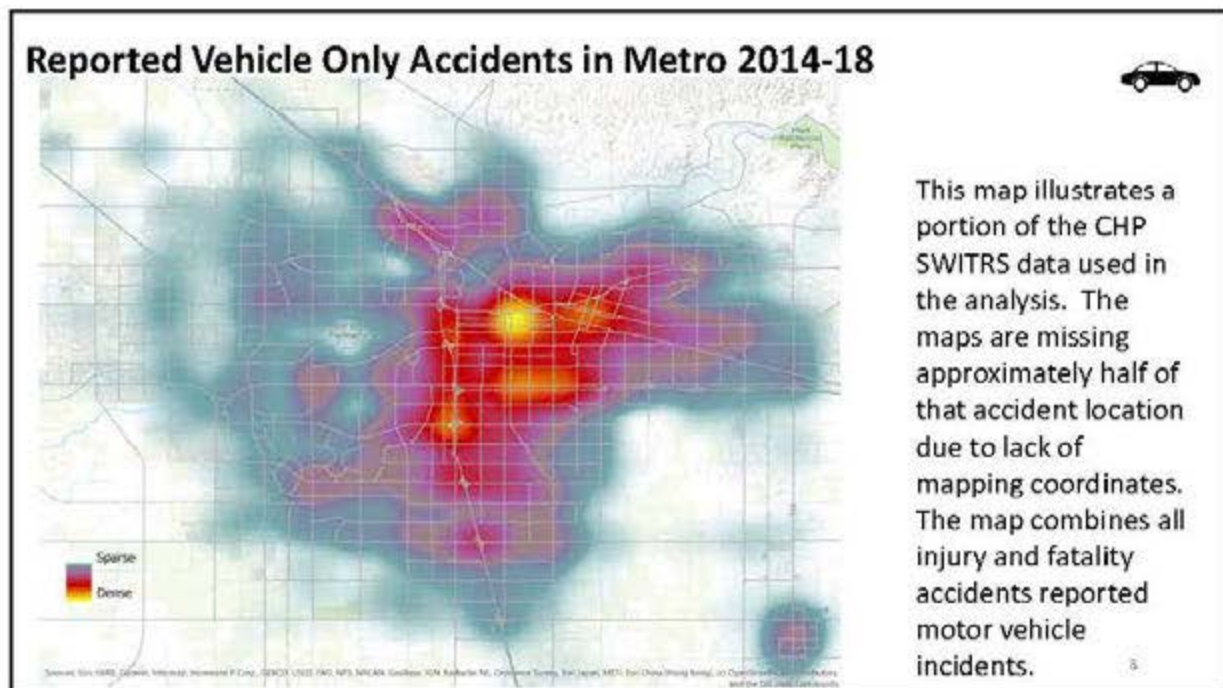
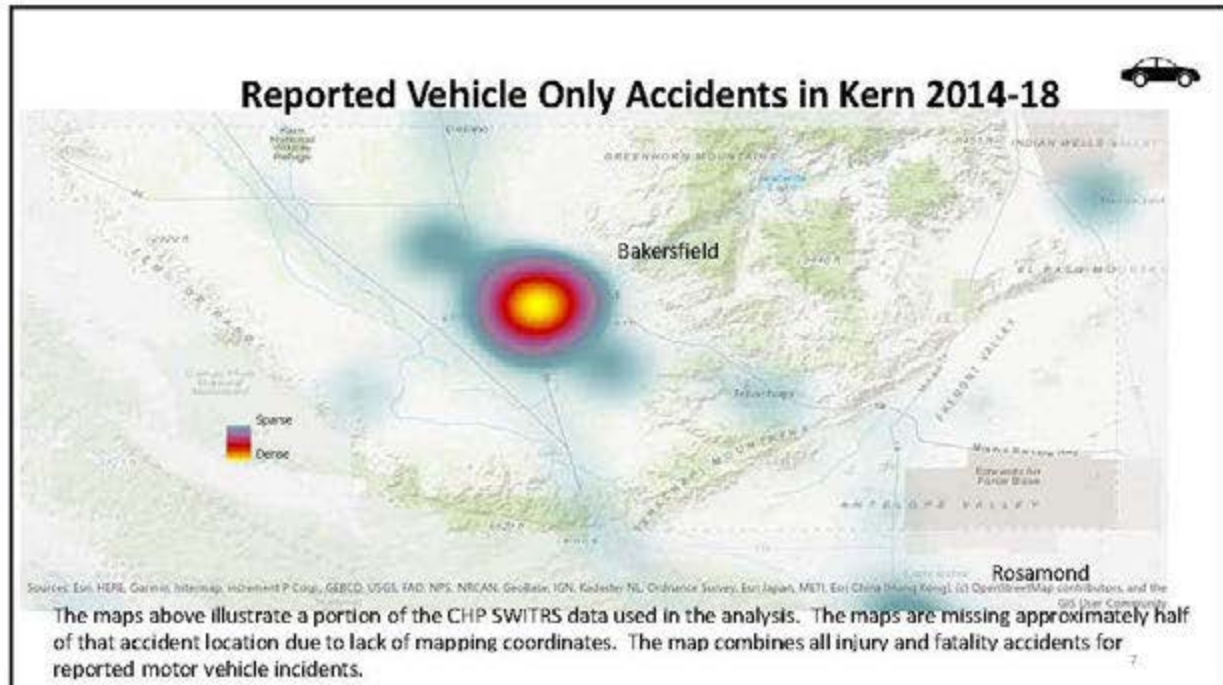
Motorized Vehicles

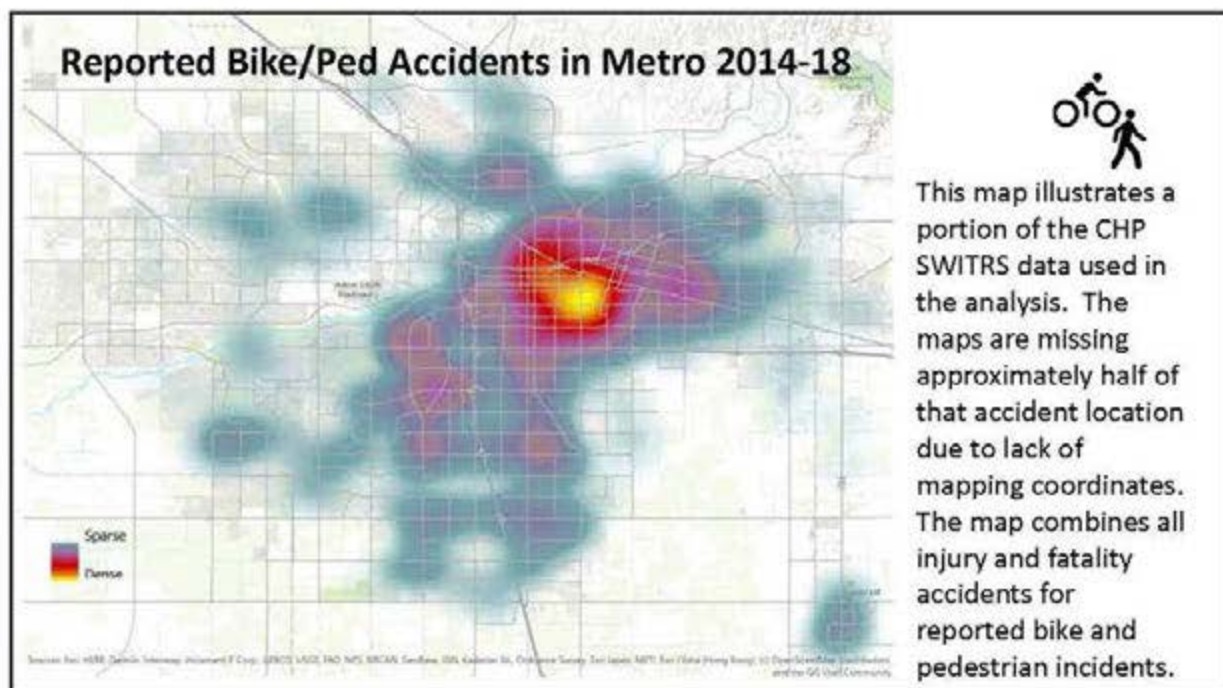
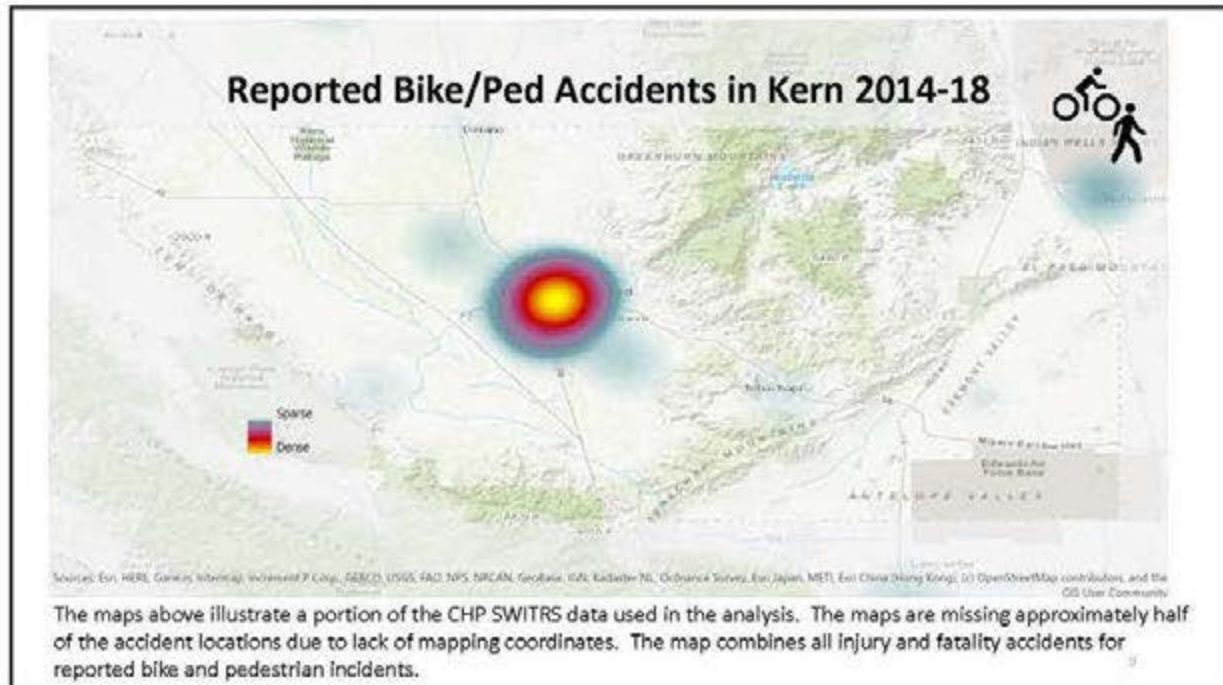
-  Number of Fatalities (SWITRS)
-  Rate of Fatalities per 100 Million VMT (SWITRS & HPMS)
-  Number of Serious Injuries (SWITRS)
-  Rate of Serious Injuries per 100 Million VMT (SWITRS & HPMS)

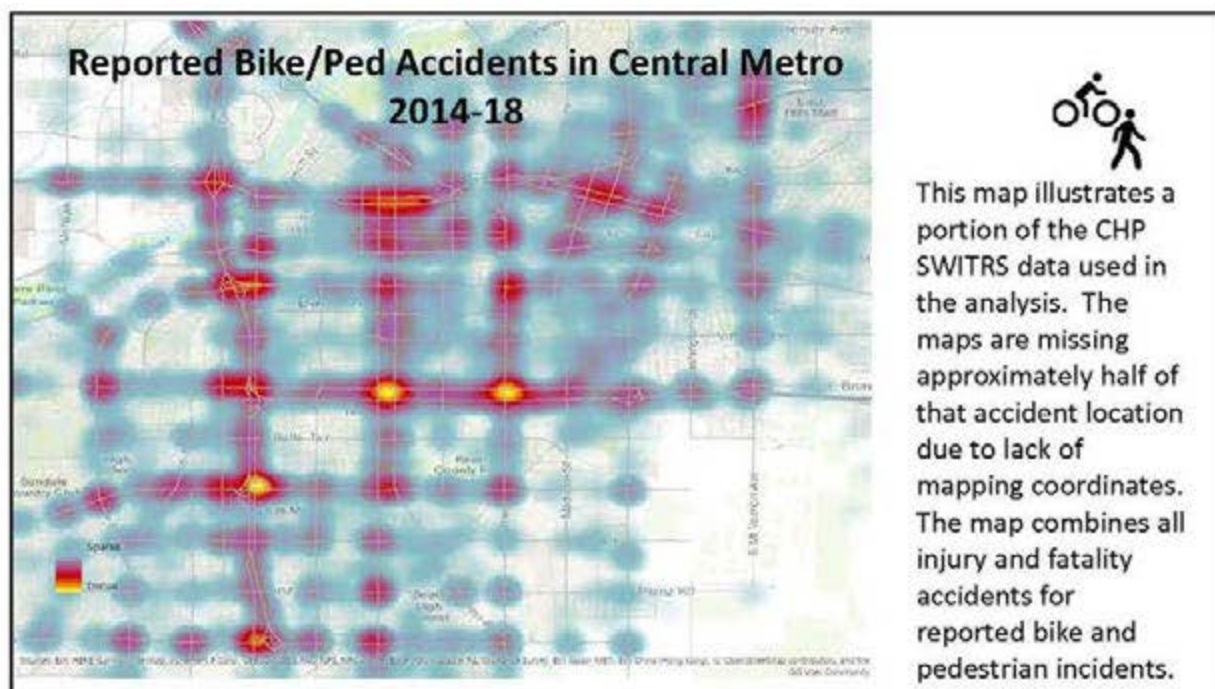
Non-Motorized

-  Number of Non-Motorized Fatalities and Serious Injuries (Bicycles and Pedestrians) (SWITRS)
-  Rate of Non-Motorized Fatalities and Serious Injuries (SWITRS & Travel Model) (This is not required but provided for information)









Countywide Accident Rate Monitoring Results

2011-2018 7-Year Change in 5-Year Running Average Accident Rates



1% decrease in vehicle related fatality rates from 1.62 to 1.6 per 100M miles traveled.



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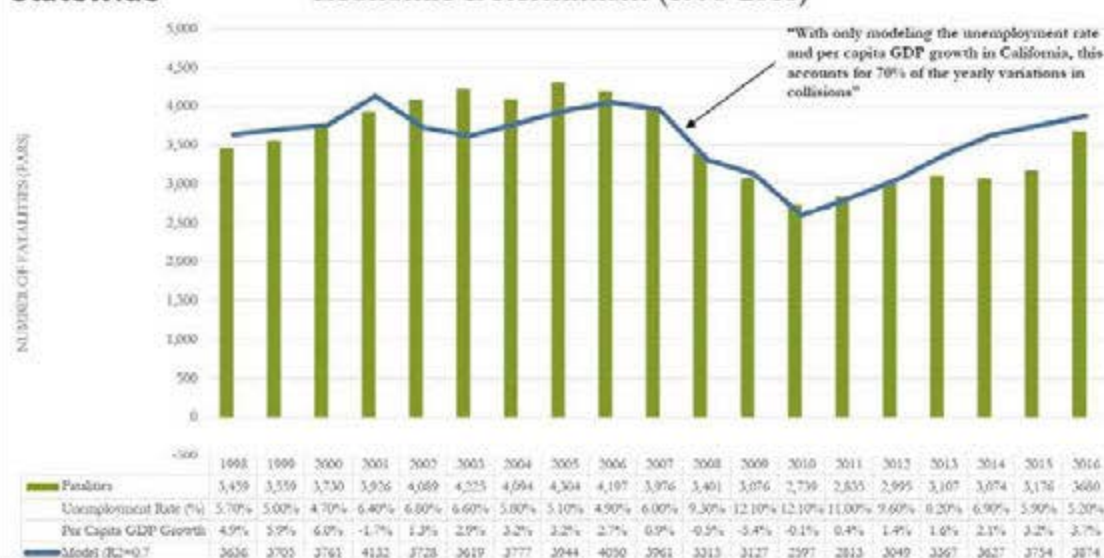
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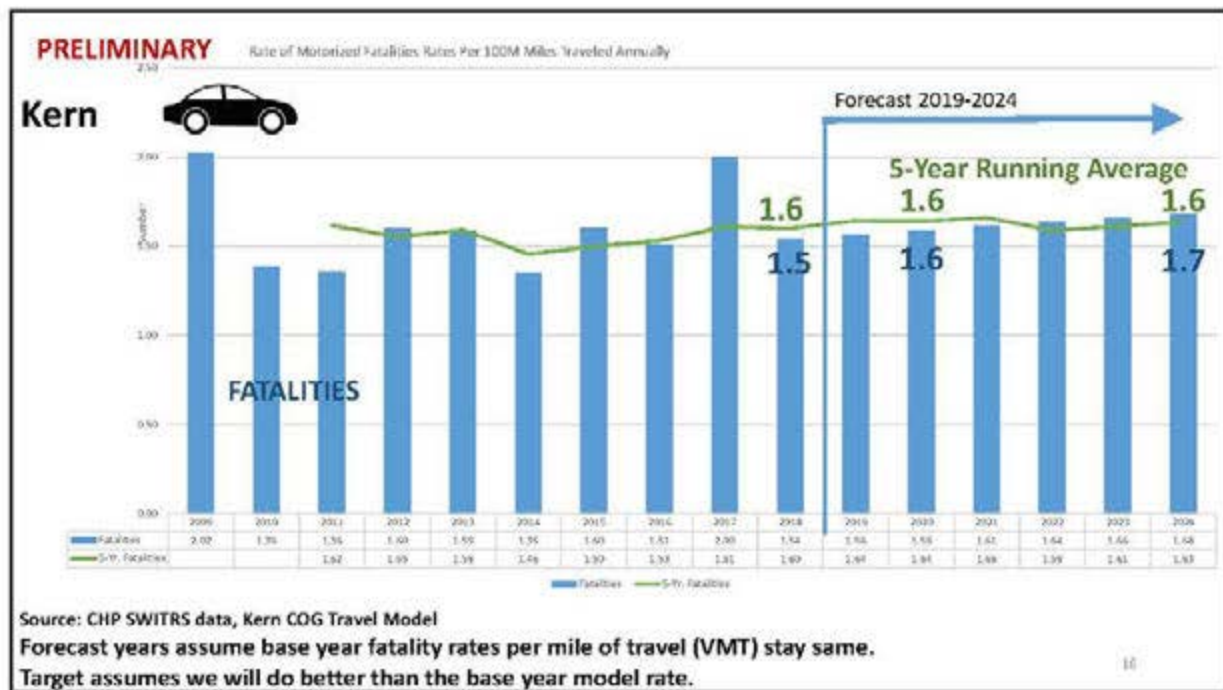
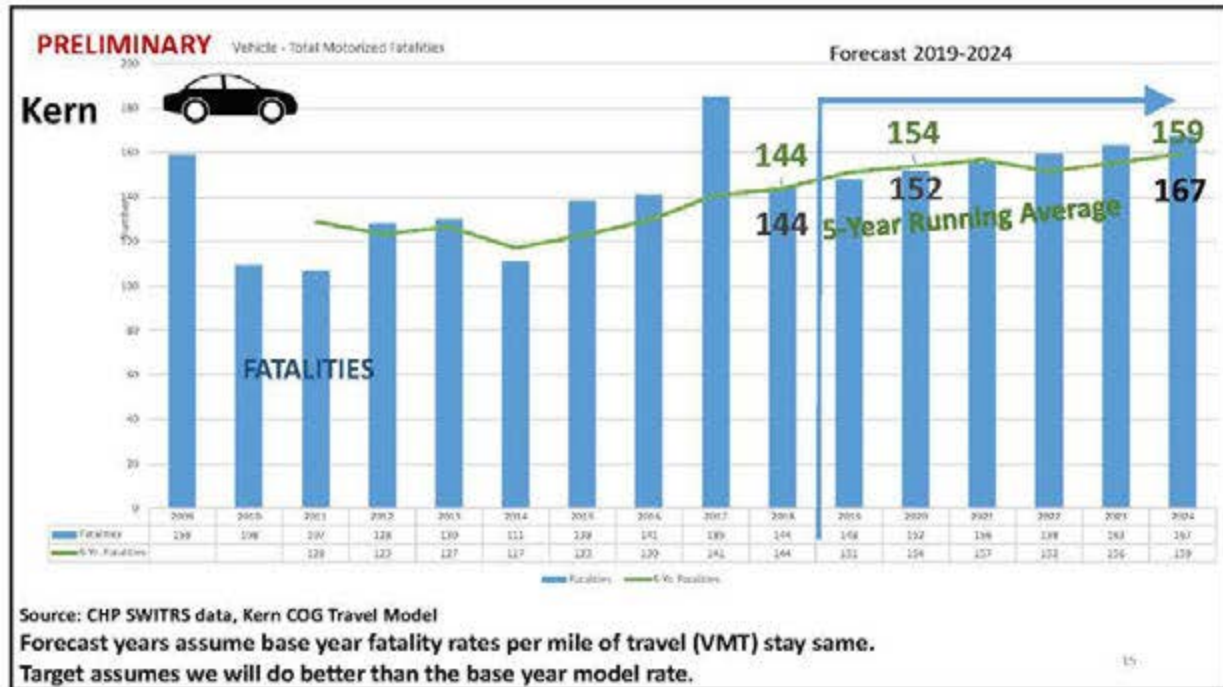
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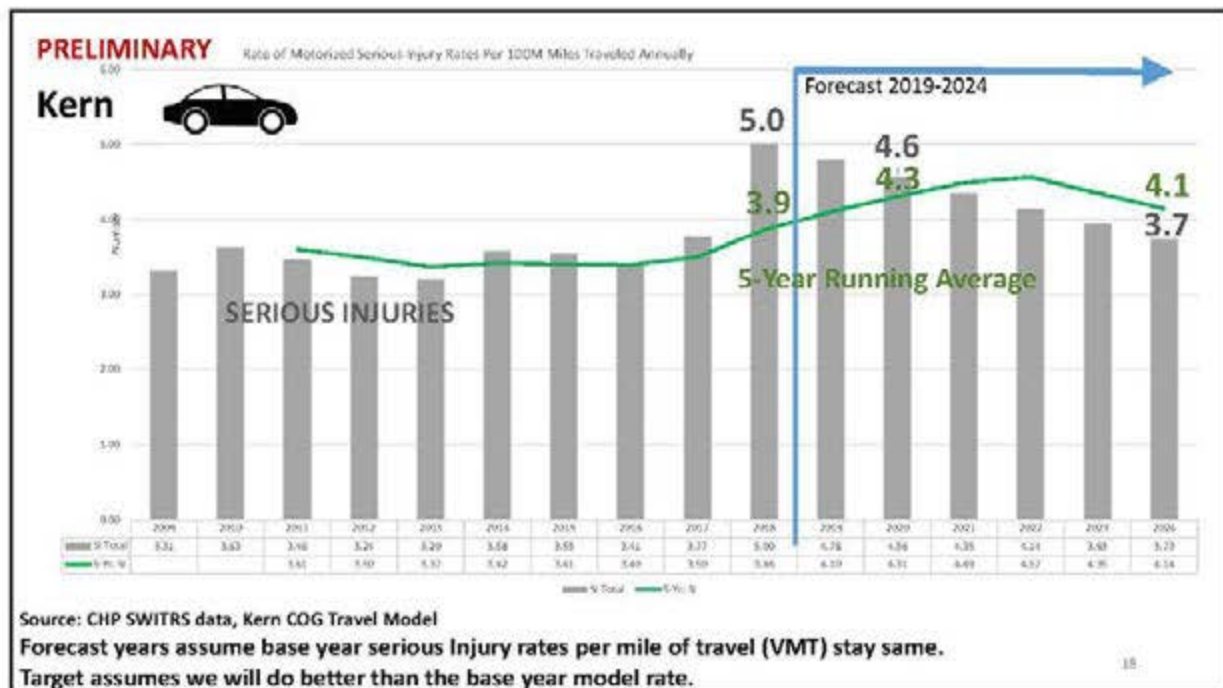
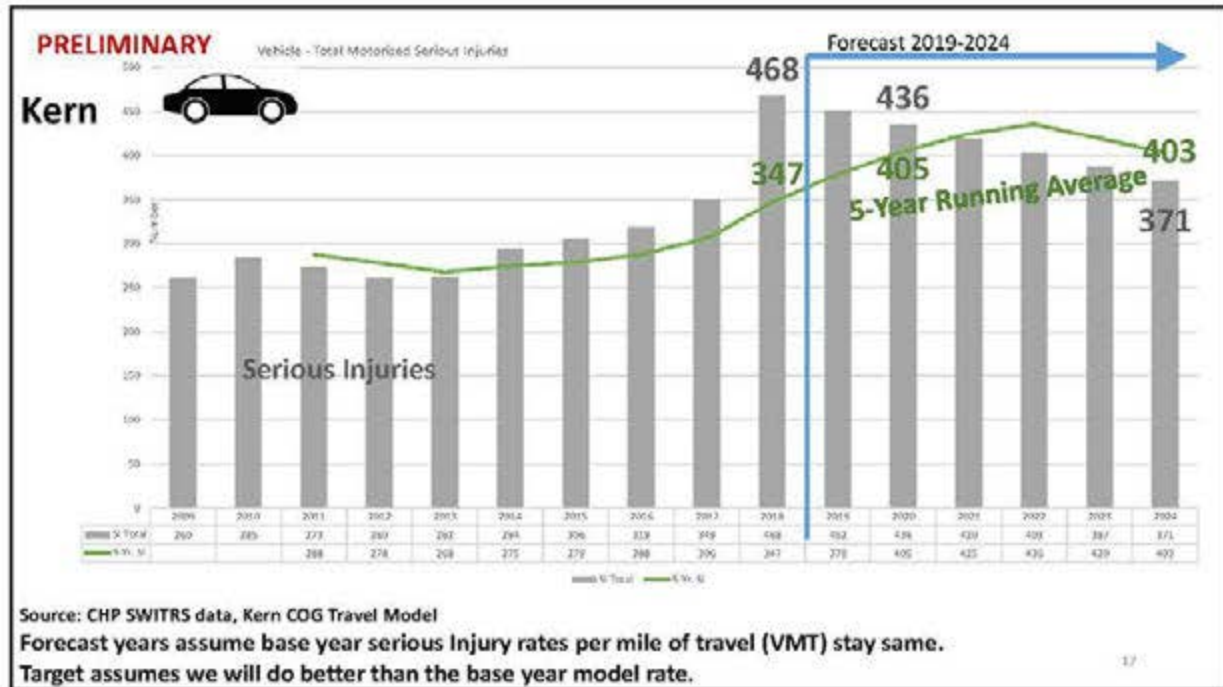
SAFETY PERFORMANCE MANAGEMENT TARGET SETTING

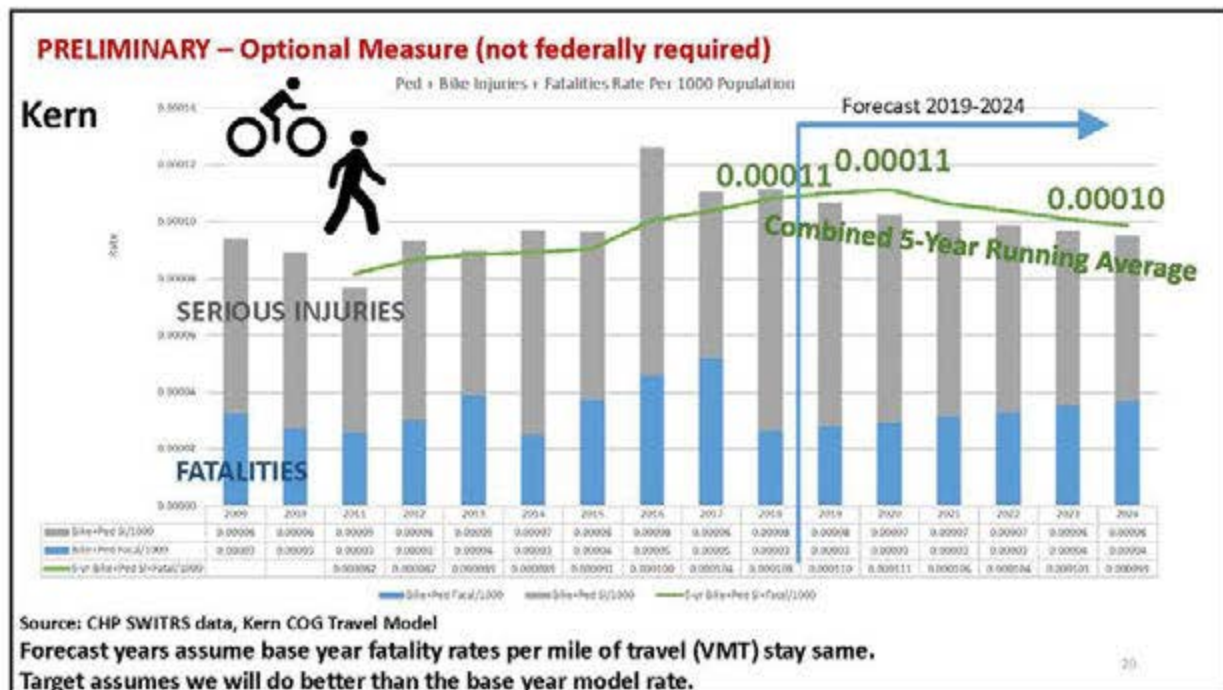
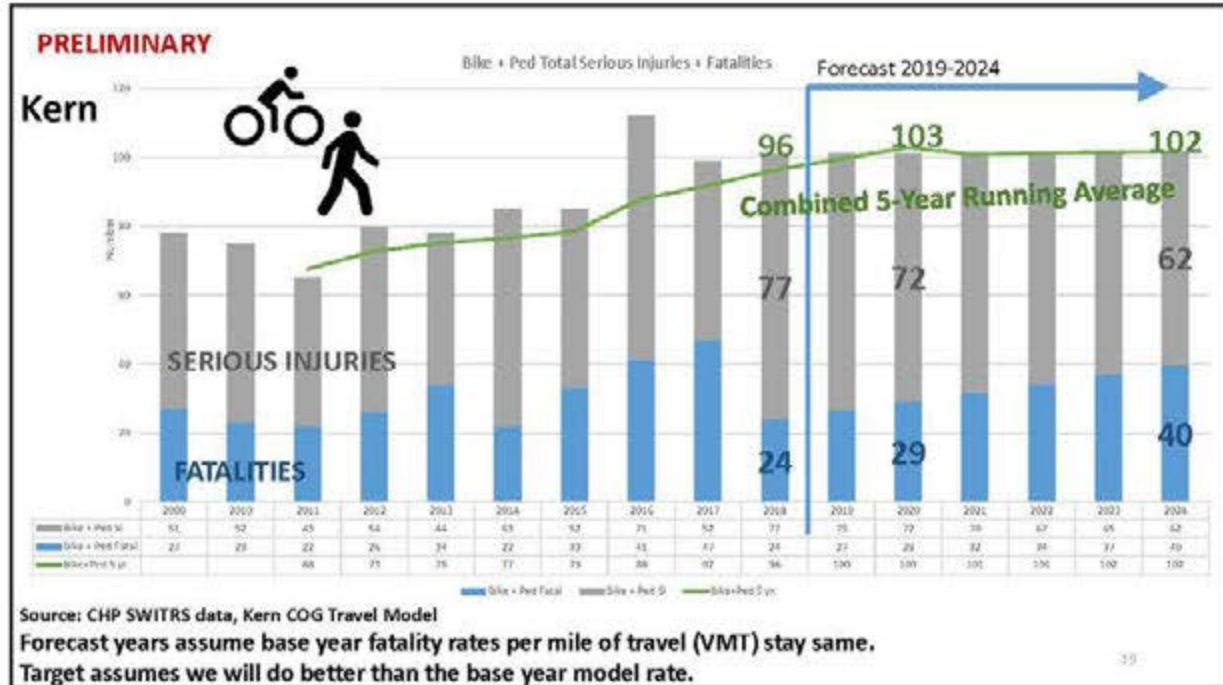
Statewide


Economic Determinism (1998-2016)









PRELIMINARY 2020 FEDERAL TARGETS UPDATE – Statewide & Kern			
Statewide		New	Old
Five Performance Targets		for 2020 (5-vr)	for 2019 (5-vr)
	Number of Fatalities =	<u>3518</u>	<u>3445.4</u>
	Rate of Fatalities per 100 Million VMT =	<u>1.023</u>	<u>0.995</u>
	Number of Serious Injuries =	<u>13740.4</u>	<u>12,688.1</u>
	Rate of Serious Injuries per 100 Million VMT =	<u>3.994</u>	<u>3.661</u>
	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (Bicycles and Pedestrians) =	<u>4147.4</u>	<u>3949.8</u>
Kern		for 2020 (5-vr)	for 2019 (5-vr)
Five Performance Targets			
	Number of Fatalities =	<u>154</u> (4.4% of the State*)	<u>165</u>
	Rate of Fatalities per 100 Million VMT =	<u>1.64</u>	<u>1.85</u>
	Number of Serious Injuries =	<u>405</u> (2.9% of the State*)	<u>336</u>
	Rate of Serious Injuries per 100 Million VMT =	<u>4.31</u>	<u>3.77</u>
	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (Bicycles and Pedestrians) =	<u>103</u> (2.5% of the State**) ²¹	<u>99</u>
*Kern accounts for 2.7% of the state VMT in 2017. **Kern accounts for 2.3% of the state population in July 2017.			

Toward Zero – What your agency can do:

The Caltrans Strategic Highway Safety Plan proposes four countermeasures to improve safety: engineering, education, enforcement and emergency services. Projects such as: **countdown pedestrian signals, buffered bike lanes, roundabouts, and establishing extra safety corridor enforcement**, where spikes in accident activity occur, should be considered where appropriate. In addition, state and federal **funding programs** as well as Kern COG's project delivery policies give extra points for projects that improve safety, including:

- Highway Safety and Improvement Program (HSIP) – local & state road safety projects
- State Highway Operation and Protection Program (SHOPP) – state highway safety projects
- Regional Surface Transportation Program (RSTP) – local road maintenance & safety projects
- Active Transportation Program (ATP) – (58%-78% pts. for safety & need depending on size)
- Regional Transportation Improvement Program (RTIP) – (50% of points safety/congestion)
- Congestion Mitigation and Air Quality (CMAQ) – (40% of points for safety/congestion)
- Kern Motorist Aid Authority (KMAA) – Travel info., safety roadside cleanup, safety corridors

22

2007-2018 Highway Safety and Improvement Program (HSIP) – Kern Region

Agency Name	Year	Unique Project ID	Location of Work	Description of Work	Project Cost	Federal Funds
Arvin	2018	H9-06-001	Various existing intersection locations throughout the City of Arvin with an emphasis on locations adjacent to parks and schools.	Install new striped pedestrian crosswalks, stop bars, striping and a few curb ramps.	\$ 249,900	\$ 249,900
Arvin	2013	HSIP6-06-001	Bear Mountain Blvd (SR 223)/Derby St	Install traffic signals, railroad crossings, upgrade and install new pavement, striping and pavement markers	\$724,400	\$651,700
Bakersfield	2018	H9-06-002	Calloway Drive in front of Norris Middle School at existing crosswalk near Manhattan Drive; Monitor Street in front of Palla Elementary School at existing crosswalk near Kyner Avenue.	Install flashing yellow beacons near crosswalks.	\$ 246,100	\$ 246,100
Bakersfield	2016	H8-06-001	Fifty-seven (57) signalized intersections within the north west portion of the City of Bakersfield.	Remove existing pedestrian walk/don't walk signal heads and install new pedestrian countdown timer modules for all pedestrian crossings.	\$ 124,400	\$ 111,960
Bakersfield	2016	H8-06-002	Eighty-eight (88) signalized intersections within the south west portion of the City of Bakersfield.	Remove existing pedestrian walk/don't walk signal heads and install new pedestrian countdown timer modules for all pedestrian crossings.	\$ 211,200	\$ 190,080
Bakersfield	2015	HSIP7-06-004	Various Locations - 62 signalized intersections within the north east portion of the City of Bakersfield	Install pedestrian countdown head at each signalized intersection	\$ 194,000	\$ 174,600
Bakersfield	2015	HSIP7-06-005	Various Locations - 50 signalized intersections within the south east portion of the City of Bakersfield	Install pedestrian countdown head at each signalized intersection	\$ 168,000	\$ 151,200
Bakersfield	2013	HSIP6-06-002	60 intersections throughout the City of Bakersfield	Install pedestrian countdown signal heads	\$190,000	\$171,000
Bakersfield	2012	HSIP5-06-001	Twenty (20) intersections within the city	Install pedestrian countdown heads	\$129,000	\$116,000
Bakersfield	2011	HSIP4-06-007	Various locations throughout the city	Install pedestrian countdown heads	\$126,000	\$113,400
Bakersfield	2008	6340	INSTALL FLASHING BEACONS AND CURB RAMPS.	BENTON STREET BETWEEN MING AVE. AND WILSON RD.	\$40,100	\$36,090
Delano	2018	H9-06-004	Twenty-two (22) uncontrolled pedestrian crossing locations throughout the City of Delano.	Install pedestrian crossings at uncontrolled locations; Install/upgrade larger intersections warning/regulatory signs.	\$ 249,300	\$ 249,300
Delano	2015	HSIP7-06-006	32 non-signalized crosswalk locations throughout the City of Delano.	Install pedestrian actuated warning systems; Install Advanced Yield Markings, and Install Pedestrian Crossing Signs	\$ 437,900	\$ 437,900
Delano	2013	HSIP6-06-004	Cecil Ave/Albany St	Upgrade traffic signals; Install protected left-turn phasing	\$320,600	\$288,500
Delano	2008	6375	INSTALL TRAFFIC SIGNAL	CECIL AVE. AND HIETT AVE. INTERSECTION	\$350,000	\$315,000
Kern County	2018	H9-06-010	Eighty-two (82) crosswalk locations at 79 intersections throughout Kern County.	Install continental crosswalks, intersection warning signs, reflective signs, pedestrian crossing signs, ADA curb ramps, street lighting, cross drains, and AC tie-ins.	\$ 5,196,300	\$ 5,120,300
Kern County	2018	H9-06-011	The intersections of Roberts Lane at Sequoia Drive, Norris at Manor, and Manor at China Grade Loop.	Upgrade signals from pedestal to overhead mast arms.	\$ 787,600	\$ 787,600
Kern County	2018	H9-06-012	Various signalized intersections throughout the unincorporated Bakersfield, Oildale, Wheeler Ridge, Lake Isabella, and Rosamond communities of Kern County.	Construct intersection improvements, including replacing signal hardware at 30 intersections, installing raised pavement markers/striping at 22 intersections, and upgrading existing ADA-accessible curb ramps.	\$ 1,567,200	\$ 1,567,200
Kern County	2018	H9-06-013	San Diego Street between Hall Road and Burgundy Avenue, in the unincorporated community of Lamont, Kern County.	Install continental crosswalks and lighting at four existing uncontrolled pedestrian crossing areas.	\$ 250,000	\$ 227,700
Kern County	2016	H8-06-007	Intersection of Mount Vernon Ave at Quincy St	Convert signal to mast arm for east/west bound traffic on Quincy St and install pedestrian countdown signal heads	\$ 219,100	\$ 219,100
Kern County	2016	H8-06-008	Intersection of Airport Dr at Norris Rd	Install additional signal heads at north, west and east bound directions on the near side of the intersection.	\$ 219,100	\$ 219,100
Kern County	2016	H8-06-009	Various locations in unincorporated Bakersfield and Rosamond areas.	Installation of pedestrian countdown signal heads.	\$ 272,000	\$ 250,000
Kern County	2016	H8-06-010	Various locations throughout the County of Kern.	Upgrade existing guardrails.	\$ 1,200,000	\$ 1,200,000
Kern County	2015	HSIP7-06-007	South Union Ave between Taft Highway and Ming Avenue.	Construct left turn channelization	\$ 1,134,300	\$ 1,020,870
Kern County	2012	HSIP5-06-014	Patton Way between Hageman Rd. and Snow Rd.	Modify traffic signals; install two-way left-turn lane	\$180,000	\$144,000
Kern County	2012	HSIP5-06-015	Roberts Ln./Oildale Dr.	Construct left-turn lanes; modify traffic signals; install pedestrian countdown heads	\$139,000	\$109,000

2007-2018 Highway Safety and Improvement Program (HSIP) – Kern Region

Agency Name	Year	Unique Project ID	Location of Work	Description of Work	Project Cost	Federal Funds
Kern County	2011	HSIP4-06-013	Mount Vernon Ave. between Kentucky St. and Niles Pl.	Modify raised medians; relocate crosswalk; construct curb ramps	\$213,000	\$191,000
Kern County	2008	6370	UPGRADE TRAFFIC SIGNALS	SOUTH UNION AVENUE AND PACHECO RD	\$231,000	\$207,900
Kern County	2008	6369	UPGRADE TRAFFIC SIGNALS; CONSTRUCT CURB RAMPS	BERNARD ST. AND ALTA VISTA DR. INTERSECTION	\$165,000	\$148,500
Kern County	2008	6371	UPGRADE TRAFFIC SIGNALS; CONSTRUCT CURB RAMPS	SOUTH UNION AVE. AND FAIRVIEW RD. INTERSECTION	\$231,000	\$207,900
Kern County	2007	5435	UPGRADE TRAFFIC SIGNALS; REMOVE FIXED OBJECTS. CONSTRUCT CURB RAMPS.	INTERSECTION OF FLOWER ST. AND HALEY ST.	\$303,600	\$273,240
Mcfarland	2016	H8-06-012	Various stop controlled intersections along Garzoli Avenue, and Perkins Ave and 5th Street.	Upgrade signing with new Solar flashing LED Stop signs, traffic striping and markings, solar Speed Limit warning flashing beacon signs with radar speed feedback, crosswalk with In Roadway warning lights and upgrade ADA curb ramps.	\$ 212,400	\$ 212,400
Shafter	2015	HSIP7-06-008	Lerdo Highway between Cherry Ave. and Zerker Rd.	Install guardrail	\$ 1,081,800	\$ 1,081,800
Shafter	2011	HSIP4-06-006	Lerdo Hwy. between Cherry Ave. and Driver Rd.	Install median guardrail, signs, striping, and pavement markings	\$1,260,800	\$900,000
Taft	2016	H8-06-013	Kern Street between 1st Street and Hillard Street.	Remove existing roadway luminaries and install high performance cobra heads LED Roadway Luminaries, install Radar Speed Feed Back Signs, re-design pedestrians crosswalks, repaint and add markings.	\$ 432,000	\$ 432,000
Wasco	2018	H9-06-021	Various locations on local roadways throughout Wasco.	Upgrade roadway signs and various intersections as recommended in 2017 City of Wasco Roadway Safety Signs Audit Project Report.	\$ 114,023	\$ 114,023
Wasco	2016	H8-06-015	Various locations around Barker Park	Install Rectangular Rapid Flashing Beacons (RRFBs), high visibility crosswalks, infill sidewalk, and ADA curb ramps.	\$ 178,800	\$ 160,920
Wasco	2015	HSIP7-06-009	Various locations within the Wasco city limits	Roadway Safety Sign Audit and sign upgrade/installation project	\$ 143,900	\$ 143,900
Wasco	2010	HSIP3-06-041	Palm Ave. between SR 46 and 9th Place	Construct ADA compliant curb, gutter, sidewalk, and curb ramps	\$232,900	\$184,000
Wasco	2008	6366	BICYCLE/PEDESTRIAN IMPROVEMENTS	7TH STREET BETWEEN BROADWAY AND PALM AVENUES	\$235,100	\$211,590
Wasco	2007	5441	INSTALL IN-PAVEMENT CROSSWALK LIGHTS.	MID-BLOCK CROSSWALK ON POSO DRIVE BETWEEN GRIFFITH AVE. AND POPLAR AVE.	\$55,000	\$49,500
Wasco	2007	5442	INSTALL IN-PAVEMENT CROSSWALK LIGHTS.	INTERSECTION OF PALM AVE. AND 9TH PLACE.	\$189,700	\$170,730
HSIP - Kern Total 2007-2018					\$20,205,523	\$19,057,003

Metropolitan Planning Organization Agreement
2020 California Safety Performance Management 1 (PM1) Targets
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 within six months after State DOTs establish targets (February 27) by either: 1) Agreeing to support the State DOT statewide safety target for that performance measures; or 2) Establishing a quantifiable target for that performance measure for their metropolitan planning area. Annual targets will be expressed as five-year rolling averages of the five consecutive calendar years ending in the year for which the targets are established.

In preparation for the 2020 Safety Performance Management Target (SPMT) setting effort with targets due August 31, 2019, coordination between the California Department of Transportation (Caltrans) and MPOs occurred via Safety Performance Management Engagement Workshops in 2017 and 2018.

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, 2019.

Caltrans 2020 Statewide SPMT Based on a 5-Year Rolling Average

Performance Target	Data Source	5-Yr. Rolling Average (2019)
Number of Fatalities	FARS	3518.0
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.023
Number of Serious Injuries	SWITRS	13,740.4
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	3.994
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4147.4

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 Traffic Safety Programs, Caltrans Division of Traffic Operations

Phone: (916) 654-7138

Email: thomas.schriber@dot.ca.gov

Robert W. Peterson, Chief, Office of Federal Programs, Caltrans Division of Local Assistance

Phone: (916) 653-4333

Email: robert.peterson@dot.ca.gov

Caltrans recommends MPOs support the 2020 Caltrans Statewide SPMT. MPOs shall fill out this form and return it to the Caltrans MAP-21 PM1 Team at PM1@dot.ca.gov no later than February 27, 2020.

Metropolitan Planning Organization Agreement
2020 California Safety Performance Management 1 (PM1) Target
MPO Target Reporting Template

Question 1: Which of the two target-setting approaches allowed under federal safety performance regulations was selected by your MPO for calendar year 2020?

☐ A) My MPO has elected to support the 2020 Caltrans statewide safety performance Management targets (SPMTs).

☒ B) My MPO has elected to set region-specific performance targets as shown under Question 2.

Question 2: If your MPO selected Option B under Question 1, please provide Caltrans with quantifiable 2020 SPMTs for each performance measure for your metropolitan planning area and provide the data source.

Performance Target	Data Source	5-Yr. Rolling Average (2020)
Number of Fatalities	SWITRS & Kern COG Model	154
Rate of Fatalities (per 100M VMT)	SWITRS, Kern COG Model & HPMS	1.64
Number of Serious Injuries	SWITRS & Kern COG Model	405
Rate of Serious Injuries (per 100M VMT)	SWITRS, Kern COG Model & HPMS	4.31
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	SWITRS & Kern COG Model	103

Question 3 [OPTIONAL]: If your MPO selected Option B for Question 1 and provided Caltrans with quantifiable 2020 SPMTs (and data sources) for each performance measure for your metropolitan planning area, please provide a methodology and rationale for your MPO's 2020 SPMTs.

Used SWITRS, HPMS, and Kern COG model data to project targets as seen in attached Powerpoint

Question 4: Please explain how your MPO will plan and program projects so that they contribute toward the accomplishment of either 2020 Caltrans Statewide SPMTs or your MPO's 2020 SPMTs (if your MPO has chosen to set its own quantifiable SPMTs).

Kern COG is dedicated to improving the safety in the region and plans to take the following steps towards the safety goal:

- Provide assistance to member agencies in safety data analysis and other technical matters so that safety issues can be addressed both locally and regionally;
- Develop regional implementation mechanism through Kern COG's project delivery policies and procedures process to prioritize safety projects;
- Encourage and support member agencies to prioritize transportation projects that address safety issues;
- Work with law enforcement and emergency medical service on developing strategies and programs to reduce accidents and casualties;
- Support and work with responsible agencies in educating the public about safe driving practice;
- Support the development of an education program/plan to increase awareness of the risky driving behaviors;
- Actively participate in the State's Strategic Highway Safety Plan;
- Encourage and support implementation of countermeasures identified in the Highway Safety Plan that are feasible in Kern County; and
- Coordinate and cooperate with relevant agencies on implementing safety countermeasures including Engineering, Education, Enforcement and Emergency Medical Services.

Question 5: Please provide the primary point of contact at your MPO for safety performance target-setting.

Name: Ed Flickinger
Organization: Kern Council of Governments
Title: Regional Planner
Phone: 661-635-2905
Email: eflickinger@kerncog.org
Address: 1401 19th Street, Suite 300, Bakersfield, CA 93301

Question 6: Please provide the contact information and signature of the official at your MPO certifying the information above.

Name: Rob Ball
Organization: Kern Council of Governments
Title: Planning Director
Phone: 661-635-2902

Email: rball@kerncog.org

Address: 1401 19th Street, Suite 300, Bakersfield, CA 93301

Signature:



Date:

2/21/20