

PM 1: Safety

PRESENTER: HARSIMRAN K BAINS, EXECUTIVE SAFE SYSTEM ADVISOR

PM 1 SAFETY TARGETS

- Caltrans establishes five performance targets by 8/31 each year
 1. Number of fatalities*
 2. Rate of fatalities*
 3. Number of serious injuries*
 4. Rate of serious injuries
 5. Number of non-motorized fatalities and serious injuries
- MPOs adopt Caltrans' targets or set regional targets within 180 days of Caltrans submission (by 2/27)

*Three targets must be identical to those in OTS' Highway Safety Plan.



2025 Safety Targets

Performance Measure	2025 Target (5-Year (Actual Annual Average)	2025 Target (Actual Annual Number)	Average Annual Reduction
Number of Fatalities (F)	4,048.60	3,818	2.84%
Fatality Rate (per 100M VMT)	1.26	1.14	4.61%
Number of Serious Injuries (SI)	16,630.50	15,404	3.69%
Serious Injury Rate (per 100M VMT)	4.77	4.42	3.69%
Number of Non-Motorized Fatalities and Serious Injuries	4,373.30	4,071	2.84% (F)
			3.69% (SI)



Safety Investments

Federal Fiscal Year	Federal Funding *	Fiscal Year	HSIP Local	SHOPP Reactive	SHOPP Systemic	Total
2019	\$223.7 M	19-20	\$93.1 M	\$894.2 M	\$149.2 M	\$1,137.0 M
2020	\$210.7 M	20-21	\$102.5 M	\$1,680. M	\$224.8 M	\$495.3 M
2021	\$298.1 M	21-22	\$116 M	\$572.7 M	\$300.1 M	\$988.8 M
2022	\$262.3 M	22-23	\$67.7 M	\$247.6 M	\$138.7 M	\$454.0 M
2023	\$268.1 M	23-24	\$132.1 M	\$132.1 M	\$76.4 M	864.7 M
2024	\$274.4 M					
Total	\$1,537.3 M	Total	\$511.4 M	\$2,539.2 M	\$889.1 M	\$3,939.7 M

*Source: FHWA annual computational tables, including RHC set aside

PM 1 SAFETY PERFORMANCE

Performance Measure	2016-2020 Baseline	2018-2022 Target	2018-2022 Observed
Number of Fatalities	3,843.60	3,491.80	4,087.60
Rate of Fatalities (Per 100 MVMT)	1.154	1.042	1.272
Number of Serious Injuries	15,090.40	16,704.20	16,769.40
Rate of Serious Injuries (Per 100 MVMT)	4.522	4.879	5.208
Number of Non-Motorized Fatalities and Serious Injuries	4,376.80	4,684.40	4,672.60

- FHWA Determination: Did not meet or make progress toward 2022 targets

Not Meeting Targets - Consequences

2021 HSIP apportionment	2022 Safety Targets Not Met	2025 HSIP Spending
-------------------------	-----------------------------	--------------------



- Fully allocate 2021 Highway Safety Improvement Program (HSIP) apportionment towards highway safety projects in 2025.
- Develop an HSIP Implementation Plan including:
 - Data analysis
 - Noteworthy practices
 - Identify Opportunities
 - HSIP Action Plan

Coordination with MPOs

- September 10 MPO Meeting
 - HSIP 2025 Safety Targets and Methodology
 - Highlights of HSIP Implementation Plan
 - Safe System Best Practice – MPO Presentations
 - FHWA Proposed Rule Changes
- 2025 CA Safety PM 1 Target Due: February 27, 2025



Caltrans Safety Strategies

- Continue SHOPP Investment in Reactive and Proactive Safety
- Enhance reactive safety through:
 - Road Safety Action Plans
 - Enhanced training and guidance on Proven Safety Countermeasures
- Enhance proactive safety through
 - Systematic planning for proactive safety - Road Safety Infrastructure Plans
- Expedite delivery of safety projects through
 - Highway Maintenance (HM-4 Safety) Program

The background of the slide is a light blue-grey color with a pattern of 3D question marks. The question marks are rendered in a light, semi-transparent white color, creating a subtle, repeating pattern across the entire background. The lighting on the 3D marks gives them a slight depth and shadow.

Questions?
