



## BCAG Board of Directors

### Agenda Item #6 – Action

**Date:** February 27, 2025

**Subject:** Approval of Federal Safety Performance Measures (PM1)

**Contact:** Brian Lasagna, Regional Analyst

**Summary:** As the federally designated Metropolitan Planning Organization (MPO) for the Butte County region, BCAG is required to establish targets, track, and report the areas' performance measures mandated under federal planning requirements, in coordination with Caltrans and the local jurisdictions.

On August 31, 2024, Caltrans and the Office of Traffic Safety (OTS) established statewide safety performance targets for calendar year 2025 – see attached staff report. MPOs have 6 months (February 28, 2025) following the states target setting date to: A) establish their own targets; or B) agree to plan and program projects so that they contribute toward the accomplishment of the state target. Performance and targets are to be reported and revised annually.

Staff are recommending the BCAG Board agree to plan and program projects so that they contribute toward the accomplishment of the state target for the 2025 performance year. Targets will be reviewed by BCAG's Transportation Advisory Committee (TAC) annually and reported to Caltrans.

Included as an attachment is BCAG's staff report for the year 2025 federal safety performance measures.

*Note : Action requested states an approval of a federal requirement as delegated through the State of California.*

**Action requested:** Approve the state performance safety targets and support the 2025 Caltrans Statewide Safety Performance Management Targets (SPMTs).

**Attachment:** Staff Report on Year 2025 Federal Safety Performance Measures (PM1)

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### Staff Report on Year 2025 Federal Safety Performance Measures (PM1)

Federal transportation legislation (MAP-21) placed new and stronger emphasis on measuring and monitoring the performance of the transportation system and requires states and MPOs to implement a performance-based approach to planning and programming. Performance-based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes. The performance targets ensure states and MPOs invest resources in transportation projects that achieve national goals in safety, infrastructure condition, congestion, reliability, freight movement, environmental sustainability, and reduced project delivery delays.

On August 31, 2024, Caltrans and the Office of Traffic Safety (OTS) established statewide safety performance targets for calendar year 2025 – see Table 1. MPOs have 6 months (February 28, 2025) following the states target setting date to: A) establish their own targets; or B) agree to plan and program projects so that they contribute toward the accomplishment of the state target. Performance and targets are to be reported and revised annually.

**Table 1. Statewide Safety Performance Targets - Year 2025**

Measure	Target (Annual Reduction)
Number of Fatalities	-2.84%
Rate of Fatalities per 100M Vehicle Miles of Travel (VMT)	-4.61%
Number of Serious Injuries	-3.69%
Rate of Serious Injuries per 100M VMT	-3.69%
Number of Non-Motorized Fatalities	-2.84%
Number of Non-Motorized Serious Injuries	-3.69%

Note: Targets are based on a 5-year rolling average for all roadways.

Caltrans and the Office of Traffic and Safety (OTS) have adopted targets which are equal to those prepared for the year 2024. The 2024 targets were based on a “trendline” approach which looked at data for the period 2012-2021 and is consistent with the California Strategic Highway Safety Plan (SHSP).

Included as Attachment #1 is a compilation of the Butte County datasets provided for each safety measure. Trends have been presented based on the rolling 5-year average for all the years included in the dataset. Individual incidents of fatalities and serious injuries have increased from 2022; however, the number of non-motorized fatalities and serious injuries have decreased from 2022.

In addition to the data presented, BCAG has prepared a map of fatalities for the Butte County region accompanied by relevant statistics as Attachment #2.

The 2024 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) includes a listing of federal performance measure safety projects which have been planned or programmed for the region. A link to Appendix 13 of the 2024 RTP/SCS is included [here](#)<sup>1</sup>.

Staff are recommending the BCAG Board agree to plan and program projects so that they contribute toward the accomplishment of the state target for the 2025 performance year.

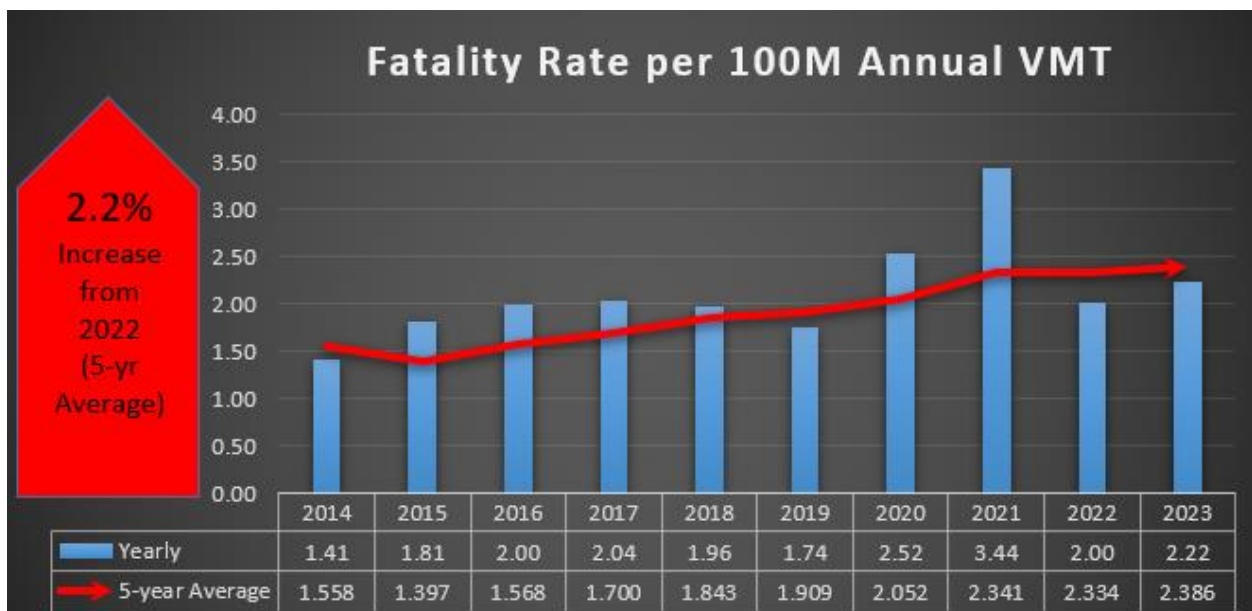
<sup>1</sup><https://d16k74nznx9emoe.cloudfront.net/64b53d65-660c-4687-b3dc-69dbc5a3e4f3.pdf>

Targets will be reviewed by BCAG's Transportation Advisory Committee (TAC) annually and reported to Caltrans.

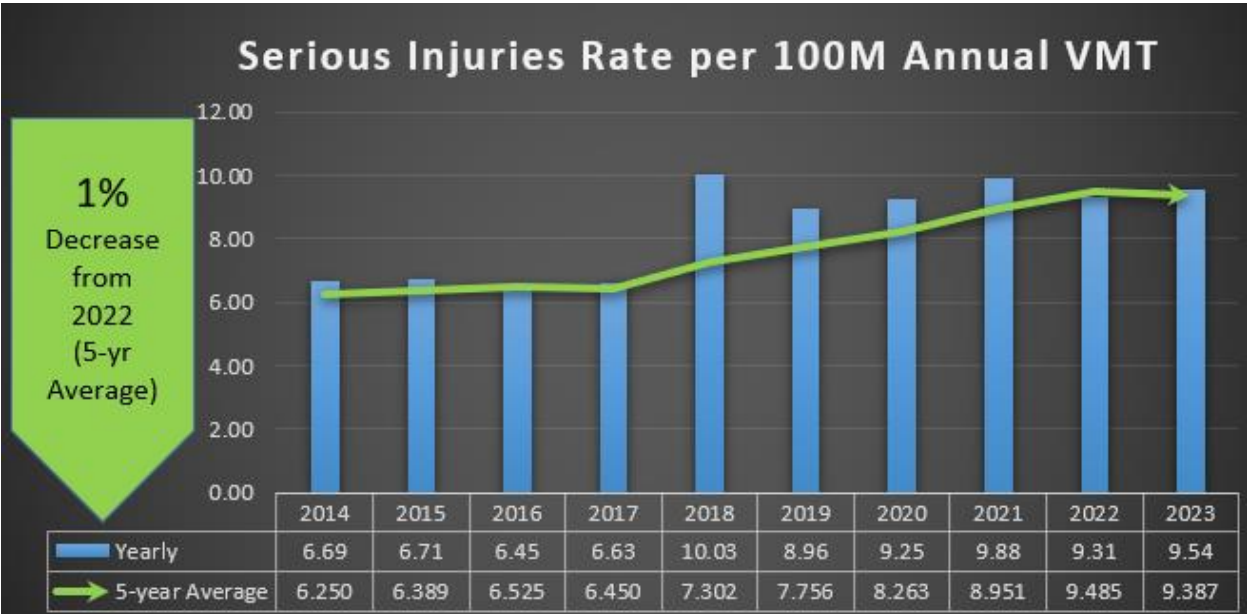
BCAG staff will continue to coordinate with Caltrans and TAC regarding the MAP-21 performance measures.

ATTACHMENT #1

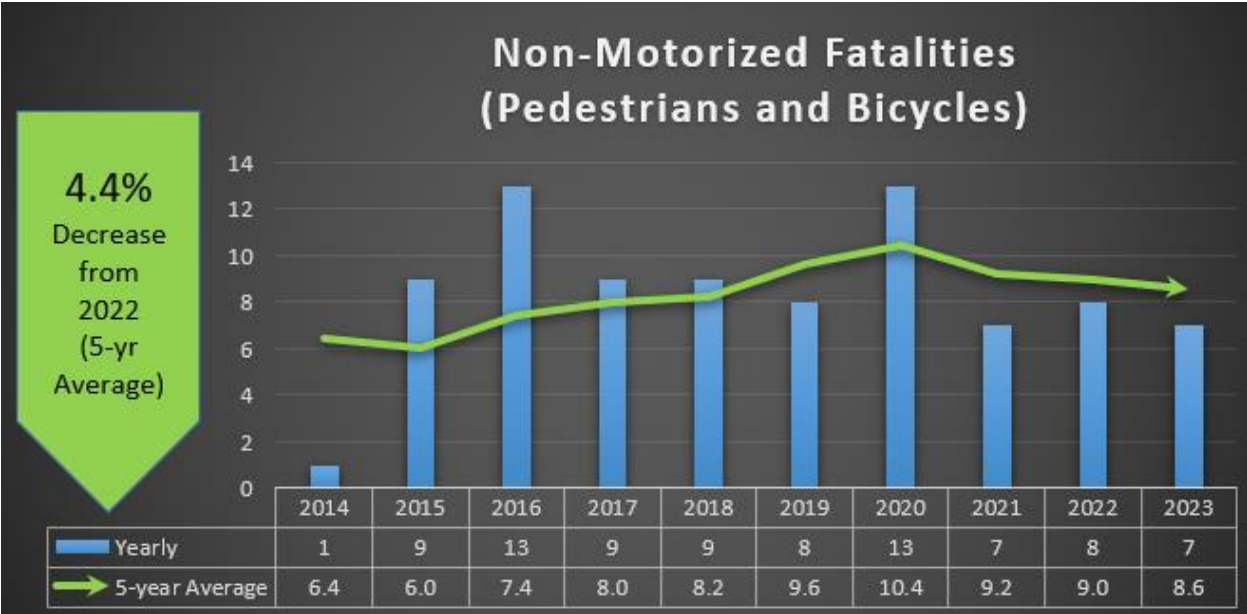
BCAG Regional Safety Performance Measure Trends



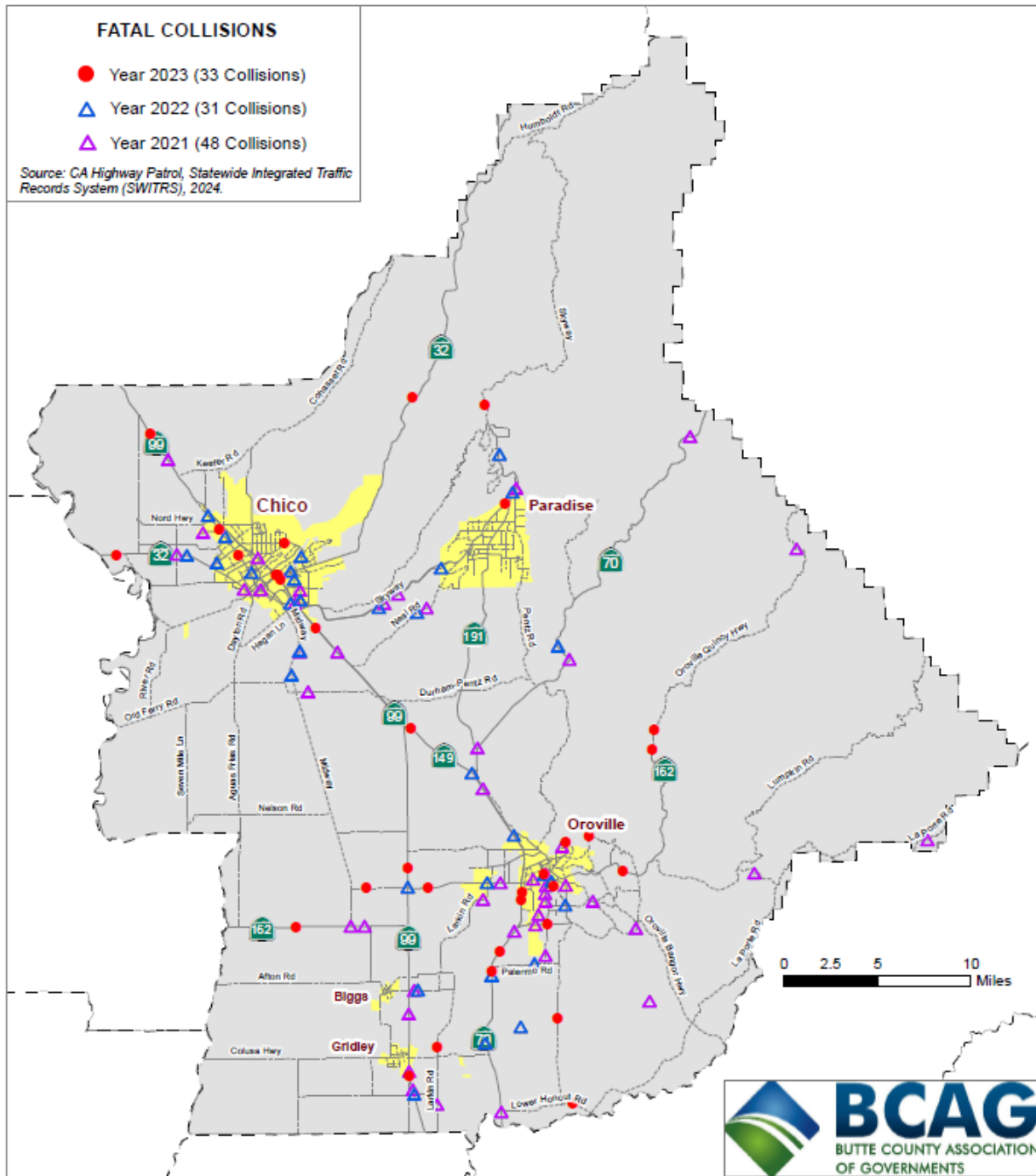
Note: VMT estimated based on an average of past 2-years data. Information will be updated once published by Caltrans.



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## ATTACHMENT #2



	Collision Involved					
	2021		2022		2023	
Pedestrian	7	14.6%	8	25.8%	7	21.2%
Bicycle	0	0.0%	1	3.2%	0	0.0%
Motorcycle	10	20.8%	8	25.8%	7	21.2%
Truck	3	6.3%	1	3.2%	2	6.1%

	Primary Collision Factor					
	2021		2022		2023	
Alcohol or Drugs	14	29.2%	6	19.4%	8	24.2%
Unsafe Speeds	8	16.7%	4	12.9%	4	12.1%
Improper Turns	8	16.7%	6	19.4%	5	15.2%
Pedestrian Violation	7	14.6%	6	19.4%	5	15.2%
Wrong Side of Road	1	2.1%	7	22.6%	5	15.2%