The Public Safety Committee meeting scheduled for Friday, November 13, 2020, will be conducted virtually in accordance with Governor Newsom’s State of Emergency declaration regarding the COVID-19 outbreak, Executive Order N-29-20, and the Guidance for Gatherings issued by the California Department of Public Health. Board Members will primarily participate in the meeting virtually, while practicing social distancing, from individual remote locations.

There are a few options for public participation:

- At the time of the meeting, listen to the audio stream through sandag.org
- To participate via Zoom webinar, click the link to join the meeting: https://zoom.us/j/91623881338
- To participate via telephone, dial a number based on your current location: US: +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799 or +1 929 205 6099 or +1 301 715 8592 or +1 312 626 6799
- The Webinar ID is: 916 2388 1338
- International numbers available: https://zoom.us/u/aBJCrFJzM

SANDAG is relying on commercial technology to broadcast the meeting via Zoom. With the recent increase of virtual meetings, platforms such as Microsoft Teams, WebEx, GoToMeeting, and Zoom are working to scale their systems to meet the new demand. If we experience technical difficulty or you are unexpectedly disconnected from the broadcast, please close and re-open your browser and click the link to re-join the meeting. SANDAG staff will take all possible measures to ensure a publicly accessible experience. Please note that the meeting will continue to be broadcast audio-only via the “Listen to the meeting” link on sandag.org.

Public Comments: Persons who wish to address the members on an item to be considered at this meeting, or on non-agendized issues, may email comments to the Clerk at clerk@sandag.org (please reference: “November 13, PSC Meeting” in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. on Thursday, November 12, will be provided to members prior to the meeting. If you desire to provide a live verbal comment during the meeting, please join the Zoom meeting either by computer or phone. At the time for public comments, members of the public will be advised to ‘Raise Hand’ if they wish to provide comments. The ‘Raise Hand’ feature can be found on the Zoom toolbar for those who are joining via computer or by entering *9 for those who are joining via telephone only. The Chair will call on members of the public by name for those joining via a computer and by the last three digits of your telephone number for those joining via telephone. All comments received prior to the close of the meeting will be made part of the meeting record.
Welcome to SANDAG. Members of the public may speak to the Public Safety Committee on any item at the time the Committee is considering the item. Public speakers are limited to three minutes or less per person. The Committee may take action on any item appearing on the agenda.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at sandag.org/meetings. Additionally, interested persons can sign up for email notifications at sandag.org/subscribe.

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如有需要，我们可以把SANDAG翻成其他语言。
在前至少 72 小时打 (619) 699-1900 提出要求。
# Public Safety Committee  
**Friday, November 13, 2020**

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Action</th>
<th>Description</th>
</tr>
</thead>
</table>
| +1.      | Approve| Approval of Meeting Minutes  
The Public Safety Committee is asked to approve the minutes from its September 18, 2020, meeting. |
| 2.       |        | Public Comments/Communications/Member Comments  
Members of the public shall have the opportunity to address the Public Safety Committee on any issue within the jurisdiction of this Committee that is not on this agenda. |
| 3.       | Discussion| Executive Director's Report  
*Hasan Ikhrata, SANDAG*  
An update on key programs, projects, and agency initiatives, including the agency’s response to COVID-19, San Diego Forward: The 2021 Regional Plan, and the Airport Connectivity project, will be presented. |
| 4.       | Information| Report from Chiefs'/Sheriff’s Management Committee  
*Chief Neil Gallucci, Carlsbad Police Department*  
A report on the November 4, 2020, meeting of the Chiefs'/Sheriff’s Management Committee will be presented. |
| 5.       | Information| Report from the San Diego County Fire Chiefs’ Association  
*Chief Rick Vogt, Escondido Fire Department*  
A report on recent meetings of the San Diego County Fire Chiefs’ Association will be presented. |
| +6.      | Information| New Grant Funding: Criminal Justice Research  
*Sandy Keaton, SANDAG*  
An overview of a new criminal justice evaluation that has been added to the FY 2021 Program Budget due to new grant funding will be presented. |
| 7.       | Information| Drug Use Among the Arrestee Population in San Diego County  
*Cindy Burke, SANDAG*  
An overview of drug use statistics among the arrestee population will be provided. More information about these statistics is available at [sandag.org/sam](http://sandag.org/sam). |
| +8.      | Discussion| 2021 Performance Management Rule 1 Safety Target Setting  
*Sam Sanford, SANDAG*  
The Public Safety Committee is asked to discuss target setting efforts for Performance Management Rule 1 (PM 1), which includes measures related to fatalities and serious injuries on all public roads. |
An overview of the Earthquake Warning California Outreach Campaign, the country’s first publicly available statewide warning system, will be provided.

If the five-speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.

The next Public Safety Committee meeting is scheduled for Friday, December 18, 2020, at 1 p.m.
September 18, 2020, Public Safety Committee Meeting Minutes

Chair Caylin Frank (North County Inland) called the meeting of the Public Safety Committee (PSC) to order at 1:04 p.m.

1. Approval of Meeting Minutes (Approve)

Action: Upon a motion by Mayor Alejandra Sotelo-Solis (South County) and a second by Undersheriff Mike Barnett (San Diego County Sheriff’s Department), the PSC approved the minutes from its August 21, 2020, meeting. Yes: Chair Frank, Vice Chair Keith Blackburn (North County Coastal), Chief Chuck Kaye (Chiefs’/Sheriff’s Association – Seat B), Councilmember Vivian Moreno (City of San Diego), Chief Rick Vogt (Regional Fire/Emergency Medical Services), Assistant Chief Investigator Joe Cargel (San Diego County District Attorney’s Office), and Undersheriff Barnett, and Mayor Sotelo-Solis. No: None. Abstain: None. Absent: County Chiefs’/Sheriff’s Association – Seat A), County of San Diego, East County, and San Diego Police Department.

2. Public Comments/Communications/Member Comments

None.

3. Executive Director’s Report (Discussion)

Chief Capital Program and Regional Services Officer Jim Linthicum briefed the Committee on key programs, projects, and agency initiatives, including the agency’s response to COVID-19, San Diego Forward: The 2021 Regional Plan, and the Airport Connectivity project.

Action: Discussion only.

Reports

5. Report from the San Diego County Fire Chiefs’ Association (Information)*

*This item was presented out of order.

Chief Vogt presented an update on the San Diego Fire Chiefs’ Association activities and fires across the state.

Action: Information only.

4. Report from Chiefs’/Sheriff’s Management Committee (Information)

Chief Kaye reported on the Chiefs’/Sheriff’s Management Committee meeting held on Wednesday, September 2, 2020.

Action: Information only.

6. 2020 Mid-Year Crime Statistics in the San Diego Region (Information)

Criminal Justice Research Manager Sandy Keaton presented an overview of mid-year 2020 regional crime statistics.

Action: Information only.
7. National Incident-Based Reporting System Update (Information)
Senior Research Analyst Caroline Stevens reported on regional progress made in transitioning from the Uniform Crime Report (UCR) to National Incident-Based Reporting System (NIBRS).
Action: Information only.

8. San Diego Metropolitan Transit System Fare Evasion Diversion Program Pilot (Information)
Karen Landers, San Diego Metropolitan Transit System (MTS), presented an overview of the Fare Evasion Program Pilot implemented by San Diego MTS.
Action: Information only.

9. Continued Public Comments
None.

10. Upcoming Meetings
The next PSC meeting is scheduled for Friday, October 16, 2020, at 1 p.m.

11. Adjournment
Chair Frank adjourned the meeting at 2:03 p.m.
## Confirmed Attendance at SANDAG Public Safety Committee Meeting

September 18, 2020

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Name</th>
<th>Member/Alternate</th>
<th>Attend</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
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<td>North County Inland</td>
<td>Hon. Caylin Frank, Chair</td>
<td>Member</td>
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<td></td>
<td>Hon. Amanda Rigby</td>
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<td>North County Coastal</td>
<td>Hon. Keith Blackburn</td>
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<td>Hon. Ellie Haviland</td>
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<td>City of San Diego</td>
<td>Hon. Vivian Moreno</td>
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<td>Hon. Chris Ward</td>
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<tr>
<td>County of San Diego</td>
<td>Supervisor Greg Cox</td>
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<td></td>
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<td>South County</td>
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<td>Chief Neil Gallucci</td>
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<td>Chief Chuck Kaye</td>
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<td>Chief Roxana Kennedy</td>
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<td>Chief Criss Brainard</td>
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<td>San Diego County District Attorney</td>
<td>District Attorney Summer Stephen</td>
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<td>Chief Investigator Jorge Duran</td>
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<td></td>
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<td></td>
<td>Joe Cargel</td>
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<td>San Diego County Sheriff</td>
<td>Sheriff William D. Gore</td>
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<td>Chief Dave Nisleit</td>
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<td><strong>Advisory Members</strong></td>
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<td>County Public Safety</td>
<td>Adolfo Gonzales</td>
<td>Member</td>
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<td>Ruben Leyva</td>
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<td>Department of Defense</td>
<td>Michial Michalovich</td>
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<td>Matthew Crews</td>
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<td>Federal Public Safety</td>
<td>Robert S. Brewer, Jr.</td>
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<td>Linda Frakes</td>
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<td>Kathleen Connon</td>
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<td>Gregory J. Archambeault</td>
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<td>Suzanne Turner</td>
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<td>John W. Callery</td>
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<td>Steven Stafford</td>
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<td>Homeland Security</td>
<td>Jeffrey Toney</td>
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<td>Katherine Jackson</td>
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<td>Tim Curran</td>
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<td>Joel Lavespere</td>
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<td>Southern California Tribal Chairmen’s Association</td>
<td>Robert H. Smith</td>
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<td></td>
<td>Assistant Chief Ray Diggins</td>
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</table>
New Grant Funding: Criminal Justice Research

Overview
As part of the Criminal Justice Clearinghouse, SANDAG partners with local stakeholders on grant funded research projects. SANDAG recently was notified by South Bay Community Services (SBCS) that it had been awarded a California Board of State and Community Corrections (BSCC) CalVIP grant to provide three years of programing and a fourth year to complete the evaluation. SANDAG’s Applied Research Division (ARD) was part of the grant application and will be the outside evaluator for the project.

Key Considerations
San Diego County is transforming the current juvenile justice system to align with best practices, which includes serving the youth in their communities whenever possible. SBCS is a leading non-profit organization in San Diego County providing services to youth and families in need and this is the second CalVIP grant SBCS has received. For this grant SBCS and its partners will provide Credible Messenger Mentoring (CMM) and Therapeutic Mental Health Services (TMHS) in the community to individuals at highest risk for perpetrating violence and/or being victims of violence in order to increase their resiliency and reduce involvement in violent crime.

ARD was the evaluation partner on the first CalVIP award and is familiar with the program model and the intervention sites. As the evaluation partner, ARD will conduct a process and impact evaluation to measure if the project was implemented as designed and to what effect. The process evaluation will focus on what and how well the project was implemented and who was served. The outcome evaluation will employ a mixed-method, quasi-experimental design to measure change over time in resilience and recidivism.

Next Steps
The funding will allow ARD to support SBCS’s implementation of this project, make data-informed decisions, and provide valuable feedback on the outcome of the intervention.

Cindy Burke, Director of Research and Program Management
Key Staff Contact: Sandy Keaton, (619) 699-6933, sandy.keaton@sandag.org
Attachment: 1. 2353100 Budget Amendment – Increasing Resiliency in High-Risk Youth

Action: Information
An overview of a new criminal justice evaluation that has been added to the FY 2021 Program Budget due to new grant funding will be presented.

Fiscal Impact:
A total of $155,000 (2353100) will be added to the FY 20 – FY 23 Program Budget to implement evaluation activities.

Schedule/Scope Impact:
The new funding will support regional information gathering and dissemination through December 31, 2023.
WORK ELEMENT: 2353100 NEW - CJAM - Increasing Resiliency in High-Risk Youth
FY 2021 BUDGET: $0 $35,000
AREA OF EMPHASIS: Modeling and Research

Amendment Title: Increasing Resiliency among High Risk Youth

### Funds Source

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<td>Criminal Justice - Other Local Funds</td>
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<td>$0</td>
<td>$0 $35,000</td>
<td>$0 $120,000</td>
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Note: Funding is from South Bay Community Services

### Funds Application

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<th>Total</th>
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<td>Salaries, Benefits, Indirect</td>
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<td>$0 $34,837</td>
<td>$0 $120,000</td>
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<td>Other Direct Costs</td>
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<td><strong>TOTAL</strong></td>
<td>$0</td>
<td>$0 $35,000</td>
<td>$0 $120,000</td>
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OBJECTIVE

The goals of this project are to document how South Bay Community Services (SBCS) implements Credible Messenger Mentoring (CMM) and mindfulness-based Therapeutic Mental Health Services at three locations serving youth on Probation. The Applied Research Division (ARD) will complete both a process and outcome of evaluation to determine if the program achieved its goals and what impact did it have on reducing participants' recidivism. The emphasis in FY 21 will be to complete an evaluation plan, establish data collection protocols, and begin data collection.

PREVIOUS ACCOMPLISHMENTS

This is a new grant however, ARD is in the last year of another CalVIP grant with SBCS. In addition, ARD is the current evaluator of each of the program sites that CMM will be implemented at.

**Project Manager:** Keaton, Sandy

**Committee(s):** Public Safety Committee

**Working Group(s):**
## PRODUCTS, TASKS, AND SCHEDULES FOR FY2021

<table>
<thead>
<tr>
<th>Task No.</th>
<th>% of Effort</th>
<th>Task Description / Product / Schedule</th>
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</thead>
</table>
| 1        | 25          | **Task Description:** Work with partners to create an evaluation plan  
            **Product:** Evaluation plan sent to the State.  
            **Completion Date:** 1/1/2021 |
| 2        | 25          | **Task Description:** Create all data collection tools  
            **Product:** Finalized tools.  
            **Completion Date:** 2/28/2021 |
| 3        | 30          | **Task Description:** Collect data  
            **Product:** Monthly data dashboards; data for quarterly reports  
            **Completion Date:** 6/30/2021 |
| 4        | 20          | **Task Description:** Meeting with program partners  
            **Product:** Meeting minutes  
            **Completion Date:** 6/30/2021 |

## FUTURE ACTIVITIES

Future activities will include gathering data for the process evaluation; collecting criminal history, and providing a final report in 2023.

Note: New 4--year grant to evaluate South Bay Community Services implementation of a CalVIP grant to implement mentoring services to high risk youth in San Diego.
2021 Performance Management Rule 1 Safety Target Setting

Overview

Since 2015, the Federal Highway Administration (FHWA) has issued a number of Final Rules that establish performance requirements for states and Metropolitan Planning Organizations (MPOs). Performance Management Rule 1 (PM 1) focuses on transportation safety on all public roads regardless of ownership or maintenance responsibility. An overview of the performance measures, calculations, and data sources is included in Attachment 1.

State Departments of Transportation are required to set PM 1 targets by August 31 of each year for the subsequent calendar year. MPOs have 180 days from that date to either establish regional targets or agree to support the state targets. For 2018, 2019, and 2020, the Board of Directors elected to support the statewide targets.

Key Considerations

Caltrans developed its 2021 PM 1 statewide targets to include a trend line approach for fatalities and serious injuries. The most recently available data were used to calculate the percent change in fatalities and serious injuries. This change was a reduction for both fatalities and serious injuries and was set as the annual reduction amount to calculate the 2021 targets.

San Diego County contains approximately 8.4% of the state population and approximately 8.4% of the crash fatalities/serious injuries in California occur in San Diego County (it is a little lower for some categories of incidents and slightly higher for others). Since fatality and serious injury crash statistics for the SANDAG region track closely with statewide trends, staff recommends that SANDAG support the 2021 statewide safety targets outlined below.

<table>
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<tr>
<th>Performance Measure</th>
<th>2021 Statewide Targets (5 year rolling average)</th>
<th>Percent Reduction for 2021 Statewide Targets</th>
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<tr>
<td>Number of Fatalities</td>
<td>3,624.8</td>
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<tr>
<td>Rate Fatalities (per 100 million Vehicle Miles Traveled (VMT)</td>
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<td>2.9%</td>
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<tr>
<td>Number of Serious Injuries</td>
<td>15,419.4</td>
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<td>Rate of Serious Injuries (per 100 million VMT)</td>
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<td>Number of non-motorized Fatalities and Serious Injuries</td>
<td>4,340.8</td>
<td>2.9% for fatalities and 1.3% for serious injuries</td>
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Action: Discussion

The Public Safety Committee is asked to discuss target setting efforts for Performance Management Rule 1 (PM 1), which includes measures related to fatalities and serious injuries on all public roads.

Fiscal Impact:

If California does not meet the statewide safety targets, it may not move Highway Safety Improvement Program funds to other transportation funds.

Schedule/Scope Impact:

SANDAG must select to support the statewide targets or develop regional targets for the 2021 safety target setting and submit this information to Caltrans by February 28, 2021.
Next Steps

This information will be presented to the Transportation Committee and Board of Directors in December 2020. Pending approval, SANDAG will submit PM 1 2021 target setting documents to Caltrans in advance of the February 28, 2021, deadline.

Programming efforts that support the targets are summarized as part of the 2018 Regional Transportation Improvement Program (RTIP) (Appendix H) and will be updated in the 2021 RTIP. Progress toward the targets is summarized in San Diego Forward: The 2019 Federal Regional Transportation Plan (Appendix D) and will be updated with San Diego Forward: The 2021 Regional Plan.

Elisa Arias, Director of Integrated Transportation Planning

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Attachment: 1. Safety Performance Management Targets for 2021
Safety Performance Management Targets for 2021

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

Caltrans set SPMTs for the 2021 calendar year by August 31, 2020. Caltrans and OTS have adopted targets consistent with the California Strategic Highway Safety Plan (SHSP) as follows:

**TABLE 1. PERFORMANCE MEASURE AND TARGET BASED ON 5-YEAR AVERAGE**

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Data Source</th>
<th>5-Yr. Average Target for 2021</th>
<th>Annual Reduction 2018 to 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>FARS</td>
<td>3,624.8</td>
<td>2.9%</td>
</tr>
<tr>
<td>Rate of Fatalities (per 100M VMT)</td>
<td>FARS &amp; HPMS</td>
<td>1.044</td>
<td>2.9%</td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>SWITRS</td>
<td>15,419.4</td>
<td>1.3%</td>
</tr>
<tr>
<td>Rate of Serious Injuries (per 100M VMT)</td>
<td>SWITRS &amp; HPMS</td>
<td>4,423</td>
<td>1.3%</td>
</tr>
<tr>
<td>Number of Non-Motorized Fatalities and Serious Injuries</td>
<td>FARS &amp; SWITRS</td>
<td>4,340.8</td>
<td>2.9% for Fatalities and 1.3% for Serious Injuries</td>
</tr>
</tbody>
</table>

*Note: The targets highlighted in gray are set in coordination with OTS.*

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads and focuses on performance. The HSIP regulation under 23 CFR 924 establishes the Federal Highway Administration’s (FHWA) HSIP policy, as well as program structure, planning, implementation, evaluation and reporting requirements for states to successfully administer the HSIP. The overarching highway safety plan for the State of California is the Strategic Highway Safety Plan (SHSP). In January 2020, California updated its SHSP, which is “a statewide, coordinated traffic safety plan that provides a comprehensive framework for reducing roadway fatalities and serious injuries on California’s public roads” (SHSP, 2020-2024, page 5). It further states that the “SHSP is a multi-disciplinary effort involving Federal, Tribal, State, and local representatives from the 5 Es of safety who dedicate countless hours to improve safety and partnerships across disciplines” (SHSP, 2020-2024, page 38). In support of a data-driven and strategic approach, the HSIP Final Rule contains major policy changes related to:

- the HSIP report content and schedule,
- the SHSP update cycle, and
• the subset of the Model Inventory of Roadway Elements (MIRE), also known as the MIRE Fundamental Data Elements (FDE).

The Safety Performance Measures (PM) Final Rule supports the data-driven performance focus of the HSIP. The Safety PM Final Rule establishes five performance measures to carry out the HSIP: the five-year averages for:

• Number of Fatalities,
• Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
• Number of Serious Injuries,
• Rate of Serious Injuries per 100 million VMT, and
• Number of Non-motorized Fatalities and Non-motorized Serious Injuries.

These safety performance measures are applicable to all public roads regardless of ownership or functional classification. The Safety PM Final Rule also establishes a common national definition for serious injuries.

States must establish statewide targets for each of the safety PMs. States also have the option to establish any number of urbanized area targets and one non-urbanized area target for any, or all, of the measures. Targets are established annually. For three PMs (number of fatalities, rate of fatalities and number of serious injuries), targets must be identical to the targets established for the National Highway Traffic Safety Administration (NHTSA) Highway Safety Grants program that is administered by OTS. The State Departments of Transportation (DOTs) must also coordinate with their Metropolitan Planning Organizations (MPOs) in their states on establishment of targets, to the maximum extent practicable. States will report targets to the FHWA in the HSIP report due in August of each year.

Each MPO will establish targets for the same five safety performance measures for all public roads in the MPO’s planning area within 180 days after the state establishes each target. The targets will be established in coordination with the state, to the maximum extent practicable. The MPO can either agree to support the State DOT target or establish a numerical target specific to the MPO 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 PM is better than the baseline performance the year prior to the target being set. Optional urbanized area or non-urbanized area targets will not be evaluated. Each year that the 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 for safety projects. States must also develop a HSIP Implementation Plan.

**Target Selection Methodology**

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

• estimating the existing trends to determine where the state is,
• determining what external factors will impact the target in order to forecast future trends, and
• estimating targets based on forecasted fatality reductions from safety plans.
Since safety targets are applicable to all public roads in the California, regional and local jurisdictions should be collaboratively involved in the safety target setting process. In line with this, on July 20, 2020, a virtual workshop was held to discuss the 2021 SPMTs with the MPOs and other vested stakeholders. During this workshop, three possible scenarios for setting the 2021 targets were discussed. They included: (1) an aspirational trend such as reaching zero fatalities by 2050; (2) a target based on estimated impacts from completed activities and projects; and (3) a trend line, which extrapolates the existing changes in fatalities and serious injuries into the future.

The current approach is the third scenario that uses a trend line. The trend line approach extrapolates the existing changes in fatalities and serious injuries into the future and is a data-driven process that estimates the impacts of external factors and safety improvements based on collision history.

**The Number of Fatalities**

For 2021, the target for fatalities is the five-year average of 3,624.8 with 3,456 fatalities projected for the same year. NHTSA Fatality Analysis Reporting System (FARS) data was used through 2017 and the adjusted provisional number of 3,772 obtained from California Highway Patrol (CHP) FARS was used for 2018 as it was believed to be a more accurate number for 2018. Even though traffic fatalities have generally increased from 2010 to 2017 in California as shown in Figure 1, there was a 2.9% reduction in fatalities from 3,884 in 2017 to 3,772 in 2018. The target for 2021 fatalities is based on continuing this trend line for fatalities of an annual reduction of 2.9% from 2018 through 2021. This includes a decrease in actual annual fatalities from 3,772 in 2018 to 3,456 in 2021. In Figure 1, the dark green bars for 2009 through 2018 denote the existing fatality data and the gray bars for 2019 through 2021 represent the trend line reduction.

Through assistance with the HSIP, many California agencies have or are developing Local Roadway Safety Plans that put a focus on reducing fatal and serious injury collisions throughout their respective jurisdictions. This coupled with an increase (over 25 percent) in the number of OTS grants from the prior year, will assist California in continuing the downward this downward trend in fatalities.

**FIGURE 1 – CALIFORNIA STATEWIDE FATALITIES**
The Number of Serious Injuries

The 2021 target for serious injuries is the five-year average of **15,419.4** with 15,411 serious injuries projected for the same year. Statewide Integrated Traffic Records System (SWITRS) data was available for serious injuries through 2018. The definition of serious injuries was changed to include suspected serious injuries and was implemented in mid-2017. The first full year of suspected serious injuries resulted in an increase of 21% from the last full year using the old definition. The trend line for serious injuries was based on the 1.3% reduction from 7,725 serious injuries for the first half of 2018 to 7,623 for the first half of 2019. The target for 2021 serious injuries is based on continuing this trend line for serious injuries of an annual reduction of 1.3% of serious injuries from 2019 through 2021. This is represented by a decrease in serious injuries from 16,039 in 2018 to 15,411 in 2021. In Figure 2, the dark green bars for 2009 through 2018 denote the existing serious injury data and the gray bars for 2019 through 2021 represent the trend line reduction.

Through assistance with the HSIP, many California agencies have or are developing Local Roadway Safety Plans that put a focus on reducing fatalities and serious injuries throughout their agency. This coupled with the increase (over 25% ) in the number of OTS grants from the prior year, will assist California in continuing the downward trend in serious injuries.

**FIGURE 2 – CALIFORNIA STATEWIDE SERIOUS INJURIES**

![California Statewide Serious Injuries Graph]

Annual Fatality Rate (per 100M VMT)

Statewide traffic volumes are reported in one hundred million vehicle miles traveled (100M VMT).

For the purposes of safety performance target setting, VMT data used was from the Highway Performance Monitoring System through 2018. As shown in Figure 3, traffic volumes have been steadily increasing since 2011. 2019 VMT was projected to have a 0.9 percent increase over 2018 and then remain flat through 2021 due to the uncertainties of the impacts of COVID-19.
For 2021, the target for fatality rate is the five-year average of **1.043** with an annual rate of 0.99 for the same year. This represents an annual reduction from a rate of 1.09 for 2018 to 0.99 in 2021. For the fatality rate calculation, the fatality data and reduction of fatalities of 2.9% from 2018 through 2021 from the number of fatalities performance measure was used. In Figure 4, the dark green bars for 2009 through 2018 denote the existing fatality rate data and the gray bars for 2019 through 2021 represent the trend line reduction.

**The Rate of Serious Injury**

The serious injury rate is the number of serious injuries divided by 100M VMT. For 2021, the target for serious injury rate is the five-year average of **4.423** with an annual rate of 4.40 for the same year. This includes a reduction of the annual serious injury rate from 4.62 in 2018 to 4.40 in 2021. For the serious injury rate calculation, the serious injury data and reduction of serious injuries of 1.3% from 2019 through 2021 from the number of serious injuries performance measure was used. The VMT data used was from the Highway Performance Monitoring System through 2018 and 2019 VMT was projected to have a 0.9 percent increase over 2018 and then remain flat through 2021 (as is the case in calculating the fatality rate). In Figure 5, the dark green bars for 2009 through 2018 denote...
the existing serious injury rate data and the gray bars for 2019 through 2021 represent the trend line reduction.

**Figure 5 - California Statewide Serious Injury Rate**

![California Statewide Serious Injury Rate](image)

**The Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (Bicycles and Pedestrians)**

In Figure 6, the darker green bars for 2009 through 2018 show the number of fatalities from FARS and serious injuries from SWITRS for pedestrians and bicyclists combined. The gray bars for 2019 through 2021 depict the decreasing number of fatalities and serious injuries. For 2021, the target for non-motorized fatalities and serious injuries is the five-year average of 4,340.8 with an annual frequency of 4,276 for the same year. This includes a reduction in the annual frequency from 4,447 in 2018 to 4,276 in 2021. This reduction is based on applying the 2.9% reduction for fatalities and 1.3% reduction for serious injuries discussed previously.

**Figure 6 - California Statewide Non-Motorist Fatalities and Serious Injuries**

![California Statewide Non-Motorist Fatalities and Serious Injuries](image)
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Further information with regards to the safety targets is accessible at:
Earthquake Warning California

**Earthquake Warning California**

The state’s earthquake preparedness program is aimed at providing tools and resources to help warn Californians in advance of an earthquake, and provide time to take protective actions such as dropping, covering, and holding on. This includes the MyShake mobile app, wireless emergency alerts (WEAs), the Android Earthquake Alerts System, and the Earthquake Warning California website: www.earthquake.ca.gov.

**The MyShake App**

The MyShake App is an earthquake warning tool for smartphones developed by UC Berkeley, in partnership with USGS ShakeAlert and Cal OES. The app provides users near an earthquake a warning to take cover as soon as shaking is detected. The app also includes tips for preparedness and the ability to view damage reports shared by other “citizen scientists,” helping California build a comprehensive seismic monitoring network. The app is available in English and Spanish, with additional languages coming soon.

**MyShake Warning, Android Alerts & WEA**

MyShake “ShakeAlerts” are sent to users with smartphones in the vicinity of a significant earthquake as soon as sensors detect the earth shaking. MyShake App and Android users must enable location services on their phone to receive ShakeAlerts, since they are based on proximity to the shaking. Wireless Emergency Alerts (WEA) are short emergency and public safety messages used nationwide by authorized agencies to alert mobile users of imminent threats in their area. WEA are enabled by wireless carriers.

**What Do I Do When I Receive A Warning?**

Have a plan in place to DROP, COVER, and HOLD ON in the event of an earthquake. This includes staying away from glass, taking cover under a sturdy table, protecting your head, and not moving until the ground stops shaking. Specific industries should review emergency protocols in advance of an earthquake and what actions to take in the event of a warning. This includes:

- Education
- First Responders
- Medical
- Manufacturing
- Transportation
- Public Safety
- Small and Large Businesses
- Utility Infrastructure

**Learn More**

Here are a few ways to prepare for an earthquake:

1. Download the MyShake App to enable location services to receive earthquake warnings. The MyShake App is available on Google Play for Android and the App Store for iPhone.
2. Visit earthquake.ca.gov for the latest news, updates, and industry-related information.
3. Have a plan in place in advance so you can act quickly if you receive a MyShake, Android or WEA earthquake warning. Make a plan to DROP, COVER, and HOLD ON in places where you live, work, and play.
4. Follow Cal OES on social media!
   - Facebook: www.facebook.com/CaliforniaOES
   - Twitter: @Cal_OES
   - YouTube: www.youtube.com/user/CalEMATV
   - Instagram: @cal_oes