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| **National Performance Management Measures****Highway Safety Improvement Program** Engagement Plan |  |
| Background:Safety Performance Management (Safety PM) is part of the overall Transportation Performance Management (TPM) program, which the Federal Highway Administration (FHWA) defines as a strategic approach that uses system information to make investment and policy decision to achieve national performance goals. The Safety PM Final Rule supports the Highway Safety Improvement Program (HSIP), as it establishes safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads.The Safety PM Final Rule establishes five performance measures as the five-year rolling averages to include:1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report their safety targets, and the process that the FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets. Important Dates/Deadlines:The overall State targets required by FHWA are due on August 31st, annually, while the MPOs set their targets six months after the State sets its targets. Three of the five safety targets must be coordinated with the Highway Safety Plan administered by the Office of Traffic Safety (OTS), which must submit their targets to NHTSA by June 30th of each year.Performance Targets must also be included in updates to Long-Range Statewide Transportation Plans (LRSTP), metropolitan transportation plans (MTP), state transportation improvement programs (STIP) and transportation improvement programs (TIP) after May 27, 2018.Stakeholders:MPOs, RTPAs and Tribal governments are the transportation stakeholders. OTS did not provide additional list of stakeholders to invite to the workshops.Major Issues:The ability for stakeholders to attend multiple meetings for multiple target setting efforts, was an issue. Moving forward, we need to have the California Department of Transportation’s (Caltrans) “next step” leads involved for a smooth transition between Division responsibilities. Webcasting the workshops was a logistical issue in that all Caltrans facilities do not have webcasting or webcasting in a room large enough for the workshop. Two-way communication between webcast participants and the presenters is difficult to manage. We used email for webcast participants to submit questions. Native American Listening Sessions can now be webcast.Facilitation and Technical Support:Caltrans contracted with MIG, Inc. to conduct three workshops and three Native American listening sessions at multiple locations across the state in order to coordinate with the MPOs, regional agencies and Tribal Governments in setting the five safety performance targets. Caltrans also engaged a consultant to assist with the logistics, coordination and outreach.Engagement Timeline:* **November 28, 2016** – An all day workshop was held in Caltrans’ Boardroom to discuss, in a theoretical sense, what is behind safety performance targets. The MPOs, local and regional agencies, and the Tribal Governments were invited. The FHWA co-presented the workshop and answered frequently asked questions about the target setting process and what the possible consequences are for the State and MPOs if safety performance targets are not met. Caltrans presented the latest fatality and serious injury data for the State. The data was also broken down by the challenge areas in the Strategic Highway Safety Plan. A prerequisite webinar was also developed by the FHWA to provide background information to the participants before the workshop. The OTS also presented at the workshop.
* **December 12, 2016** – This workshop was held at the Holiday Inn in Downtown Sacramento, California. Like the workshop in November, the participants included the MPOs, local and regional agencies and the Tribal Governments. The FHWA co-presented the workshop to provide further guidance on the final rules adopted for Safety Performance Management. The OTS also presented since three of the five state performance targets must be coordinated with OTS. Caltrans presented the latest trend data for fatalities and serious injuries and possible strategies for target setting. After the Caltrans presentation, the participants broke into groups to discuss the targets and preferences for where to set the targets from a regional perspective.
* **February 8, 2017** – This workshop was held in Fontana, California at the District 8 Traffic Management Center. The objective of this workshop was to demonstrate how to access and analyze safety data to set safety performance targets for an MPO. Santa Barbara County Association of Governments (SBCAG) was the example used for the demonstration. The FHWA presented information on how to access HPMS, while the California Highway Patrol (CHP) made a presentation on how to access SWITRS data. Caltrans demonstrated how the data could be analyzed and OTS presented on what countermeasures could be funded through their grant program.
* **June 22, 2017** – The final workshop presented the State safety targets, and included an overview of OTS’ Behavioral and Education funding opportunities.

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