



California Strategic Highway Safety Plan

Frequently Asked Questions

What is a Strategic Highway Safety Plan (SHSP)?

An SHSP is a major component and requirement of the Federal Highway Safety Improvement Program (HSIP). It is a statewide coordinated plan that provides a comprehensive framework for reducing traffic-related fatalities and serious injuries across all modes, and on all public roadways. It is designed to drive HSIP investment decisions and be coordinated with other safety funding plans including the Highway Safety Plan (HSP) and the Commercial Vehicle Safety Plan (CVSP).

Does the SHSP influence safety funding decisions?

The SHSP is part of the HSIP which provides funding for mainly engineering related safety improvements. Behavioral safety projects can be funded through the HSIP, but most of behavioral related programs are funded through the HSP, which is managed by the state's Highway Safety Office. The Federal Moving Ahead for Progress in the 21st Century (MAP-21) law requires that projects listed in the state's annual HSIP be reflected in the overall SHSP. The same is not true for the HSP, although the law does require that the two plans be coordinated. Funding is available through the HSIP and HSP but not directly through the SHSP.

Who is leading the SHSP update?

The SHSP Executive Leadership Committee and the SHSP Steering Committee oversee the update process. Members of both committees come from public and private sector agencies and organizations with an interest in traffic safety including:

American Traffic Safety Services Association	County Engineers Association of California
California Highway Patrol	Department of Alcoholic Beverage Control,
California League of Cities	Department of Motor Vehicles
California Police Chiefs Association	Department of Public Health
California State Association of Counties	Emergency Medical Services Authority
California State Transportation Agency	Metropolitan Transportation Commission
Caltrans	Southern California Association of Governments

The Federal Highway Administration, National Highway Traffic Safety Administration, Federal Motor Carrier Safety Administration are also represented on the SHSP Executive Leadership Committee.

When will the SHSP update be completed?

The draft SHSP update will be completed in December 2014. It will undergo internal and SHSP Steering Committee review through February 2015. The draft will be available for broader agency and public review in March 2015. The final updated SHSP is anticipated by April 2015.

Is the SHSP coordinated with California's Active Transportation Program?

Non-motorized/active transportation is a major investment priority in California. All roadway transportation modes, including walking and bicycling, are considered through the SHSP process.

Will regional agencies be interested in the SHSP?

Yes! Metropolitan and rural transportation planners who participate in the SHSP update and implementation processes are better positioned to advance safety planning in their regions. Participation benefits include the following:

- 1) Collaborative Environment – SHSP participants gain first-hand knowledge of and input into statewide safety priorities, performance measures and targets, and safety funding. Participants learn how to align regional safety planning efforts with statewide efforts, in particular on MAP-21 safety performance requirements.
- 2) Opportunity to Express Regional and Local Concerns – Participants can provide analysis and additional information regarding regional and local safety priorities. Such input increases the likelihood that an emphasis area or strategy is included in the SHSP, also opening the door to receive safety funding.
- 3) Introductions to Safety Planners – Knowing who in California manages the SHSP, safety programming, crash data collection, and safety-related analysis provides transportation planners with additional staff resources to address safety concerns.
- 4) Access to Crash Data - The SHSP is a data-driven process, so participants learn what safety data are available, how to access and use it, and resource availability for regional level analyses.
- 5) Access to and Understanding of HSIP Funding –HSIP eligibility is directly linked to SHSP emphasis areas and strategies. Understanding the types of projects eligible for funding and how they are prioritized will help planners when identifying RTP and TIP projects. Sharing the information with local member jurisdictions will assist with their project identification processes.

Further, MAP-21 requires Metropolitan Planning Organizations (MPO) to establish performance measures and targets to track progress in seven national goal areas, one of which is safety. MPOs will identify performance measures and targets during the transportation planning processes and coordinate efforts with statewide activities such as the SHSP.

Will local jurisdictions be interested in the SHSP?

Yes! The SHSP addresses public safety on all public roads. Local agency staff and elected officials can benefit from exposure to the SHSP's safety planning process. In California, fifty percent of HSIP funds are dedicated to local roads, but small staffs and competing priorities in local jurisdictions may inhibit a comprehensive understanding of the benefits of road safety improvements. Participation in the SHSP process provides access to information and resources that will assist local jurisdictions in identifying and solving traffic safety related problems on the roadways in their jurisdiction.

What role will MPOs/RTPAs have in the SHSP?

The SHSP is a strategic plan to address public safety on all public roads. As the plan is being updated, there is strong need for input from regions on the safety issues they are experiencing on their roadways, so regional level strategies can be incorporated into the SHSP. In California, fifty percent of Highway Safety Improvement Program Funds are dedicated to local roads, and MPO participation in the SHSP process provides access to information and resources that will assist local jurisdictions in identifying and solving traffic safety related problems on the roadways in their jurisdiction –both from an infrastructure and behavioral standpoint.

MPOs are now required under MAP-21 to set safety targets as part of a performance based transportation program. Therefore, agencies will be seeking to access safety data and information to set and achieve these targets. Participation in the SHSP will help agencies increase knowledge about safety data, resources and target setting methods.