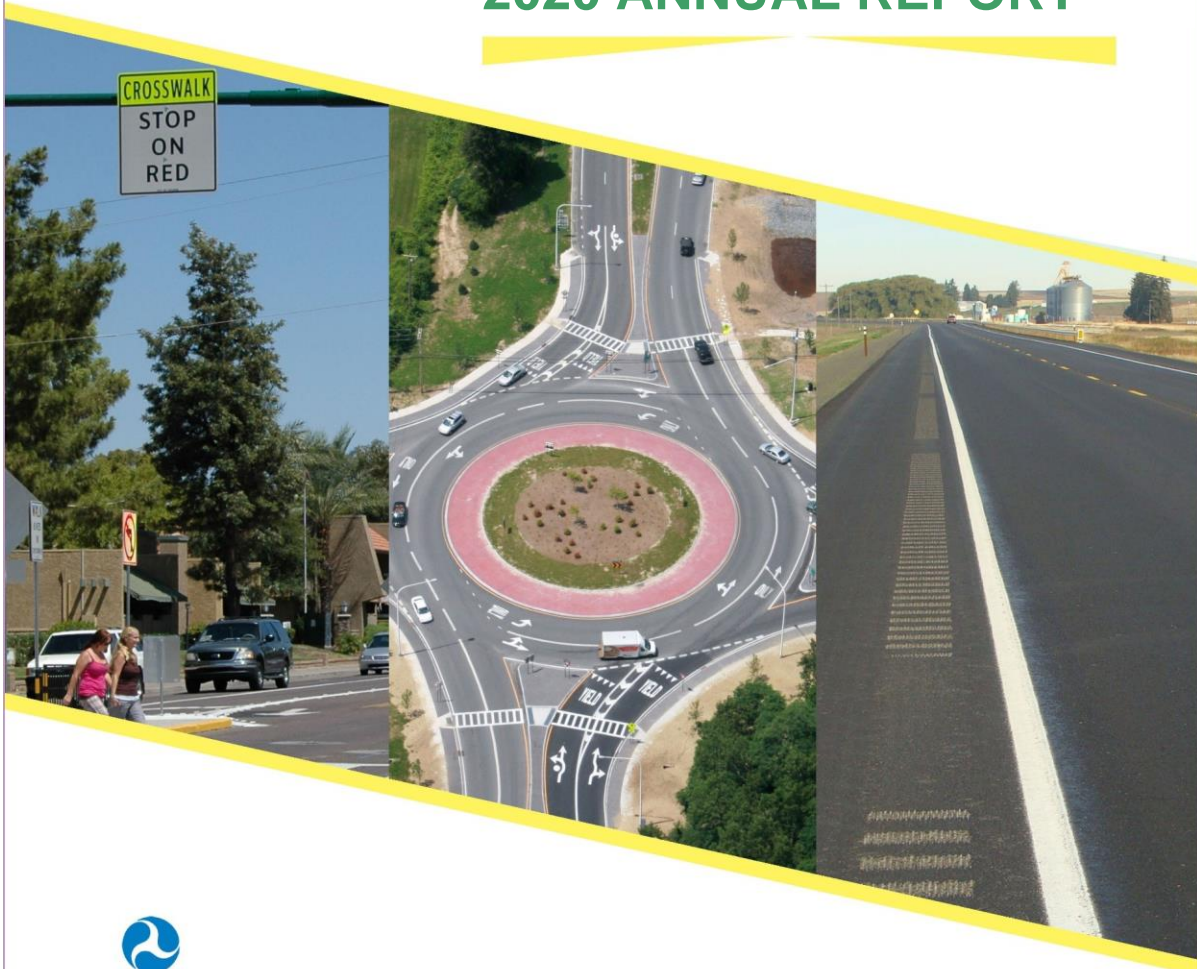




CALIFORNIA

HIGHWAY SAFETY IMPROVEMENT PROGRAM 2020 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

Photo source: Federal Highway Administration

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Disclaimer

Protection of Data from Discovery Admission into Evidence

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data. 23 U.S.C. 409 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

The Moving Ahead for Progress in the 21st Century Act or “MAP-21” (Pub. L. 112-141, 126 Stat. 405), was signed into law July 6, 2012, and continued the Highway Safety Improvement Program (HSIP) as a core program under title 23 United States Code section 148 to reduce fatalities and injuries on all public roadways. Title 23 United States Code section 148(h) requires each state to submit an annual report to the Federal Highway Administration (FHWA) regarding its HSIP implementation and effectiveness and title 23 Code of Federal Regulations sections 924.15(a)(1) and 924.15(a)(2) specify that the report be submitted no later than August 31 of each year. This annual report describes the progress being made to implement projects and the status of program evaluations for the HSIP as described in Title 23 United States Code section 148, and for High-Risk Rural Roads (HR3) (23 U.S.C. § 148(g)). The Railway-Highway Crossings (23 U.S.C. § 130(g)) report is submitted to FHWA directly by the California Public Utility Commission as a separate report. Under the “MAP-21” (Pub. L. 112-141, July 6, 2012; 126 Stat. 405), the High-Risk Rural Roads program was merged into the HSIP for safety improvements on public rural roadways that meet the functional classification requirements of title 23 United States Code section 148(a)(1). In addition to the above, in accordance with title 23 United States Code section 164 repeat intoxicated transfer funds, approximately \$60.79 million was obligated for alcohol impaired driving countermeasures. Caltrans' Division of Safety Programs provided information on the State Highway System (SHS) for this report, and Caltrans' Division of Local Assistance (DLA) for local roads. The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015 and continued the Highway Safety Improvement Program (HSIP) with only minor changes. The FAST Act confirmed the overall purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.

Caltrans recently formed a new Traffic Safety Division to lead and champion the new traffic safety paradigm throughout Caltrans. The historical processes and procedures of the State's HSIP are a key component of implementing new safety strategies and Caltrans will use this HSIP annual report to identify opportunities to improve the HSIP process.

The Office of Safety Programs is now under the Direction of the Chief Safety Officer. Caltrans new Strategic Management Plan Goal 1 will focus exclusively on safety. The Office of Safety Programs will support the implementation plan for the California Strategic Highway Safety Plan (SHSP) and Zero Traffic Fatalities Task Force recommendations.

HSIP projects are the Department's highest priority. A pilot program was introduced with the mission to deliver safety projects in the shortest timeframe possible by expediting the programming and delivery of safety improvement projects. To continue the goal of protecting the safety of all road users, particularly our most vulnerable road users such as bicyclists and pedestrians, we are incorporating equity as we work towards zero deaths.

The HSIP and Asset Management branches are working together to identify, collect and manage datasets. Integrating safety datasets are integral to developing a robust safety program and fundamental to making informed decisions about safety strategies and investments. Consultant services are necessary to develop a program to integrate proactive safety (systemic) into asset management and meet the goals of the California Department of Transportation (Caltrans) and Federal HSIP requirements. Consultant expertise is needed to take the state's inventory of safety assets and implement cutting-edge identification, tracking, management and integration of safety datasets that can be used to incorporate safety into asset management projects. In addition, the maintenance and collection of roadway infrastructure data will be an on-going process because of new construction, roadway repair and rehabilitation or relinquishments, and processes need to be established for updating the inventory and asset condition as Caltrans moves forward. Working with Districts 3 in Marysville

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and 4 in Oakland, CHP and local partners, the HSIP branch conducted three Road Safety Audits (RSA) on Routes 74, 49 and 17.

Caltrans uses collision data from California Highway Patrol's SWITRS (Statewide Integrated Traffic Record System) database. Collision data for the state highway system is imported into the Transportation System Network (TSN) Caltrans database, which includes volume and inventory data.

Caltrans has been working with 400 stakeholders from 170 public & private agencies including tribes, the local technical assistance program, and universities to develop the CA-SHSP. Projects developed are consistent with SHSP strategies. Caltrans' DLA with local agencies are involved in planning projects on local roads. SB137 allows local agencies to expedite the delivery of safety projects on local roads by exchanging federal dollars for state dollar on a one for one ratio. The mission is to deliver safety projects in the shortest timeframe possible by expediting the program and delivery of safety improvement projects on local roads. The overall goal is to achieve significant reduction in traffic fatalities and serious injuries by reducing the time it takes to plan and implement safety projects to the next phase of project development.

California started work on their SHSP update in July of 2018 and was signed January 21, 2020. Additional stakeholders and agencies will be asked to participate, which in turn will make for better HSIP projects and help to reduce fatal and serious injuries on all roads.

California did not meet or make significant progress on four out of the five 2018 safety performance targets. Therefore, it was required to develop a HSIP Implementation Plan. During the development of the HSIP Implementation Plan, the State engaged both internal and external stakeholders to determine program needs and potential solutions. The stakeholder outreach contained two different components: internal interviews of Caltrans staff associated with implementation of the HSIP and an internal/external online stakeholder survey. The HSIP Implementation Plan has identified an opportunity to develop a strategic stakeholder engagement and communications strategy for the implementation of the SHSP, HSIP, and target setting to increase local and regional collaboration and participation in the process. This strategy will be developed through the collaborative process of the oversight structure of the SHSP and will be used to ensure that local and regional input is received at key decision points in the process related to target setting, HSIP and SHSP implementation.

The Executive Leadership agreed to institutionalize the following four guiding principles into the Implementation Plan to make the SHSP more reflective of new thought and safety strategies: Integrate Equity, Implement Safe System Approach, Double Down on What Works, and Accelerate Advanced Technology. Under the Integrate Equity principle, Caltrans proposes to increase participation from people and agencies that represent traditionally underserved populations to ensure outreach activities include or target those populations.

Caltrans continues with its efforts to meet MIRE FDE requirements by September 30, 2026. Caltrans has executed a contract that will aid in getting MIRE FDE on all non-state public roads.

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

The Division of Safety Programs administers the Highway Safety Improvement Program (HSIP) for the state highway system and The Division of Local Assistance administers the HSIP funds for local and tribal roads.

Where is HSIP staff located within the State DOT?

Other-Division of Safety Programs and Division of Local Assistance

Recently a new Safety Programs Division has been created under Director's Office. State HSIP staff were relocated under the Division of Safety Programs

How are HSIP funds allocated in a State?

- Central Office via Statewide Competitive Application Process
- SHSP Emphasis Area Data

Describe how local and tribal roads are addressed as part of HSIP.

The Caltrans Division of Local Assistance (DLA) uses an HSIP application benefit-cost tool to provide a consistent, data-driven methodology for ranking local roadway (non-State owned and operated) project applications on a statewide basis. This tool, known as HSIP Analyzer, was developed by DLA. DLA also provides the Local Roadway Safety Manual for California local road owners and directly incorporates UC Berkeley's Transportation Injury Mapping System website to assist applicants applying for local HSIP funds. These tools and resources encourage local agencies to proactively analyze their roadway networks for the highest crash locations to develop and submit applications with the greatest chance of reducing fatalities and serious injuries using low cost proven systemic countermeasures. The DLA HSIP application process is also open and available to the tribes that would like to submit an application for HSIP funds. DLA also provides set aside funding for low cost systemic countermeasures where collisions are not required as part of the application. Funding is limited for each set aside and one application for each set aside per agency.

Identify which internal partners (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.

- Design

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- Districts/Regions
- Local Aid Programs Office/Division
- Operations
- Planning
- Traffic Engineering/Safety
- Other-Research Innovation and system performance

Describe coordination with internal partners.

Due to the Traffic Collisions Record (TCR) backlog reduction efforts, Caltrans switched the network screening from quarterly to annually to allow us to investigate more recent collisions in a more timely manner. This change did not omit any collisions from this network screening process

Identify which external partners are involved with HSIP planning.

- Academia/University
- FHWA
- Governors Highway Safety Office
- Law Enforcement Agency
- Local Government Agency
- Local Technical Assistance Program
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)
- Tribal Agency
- Other-Emergency Response Team

Describe coordination with external partners.

Meeting over the summer of 2020, state transportation leaders decided that bringing down the number of deaths and serious injuries on public roadways required a pivot to be even bolder and have more focused efforts than what was outlined in the recently adopted SHSP. The group agreed to institutionalize the following guiding principles into the plan, to make the SHSP more reflective of new thought and safety strategies: integrate equity, Implement Safe System Approach, Double down on what works, and accelerate advanced technology. Under integrate equity principle, Caltrans proposes to increase participation from persons or agencies that represent traditionally underserved populations and ensure outreach activities include or target those populations.

As part of the HSIP Implementation Plan 2020, the State engaged both internal and external stakeholders to determine program needs and potential solutions. The stakeholder outreach contained two different components: internal interviews of Caltrans staff associated with implementation of the HSIP and an internal/external online stakeholder survey. Also, HSIP Implementation plan has identified an opportunity to develop a strategic stakeholder engagement and communications strategy for the implementation of the SHSP, HSIP, and target setting to increase local and regional collaboration and participation in the process. This strategy will be developed through the collaborative process of the oversight structure of the SHSP, and will be used to ensure that local and regional input is received at key decision points in the process related to target setting, HSIP and SHSP implementation.

Describe other aspects of HSIP Administration on which the State would like to elaborate.

Recently a new Safety Programs Division has been created under Director's Office. State HSIP staff were relocated under the Division of Safety Programs.

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

Yes

Select the programs that are administered under the HSIP.

- Bicycle Safety
- HSIP (no subprograms)
- Local Safety
- Pedestrian Safety
- Roadway Departure
- Wrong Way Driving
- Other-Systemic Wrong Way
- Other-Crossover Collision Monitoring Program

The Median Barrier is combined with the 2 and 3 lane cross Centerline collisions monitoring program to form the newly created -Crossover Collision Monitoring Program.

Program: Bicycle Safety

Date of Program Methodology:4/20/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- Other-High Collision Concentration Location

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Volume
- Lane miles

Roadway

- Functional classification

What project identification methodology was used for this program?

- Crash frequency
- Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Competitive application process
- Other-compete with all projects and funding is set aside.
- Other-Data and Criteria

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Other-meet minimum criteria:100

On the California State Highway System, if a proposed project meets data requirements and approved countermeasures, it will be funded from the set-aside funding. DLA does not have a bicycle safety improvement monitoring program; however, it has bicycle safety improvement projects that compete with all the B/C projects as well as set-aside funding.

Program: HSIP (no subprograms)

Date of Program Methodology:6/20/2017

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Volume
- Lane miles

Roadway

- Median width
- Functional classification

What project identification methodology was used for this program?

- Crash frequency
- Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Competitive application process
- Other-meet minimum criteria

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Other-meet minimum criteria:100

Program: Local Safety

Date of Program Methodology:1/1/2015

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

Other-Competes with all other safety projects and set-aside funding

What data types were used in the program methodology?

Crashes

Exposure

Roadway

- All crashes

What project identification methodology was used for this program?

- Crash frequency

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

No

Describe the methodology used to identify local road projects as part of this program.

Local Agencies take the lead in identifying projects within their own jurisdictions

How are projects under this program advanced for implementation?

- Competitive application process

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:1

Available funding:2

Other-set asides:1

Program: Pedestrian Safety

Date of Program Methodology:7/20/2016

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- Other-High Collision Concentration Location

What is the funding approach for this program?

Other-State is set-aside. DLA both competes with all projects and set-aside.

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Volume
- Lane miles

Roadway

- Functional classification

What project identification methodology was used for this program?

- Crash frequency
- Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Competitive application process

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Other-meet minimum criteria:100

Program: Roadway Departure

Date of Program Methodology:11/15/2004

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- Other-see the optional description

Exposure

- Volume
- Lane miles
- Other-Fatal and injury crashes on Wet Pavement

Roadway

- Functional classification
- Roadside features
- Other-Fatal and injury crashes resulting in Overturned Vehicle

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Other-see the optional description for this question

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-see the optional description for this question

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Relative Weight in Scoring

Other-100% top 25% of run-off-road concentration locations with higher scores +100% of identified long segments selected based on collision frequency, roadway type, geometric characteristics and traffic volume. :100

Total Relative Weight:100

Program: Wrong Way Driving

Date of Program Methodology:1/15/1985

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Volume
- Lane miles

Roadway

- Functional classification

What project identification methodology was used for this program?

- Crash frequency
- Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Competitive application process

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization.

Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Relative Weight in Scoring

Other-crash frequency and crash rate:100

Total Relative Weight:100

Program: Other-Systemic Wrong Way

Date of Program Methodology:8/1/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Volume
- Lane miles

Roadway

- Functional classification

What project identification methodology was used for this program?

- Other-Wrong Way Notification

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-All projects meeting established criteria can be programmed.

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Program: Other-Crossover Collision Monitoring Program

Date of Program Methodology: 1/15/1985

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- Fatal crashes only

Exposure

- Volume
- Lane miles

Roadway

- Functional classification

What project identification methodology was used for this program?

- Crash frequency
- Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-All projects meeting established criteria can be programmed

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

What percentage of HSIP funds address systemic improvements?

73

HSIP funds are used to address which of the following systemic improvements?

- Add/Upgrade/Modify/Remove Traffic Signal
- Cable Median Barriers

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- Clear Zone Improvements
- High friction surface treatment
- Horizontal curve signs
- Install/Improve Lighting
- Install/Improve Pavement Marking and/or Delineation
- Install/Improve Signing
- Other-Pedestrian
- Pavement/Shoulder Widening
- Rumble Strips
- Traffic Control Device Rehabilitation
- Upgrade Guard Rails
- Wrong way driving treatments

California does incorporate tapered edge (also known as safety edge), systemically in projects; however, has not used HSIP funds to fund tapered edge projects.

What process is used to identify potential countermeasures?

- Crash data analysis
- Engineering Study
- Road Safety Assessment
- SHSP/Local road safety plan
- Stakeholder input
- Other-Benefit Cost Ratio

We are in the process of implementing Data-driven safety analysis tools (HSM, CMF) to identify potential countermeasures.

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

Describe how the State HSIP considers connected vehicles and ITS technologies.

The team has not met yet. It's premature at this time to make determination at this time. Emerging technologies is a new challenge area in the SHSP 2020 - 2024. When the State HSIP has data on emerging technologies, the state will report on the HSIP annual report.

Does the State use the Highway Safety Manual to support HSIP efforts?

Yes

Please describe how the State uses the HSM to support HSIP efforts.

Integrating HSM methodology into the network screening and cost/benefit processes with a 2021 goal. Incorporating HSM methods into project alternative analysis

Describe other aspects of the HSIP methodology on which the State would like to elaborate.

For the most part, Local HSIP and State highway HSIP use the cost/benefit methodology as a qualifying criteria for HSIP funds with some differences. For State highway HSIP, the benefit / cost tool, called the safety index, is used for projects at spot locations whereas Local HSIP utilizes the benefit / cost methodology for both spot and systemic type of projects. The Local HSIP utilizes set asides for low cost countermeasures. For cycle

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10 which is the current call for Local HSIP projects, pedestrian crossing enhancements at non-signalized locations, edge line striping, guardrail upgrades and tribal roads are ones that local agencies can select from. These set asides do not require crash data to receive HSIP funding but is limited to a maximum dollar amount per agency and only specific low cost countermeasures can be selected.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

Reporting period, July 01, 2019 to June 30,2020

Funding Category Descriptions: HSIP (23 U.S. C 148) is Federal HSIP Funding for Caltrans State and Local side; State and Local Funds are combination of Federal HSIP Funding and State HSIP Funding, which includes State Highway Operation and Protection Program (SHOPP) Funds.

Penalty Funds and Other Federal-aid Funds are included in the programmed State HSIP until funds are obligated for specific projects and phases.

Enter the programmed and obligated funding for each applicable funding category.

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	\$596,968,787	\$465,336,743	77.95%
HRRR Special Rule (23 U.S.C. 148(g)(1))	\$0	\$213,399	0%
Penalty Funds (23 U.S.C. 154)	\$0	\$0	0%
Penalty Funds (23 U.S.C. 164)	\$0	\$39,079,070	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	\$0	\$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	\$76,644,143	\$76,644,143	100%
State and Local Funds	\$80,109,200	\$81,430,200	101.65%
Local HSIP	\$111,900,000	\$110,206,910	98.49%
Totals	\$865,622,130	\$772,910,465	89.29%

HRRR Program has ended, currently there is no programmed amount, the \$213,399 shown under obligated is funds left over from previous programmed projects.

The Penalty Funds(23 U.S.C. 164) and Other Federal-aid Funds has no programmed amount. The obligated amount of \$39,079,070 and \$76,644,143 is assigned from the Office of Federal Resources.

How much funding is programmed to local (non-state owned and operated) or tribal safety projects?

\$111,900,000

How much funding is obligated to local or tribal safety projects?

\$110,206,910

Note: this number is noted in the table above to distinguish between state HSIP and Local HSIP. HSIP funds are split 50/50 between state and local roads and administered separately.

How much funding is programmed to non-infrastructure safety projects?

\$1,500,000

How much funding is obligated to non-infrastructure safety projects?

\$1,500,000

\$1,500,000 is being used in this reporting cycle for 2020- 2024 Strategic Highway Safety Plan (SHSP).

How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?

\$0

How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?

\$0

Caltrans contributes an additional 2.5 to 3 times the Federal HSIP amount every year, in addition to the Federal HSIP funds from the SHOPP.

Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.

As noted in previous annual reports, local HSIP continues to improve project delivery by enforcing our project delivery policies by providing (1) monthly update of delivery status reports posted on the DLA website, (2) HSIP manager's phone calls and emails to district focal-point contacts responsible for monitoring project delivery, (3) setting deadlines for late projects in various previous project cycles, (4) requesting local agencies to send HSIP program an official delivery commitment letter for project delay request, and (5) efforts made by various Local HSIP Advisory Committee members. Because of these ongoing efforts, the Local HSIP delivery reached its highest funding obligations this FFY since the start of the Local HSIP program.

Describe any other aspects of the State's progress in implementing HSIP projects on which the State would like to elaborate.

Starting in the FFY 20/21, Local HSIP will utilize the option of transferring federal HSIP funds back to the state HSIP in return for state highway funds on a dollar for dollar bases as described under California Senate Bill 137. The funds exchanged will not change the purpose for which the funds were for under federal legislation requirements. This change will help local agencies deliver their safety projects more efficiently, less support costs and improved project delivery.

Local HSIP is moving ahead with requiring local agencies to have an approved Local Road Safety Plans or equivalent in order to be eligible to receive HSIP grant funds starting in 2022 which is Cycle 11. For Cycle 10, which is this year, LRSPs are recommended and agencies that do have LRSPs will be considered first on the set aside applications should there be more applications than funding available.

The State HSIP is now part of the newly formed Division of Safety Programs where HSIP is elevating the focus and approach to the Strategic Highway Safety Plan Toward Zero Deaths goal.

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To expedite the programming of Safety projects they are funded under the State Highway Operations and Protection Program (SHOPP) reservation resources entitling eligible projects for continuous programming at every California Transportation Commission (CTC) meeting that are held approximately every other month.

To avoid delays when developing a Project Initiation Document for Safety Improvement projects, every effort must be made to focus on addressing the Safety need only, to avoid scope creep which can delay or disqualify the improvement as a Safety project.

This pilot will reduce the time from when a Safety project is conceptually approved to when it is programmed. The Conceptual Report includes substantial project information currently reported at the Project Initiation Document phase. By simply transferring this information from the Conceptual Report to the Project Initiation Document, significant rework is avoided reducing the amount of time and resources to develop the Project Initiation Document . The proposed process is anticipated to reduce the time it takes from the beginning of the conceptual approval process to the completion of the Project Initiation Document by four (4) to six (6) months

General Listing of Projects

List the projects obligated using HSIP funds for the reporting period.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0G130-01-DN-199-10.2	Roadway	Pavement surface - high friction surface	0.5	Miles	\$1,595,000	\$1,595,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	4,400	55	State Highway Agency	Spot	Roadway Departure	Reduce Fatalities and Serious Injuries
0G510-01-HUM-101-87.8	Roadway	Pavement surface - high friction surface	4	Miles	\$1,273,000	\$1,273,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	3,700	55	State Highway Agency	Spot	Lane Departure	Reduce Fatalities and Serious Injuries
0F690-01-HUM-299-R14.7	Roadway	Rumble strips - edge or shoulder	1	Miles	\$1,584,000	\$1,584,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	4,800	55	State Highway Agency	Spot	Lane Departure	Reduce Fatalities and Serious Injuries
0F460-01-HUM-299-20.5	Shoulder treatments	Widen shoulder - paved or other	10	Miles	\$7,488,000	\$7,488,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	4,800	55	State Highway Agency	Spot	Roadway Departure	Reduce Fatalities and Serious Injuries
0F470-01-HUM--30.7	Roadway	Pavement surface - high friction surface	8	Miles	\$11,407,000	\$11,407,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	5,600	55	State Highway Agency	Spot	Roadway Departure	Reduce Fatalities and Serious Injuries
0F680-01-HUM-299-38.96	Shoulder treatments	Widen shoulder - paved or other	.70	Miles	\$2,805,000	\$2,805,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	5,600	55	State Highway Agency	Spot	Roadway Departure	Reduce Fatalities and Serious Injuries
0G330-01-LAK-020-5.1	Roadway	Roadway widening - curve	.70	Miles	\$9,150,000	\$9,150,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	11,500	55	State Highway Agency	Spot	Lane Departure	Reduce Fatalities and Serious Injuries
0E720-01-LAK-029-12.7	Shoulder treatments	Widen shoulder - paved or other	2.2	Miles	\$14,139,000	\$14,139,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	10,500	55	State Highway Agency	Spot	Lane Departure	Reduce Fatalities and Serious Injuries
0E730-01-LAK-029-17.7	Roadway	Roadway widening - travel lanes	3	Miles	\$7,659,000	\$7,659,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	12,500	55	State Highway Agency	Spot	Truck Climbing lanes and shoulder	Reduce Fatalities and Serious Injuries
0C550-01-MEN-001-41.8	Shoulder treatments	Shoulder treatments - other	.5	Miles	\$3,815,000	\$3,815,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	1,800	55	State Highway Agency	Spot	Roadway Departure	Reduce Fatalities and Serious Injuries

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0G060-01-MEN-001-71.2	Roadway	Roadway widening - curve	.2	Miles	\$2,254,000	\$2,254,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	4,000	55	State Highway Agency	Spot	Lane Departure	Reduce Fatalities and Serious Injuries
0G430-01-MEN-020-24.7	Roadway	Superelevation / cross slope	.2	Miles	\$2,063,000	\$2,063,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	4,400	55	State Highway Agency	Spot	Roadway Departure	Reduce Fatalities and Serious Injuries
2H990-02-SHA-044-51.6	Roadway	Roadway widening - curve	.8	Miles	\$3,114,000	\$3,114,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	2,100	55	State Highway Agency	Spot	Roadway Departure	Reduce Fatalities and Serious Injuries
1H970-02-TEH-036-12.6	Roadway	Roadway widening - curve	.5	Miles	\$3,216,000	\$3,216,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	770	55	State Highway Agency	Spot	Roadway Departure	Reduce Fatalities and Serious Injuries
2H630-02-TEH-036-26.6	Roadway	Superelevation / cross slope	1	Miles	\$4,276,000	\$4,276,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	800	55	State Highway Agency	Spot	Roadway Departure	Reduce Fatalities and Serious Injuries
1H740-02-TEH-036-87.8	Roadway	Rumble strips - transverse	2.3	Miles	\$5,220,000	\$5,220,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	1,750	55	State Highway Agency	Spot	Roadway Departure	Reduce Fatalities and Serious Injuries
2H050-02-TRI-036-R34.8	Roadway	Superelevation / cross slope	.6	Miles	\$6,187,000	\$6,187,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	1,000	55	State Highway Agency	Spot	Roadway Departure	Reduce Fatalities and Serious Injuries
2H240-03-BUT-7.6	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	\$4,121,000	\$4,121,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	22,600	55	State Highway Agency	Spot	Intersections	Reduce Fatalities and Serious Injuries
3H710-03-BUT-070-8.8	Roadway	Roadway widening - travel lanes	3.5	Miles	\$23,610,000	\$23,610,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	17,000	55	State Highway Agency	Spot	2-way left turn and CRZ	Reduce Fatalities and Serious Injuries
3H720-03-BUT-070-5.6	Roadway	Roadway widening - travel lanes	3.5	Miles	\$28,570,000	\$28,570,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	17,000	55	State Highway Agency	Spot	2-way left turn and CRZ	Reduce Fatalities and Serious Injuries
2H630-02-TEH-162-18.4	Roadway	Roadway widening - travel lanes	1.5	Miles	\$15,720,000	\$15,720,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	21,500	55	State Highway Agency	Spot	2-way left turn and CRZ	Reduce Fatalities and Serious Injuries

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
3H640-03-NEV-049-2.0	Intersection geometry	Auxiliary lanes - add acceleration lane	.5	Miles	\$2,110,000	\$2,110,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	0	55	State Highway Agency	Spot	Intersections	Reduce Fatalities and Serious Injuries
3H650-03-NEV-049-8.3	Intersection geometry	Auxiliary lanes - modify two-way left-turn lane	.4	Miles	\$2,360,000	\$2,360,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	0	55	State Highway Agency	Spot	2-way left turn and 8' shoulder	Reduce Fatalities and Serious Injuries
1H240-03-PLA-049-2.2	Intersection traffic control	Modify control - no control to roundabout	1	Numbers	\$5,578,000	\$5,578,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	0	55	State Highway Agency	Spot	Intersections	Reduce Fatalities and Serious Injuries
4H550-03-PLA-065-R7.8	Roadway	Pavement surface - high friction surface	4	Numbers	\$2,300,000	\$2,300,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	0	55	State Highway Agency	Spot	Roadway Departure	Reduce Fatalities and Serious Injuries
2H640-03-SAC-012-0.4	Intersection traffic control	Modify control - no control to two-way stop	2	Numbers	\$5,310,000	\$5,310,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	25,200	55	State Highway Agency	Spot	Intersections	Reduce Fatalities and Serious Injuries
3H400-03-SIE-049-44.1	Roadway	Superelevation / cross slope	.3	Miles	\$1,815,000	\$1,815,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	0	55	State Highway Agency	Spot	Roadway Departure	Reduce Fatalities and Serious Injuries
2H230-03-SUT-099-40.0	Intersection traffic control	Modify control - two-way stop to all-way stop	1	Numbers	\$3,900,000	\$3,900,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	19,400	55	State Highway Agency	Spot	Intersections	Reduce Fatalities and Serious Injuries
4F380-03-YUB-070-16.2	Shoulder treatments	Widen shoulder - paved or other	9.6	Miles	\$85,935,000	\$85,935,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	15,400	55	State Highway Agency	Spot	Roadway Departure	Reduce Fatalities and Serious Injuries
3J700-04-ALA-080-4.5	Access management	Median crossover - close crossover	3.1	Miles	\$14,612,000	\$14,612,000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	280,400	65	State Highway Agency	Spot	Roadway Departure	Reduce Fatalities and Serious Injuries
4J750-04-ALA-084-R0.7	Access management	Median crossover - close crossover	3	Miles	\$18,840,000	\$18,840,000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	74,600	55	State Highway Agency	Spot	Roadway Departure	Reduce Fatalities and Serious Injuries
4J730-04-ALA-880-R0.7	Interchange design	Ramp metering	1	Numbers	\$4,170,000	\$4,170,000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	240,000	55	State Highway Agency	Spot	Intersections	Reduce Fatalities and Serious Injuries

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
4G210-04-Napa-121-0.5	Roadway	Roadway widening - travel lanes	.5	Miles	\$14,099,000	\$14,099,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	28,900	55	State Highway Agency	Spot	Roadway Departure	Reduce Fatalities and Serious Injuries
4J390-04-SFO-101-0.0	Roadway	Pavement surface - miscellaneous	4.2	Miles	\$21,990,000	\$21,990,000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	22,700	55	State Highway Agency	Spot	Roadway Departure	Reduce Fatalities and Serious Injuries
2K140-04-SCL-017-0.0	Roadway	Pavement surface - high friction surface	3.4	Miles	\$8,891,000	\$8,891,000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	58,000	55	State Highway Agency	Spot	Lane Departure	Reduce Fatalities and Serious Injuries
0J800-04-SCL-152-21.8	Access management	Median crossover - directional crossover	14.4	Miles	\$11,044,000	\$11,044,000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	41,500	55	State Highway Agency	Spot	Lane Departure	Reduce Fatalities and Serious Injuries
3J710-04-SCL-280-11.4	Intersection traffic control	Modify traffic signal - modernization/replacement	1	Numbers	\$1,162,000	\$1,162,000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	135,000	65	State Highway Agency	Spot	Intersections	Reduce Fatalities and Serious Injuries
4G561-04-SOL-012-19.2	Non-infrastructure	Non-infrastructure - other	.2	Miles	\$170,000	\$170,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	18,000	55	State Highway Agency	Spot	Environmental mitigation	Reduce Fatalities and Serious Injuries
0G680-04-SON-121-3.4	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	3.1	Miles	\$37,981,000	\$37,981,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	20,900	55	State Highway Agency	Spot	Lane Departure	Reduce Fatalities and Serious Injuries
1H930-05-SLO-046-R17.2	Intersection traffic control	Modify control - no control to roundabout	1	Numbers	\$5,596,000	\$5,596,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	6,500	55	State Highway Agency	Spot	Intersections	Reduce Fatalities and Serious Injuries
1H060-05-SCR-001-16.7	Intersection geometry	Intersection geometrics - realignment to align offset cross streets	1	Numbers	\$6,469,000	\$6,469,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	62,000	55	State Highway Agency	Spot	Intersections	Reduce Fatalities and Serious Injuries
16990-05-SCR-129-1.4	Intersection traffic control	Modify control - no control to roundabout	1	Numbers	\$5,230,000	\$5,230,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	12,900	55	State Highway Agency	Spot	Intersections	Reduce Fatalities and Serious Injuries
0V280-06-KER-184-L0.9	Intersection traffic control	Modify control - no control to roundabout	1	Numbers	\$5,150,000	\$5,150,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	12,400	55	State Highway Agency	Spot	Intersections	Reduce Fatalities and Serious Injuries

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
34170-07-LA-001-2.8	Intersection traffic control	Modify traffic signal timing - left-turn phasing (permissive to protected-only)	1	Numbers	\$1,054,000	\$1,054,000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	28,000	55	State Highway Agency	Spot	Intersections	Reduce Fatalities and Serious Injuries
33980-07-LA-001-6.0	Intersection traffic control	Modify traffic signal timing - left-turn phasing (permissive to protected-only)	1	Numbers	\$529,000	\$529,000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	34,500	55	State Highway Agency	Spot	Intersections	Reduce Fatalities and Serious Injuries
33260-07-LA-010-R12.3	Access management	Raised island - modify existing	3.2	Miles	\$23,453,000	\$23,453,000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	336,000	65	State Highway Agency	Spot	Lane Departure	Reduce Fatalities and Serious Injuries
33290-07-LA-138-49.5	Intersection traffic control	Systemic improvements - signal-controlled	1	Numbers	\$1,240,000	\$1,240,000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	15,000	55	State Highway Agency	Spot	Intersections	Reduce Fatalities and Serious Injuries
31880-07-LA-605-23.4	Intersection geometry	Intersection geometrics - realignment to align offset cross streets	1	Numbers	\$4,597,000	\$4,597,000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	146,000	65	State Highway Agency	Spot	Intersections	Reduce Fatalities and Serious Injuries
1C850-08-RIV-074-0.0	Roadway	Roadway widening - travel lanes	5.8	Miles	\$53,620,000	\$53,620,000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	41,000	55	State Highway Agency	Spot	Roadway Departure	Reduce Fatalities and Serious Injuries
1E060-08-SBD-018-97.0	Intersection traffic control	Intersection traffic control - other	1	Numbers	\$9,659,000	\$9,659,000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	30,000	55	State Highway Agency	Spot	Intersections	Reduce Fatalities and Serious Injuries
1H770-08-SBD-215-4.5	Roadway	Roadway widening - travel lanes	1.3	Miles	\$6,458,000	\$6,458,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	140,000	65	State Highway Agency	Spot	Roadway Departure	Reduce Fatalities and Serious Injuries
1F780-08-SBD-095-9.6	Roadway	Roadway - restripe to revise separation between opposing lanes and/or shoulder widths	24	Miles	\$1,400,000	\$1,400,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	2,900	55	State Highway Agency	Spot	Roadway Departure	Reduce Fatalities and Serious Injuries
1F770-08-SBD-247-20.3	Roadway	Roadway - restripe to revise separation between opposing lanes and/or shoulder widths	56.5	Miles	\$1,963,000	\$1,963,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	13,300	55	State Highway Agency	Spot	Lane Departure	Reduce Fatalities and Serious Injuries
1F460-10-SJ-004-4.1	Roadway	Roadway widening - curve	.8	Miles	\$8,693,000	\$8,693,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	11,400	55	State Highway Agency	Spot	Lane Departure	Reduce Fatalities and Serious Injuries

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
1E531-10-SJ-088-22.1	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Numbers	\$6,350,000	\$6,350,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	8,700	55	State Highway Agency	Spot	Intersections	Reduce Fatalities and Serious Injuries
42470-11-SD-005-R13.5	Roadway	Pavement surface - high friction surface	.9	Miles	\$2,660,000	\$2,660,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	171,000	70	State Highway Agency	Spot	Roadway Departure	Reduce Fatalities and Serious Injuries
0Q280-12-ORA-001-27.0	Roadway	Roadway - restripe to revise separation between opposing lanes and/or shoulder widths	2.9	Miles	\$1,148,000	\$1,148,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	44,350	65	State Highway Agency	Spot	Lane Departure	Reduce Fatalities and Serious Injuries
0Q850-12-ORA-005-34.5	Roadside	Barrier- metal	2.9	Miles	\$6,236,000	\$6,236,000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	263,900	65	State Highway Agency	Spot	Lane Departure	Reduce Fatalities and Serious Injuries
0P520-12-ORA-022-R9.4	Roadside	Barrier - concrete	.5	Miles	\$4,485,000	\$4,485,000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	133,900	65	State Highway Agency	Spot	Lane Departure	Reduce Fatalities and Serious Injuries
0Q840-12-ORA-055-2.0	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2.8	Miles	\$1,500,000	\$1,500,000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	220,000	55	State Highway Agency	Spot	Lane Departure	Reduce Fatalities and Serious Injuries
0N860-12-ORA-073-23.7	Interchange design	Installation of new lane on ramp	1	Numbers	\$7,735,000	\$7,735,000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	175,200	55	State Highway Agency	Spot	Intersections	Reduce Fatalities and Serious Injuries
0P030-12-ORA-074-11.5	Roadway	Pavement surface - high friction surface	5.1	Miles	\$35,451,000	\$35,451,000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	10,300	55	State Highway Agency	Spot	Lane Departure	Reduce Fatalities and Serious Injuries
0Q420-12-ORA-090-4.0	Intersection traffic control	Modify traffic signal - modernization/replacement	1	Numbers	\$775,000	\$775,000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	63,800	55	State Highway Agency	Spot	Intersections	Reduce Fatalities and Serious Injuries
0N060-12-ORA-133-3.1	Intersection geometry	Auxiliary lanes - extend acceleration/deceleration lane	.5	Miles	\$775,000	\$775,000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	20,100	55	State Highway Agency	Spot	Lane Departure	Reduce Fatalities and Serious Injuries
0P400-12-ORA-405-5.6	Intersection traffic control	Modify traffic signal - add additional signal heads	1	Numbers	\$1,781,000	\$1,781,000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	268,400	65	State Highway Agency	Spot	Intersections	Reduce Fatalities and Serious Injuries

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
0C971-01-HUM-101-79.9	Roadway	Roadway - other	6.4	Miles	\$2,114,000	\$2,114,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	40,200	55	State Highway Agency	Spot	Environmental mitigation	Environmental mitigation
0E650-01-HUM-101-88.3	Intersection geometry	Intersection geometry - other	1	Numbers	\$4,587,000	\$4,587,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	40,200	55	State Highway Agency	Spot	Intersections	Reduce Fatalities and Serious Injuries
0G050-01-MEN-VAR	Roadway signs and traffic control	Curve-related warning signs and flashers	30	Numbers	\$2,331,000	\$2,331,000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0	55	State Highway Agency	Systemic	Lane Departure	Reduce Fatalities and Serious Injuries
4G500-02-TRI-299-1.9	Roadside	Removal of roadside objects (trees, poles, etc.)	.4	Miles	\$4,266,000	\$4,266,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	2,500	55	State Highway Agency	Systemic	Lane Departure	Reduce Fatalities and Serious Injuries
0J470-04-ALA-VAR	Pedestrians and bicyclists	Pedestrian warning signs - overhead		Numbers	\$5,130,000	\$5,130,000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Systemic	Pedestrians	Reduce Fatalities and Serious Injuries
3J890-04-SF-001-VAR	Pedestrians and bicyclists	Crosswalk	6	Numbers	\$5,805,000	\$5,805,000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0	55	State Highway Agency	Systemic	Pedestrians	Reduce Fatalities and Serious Injuries
1F490-05-SLO-101-54.9	Roadside	Barrier - concrete	.8	Miles	\$3,771,000	\$3,771,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	70,500	65	State Highway Agency	Systemic	Lane Departure	Reduce Fatalities and Serious Injuries
0R142-08-SBD-040-R125.0	Roadway	Superelevation / cross slope	29.6	Miles	\$28,654,000	\$28,654,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	13,800	13800	State Highway Agency	Systemic	Lane Departure	Reduce Fatalities and Serious Injuries
36370-09-INY-168-16.0	Intersection geometry	Auxiliary lanes - add two-way left-turn lane	1.7	Miles	\$1,238,000	\$1,238,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	6,700	65	State Highway Agency	Systemic	Lane Departure	Reduce Fatalities and Serious Injuries
0Y600-10-MAR-140-21.2	Pedestrians and bicyclists	Medians and pedestrian refuge areas	.6	Miles	\$1,982,000	\$1,982,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	9,600	55	State Highway Agency	Systemic	Pedestrians	Reduce Fatalities and Serious Injuries
0Y110-10-MER-140-42.1	Roadside	Barrier- metal	42.1	Miles	\$5,128,000	\$5,128,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	1,400	55	State Highway Agency	Systemic	Lane Departure	Reduce Fatalities and Serious Injuries

2020 California Highway Safety Improvement Program

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
1C970-10-SJ-005-Var	Roadside	Barrier end treatments (crash cushions, terminals)		Numbers	\$1,152,000	\$1,152,000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	0	65	State Highway Agency	Systemic	Lane Departure	Reduce Fatalities and Serious Injuries
42500-11-IMP-Var	Roadway signs and traffic control	Curve-related warning signs and flashers		Numbers	\$1,848,000	\$1,848,000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	0	65	State Highway Agency	Systemic	Lane Departure	Reduce Fatalities and Serious Injuries
42030-11-SD-052-0.4	Roadside	Barrier - concrete	14.4	Miles	\$3,982,000	\$3,982,000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	0	65	State Highway Agency	Systemic	Lane Departure	Reduce Fatalities and Serious Injuries
42490-11-SD-Var	Roadway signs and traffic control	Curve-related warning signs and flashers		Numbers	\$4,350,000	\$4.350,000	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other Freeways & Expressways	0		State Highway Agency	Systemic	Lane Departure	Reduce Fatalities and Serious Injuries
0N720-12-ORA-073-10.0	Roadside	Barrier end treatments (crash cushions, terminals)	18	Miles	\$23,700,000	\$23,700,000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	93,200	65	State Highway Agency	Systemic	Lane Departure	Reduce Fatalities and Serious Injuries

For Local Programs obligated projects see attached excel spreadsheet.

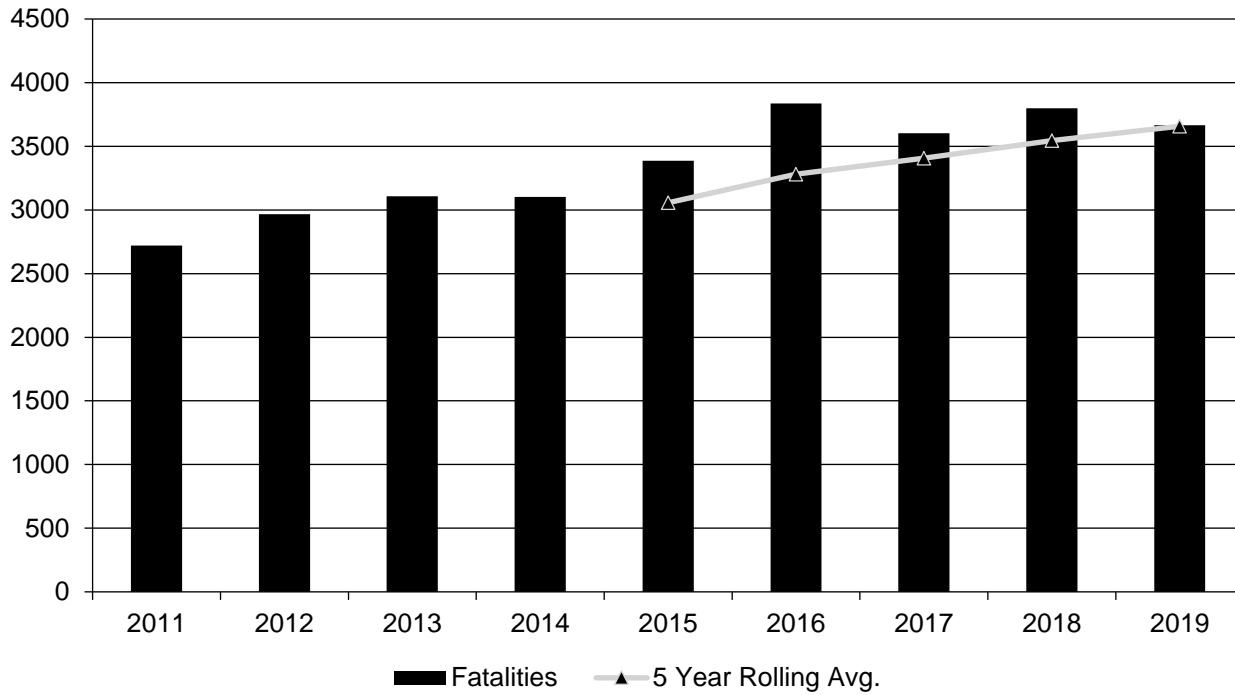
Safety Performance

General Highway Safety Trends

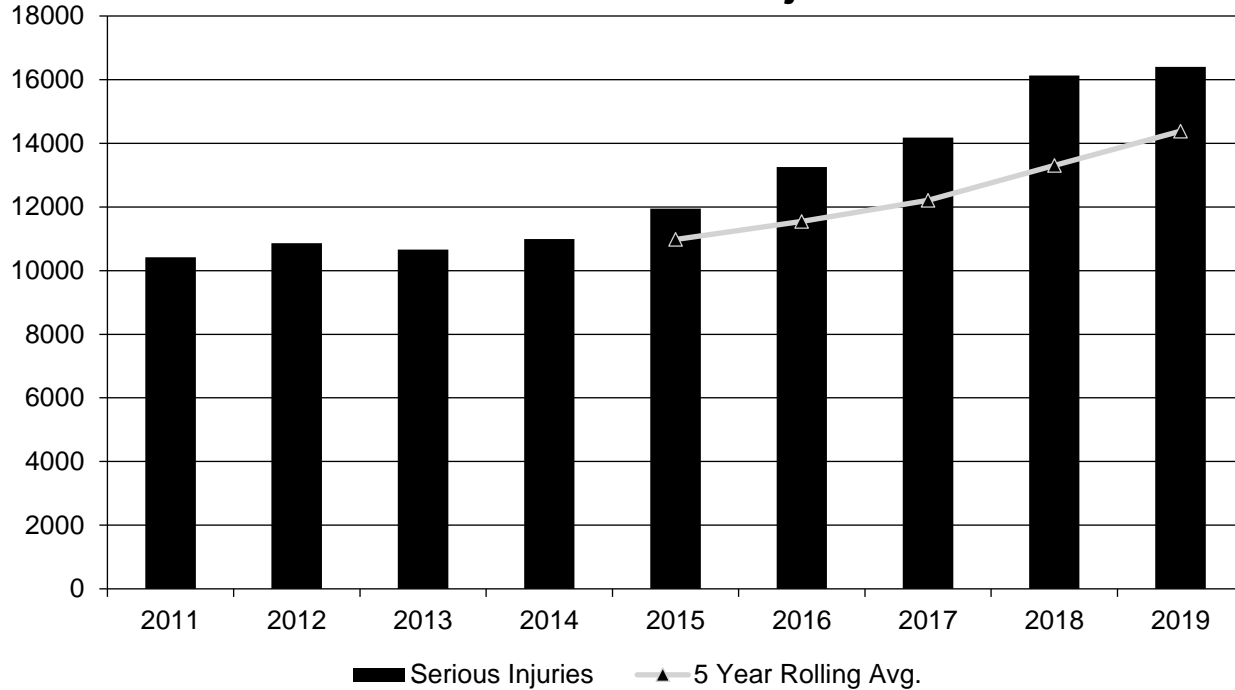
Present data showing the general highway safety trends in the State for the past five years.

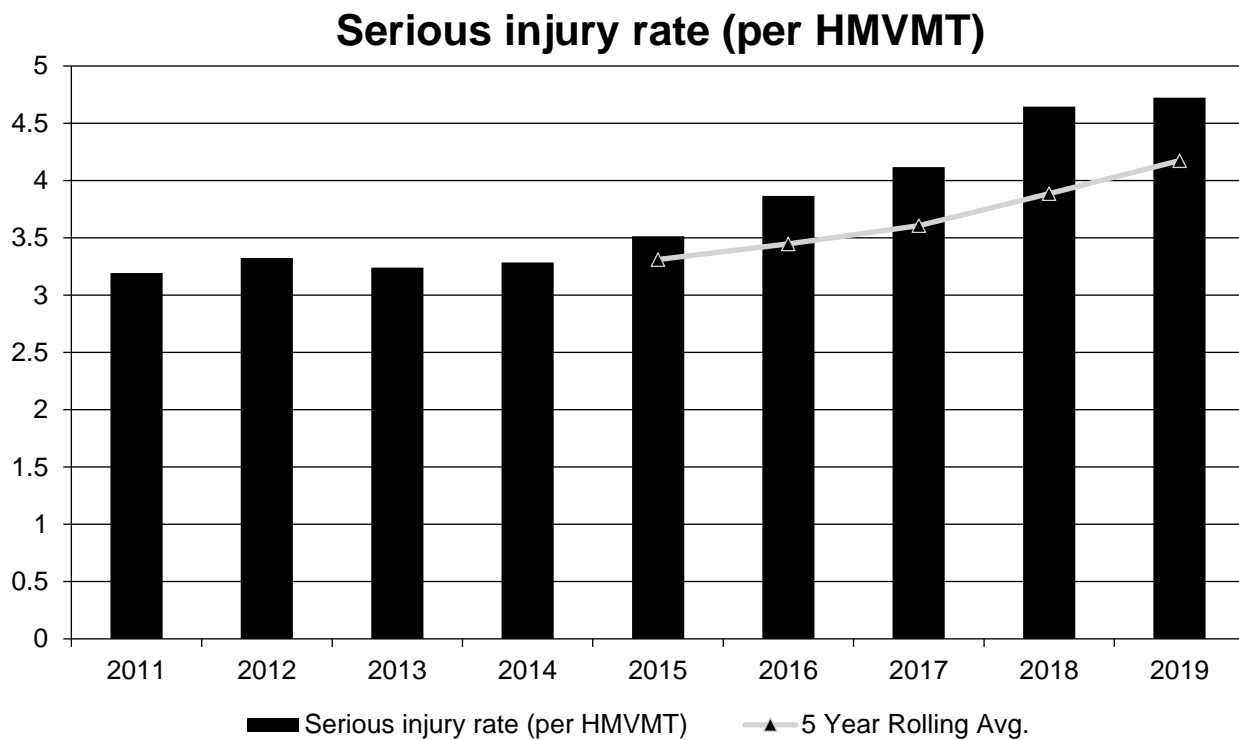
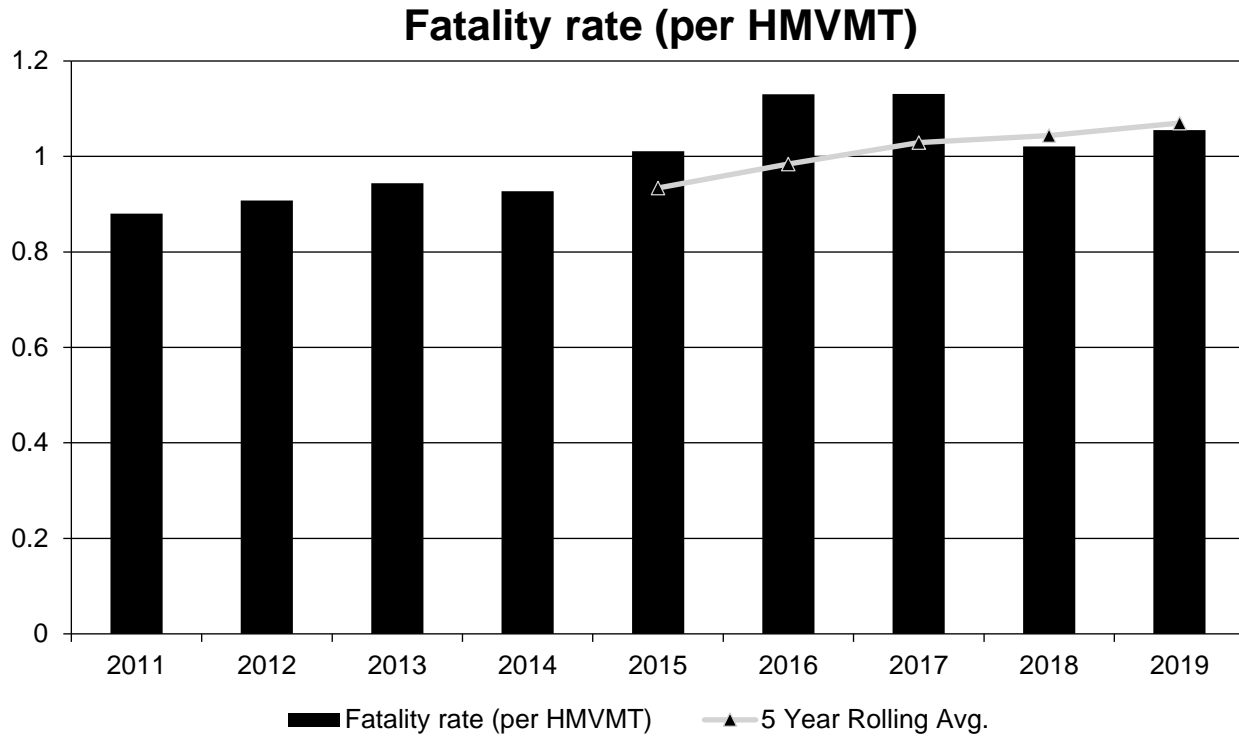
PERFORMANCE MEASURES	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatalities	2,720	2,966	3,107	3,102	3,387	3,837	3,602	3,798	3,665
Serious Injuries	10,423	10,864	10,664	10,995	11,942	13,258	14,180	16,130	16,400
Fatality rate (per HMVMT)	0.880	0.908	0.944	0.927	1.011	1.130	1.131	1.021	1.055
Serious injury rate (per HMVMT)	3.194	3.324	3.240	3.285	3.514	3.867	4.118	4.646	4.723
Number non-motorized fatalities	701	782	881	838	955	1,088	982	1,173	1,161
Number of non-motorized serious injuries	2,598	2,743	2,710	2,795	2,874	3,102	3,273	3,397	3,496

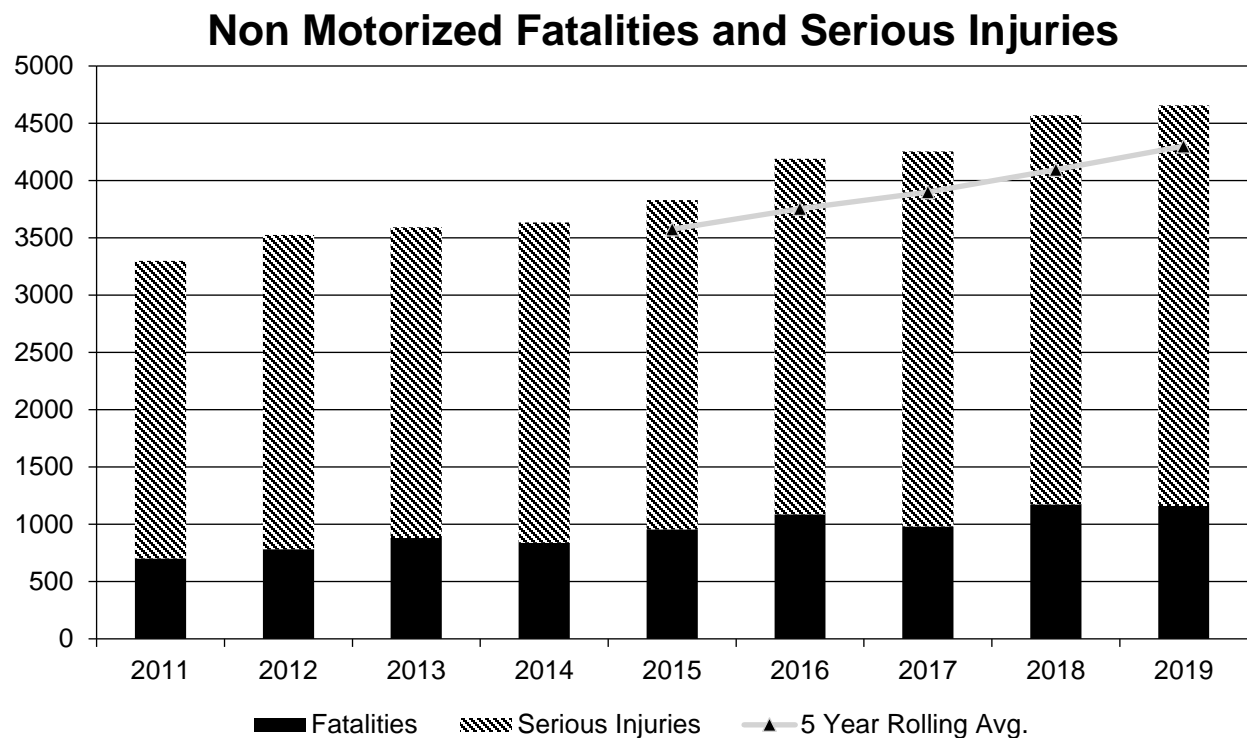
Annual Fatalities



Annual Serious Injuries







Describe fatality data source.

State Motor Vehicle Crash Database

To the maximum extent possible, present this data by functional classification and ownership.

Year 2018

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate				
Rural Principal Arterial (RPA) - Other Freeways and Expressways				
Rural Principal Arterial (RPA) - Other				
Rural Minor Arterial				
Rural Minor Collector				
Rural Major Collector				

2020 California Highway Safety Improvement Program

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Local Road or Street				
Urban Principal Arterial (UPA) - Interstate				
Urban Principal Arterial (UPA) - Other Freeways and Expressways				
Urban Principal Arterial (UPA) - Other				
Urban Minor Arterial				
Urban Minor Collector				
Urban Major Collector				
Urban Local Road or Street	0	0	0	0

2020 California Highway Safety Improvement Program

Year 2018

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	3,772	16,039	1.02	1.02
County Highway Agency				
Town or Township Highway Agency				
City or Municipal Highway Agency				
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Provide additional discussion related to general highway safety trends.

The five-year average for fatalities, serious injuries, non-motorized fatal and serious injuries and the fatal and serious injury rates are on an upward trend; however, between 2017 and 2018, the number of fatalities decreased while the number of serious injuries has increased. 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 18% from the last full year using the old definition. Serious injuries for the first half of 2018 were 7,725 and for the first half of 2019 serious injuries were 7,623, a decrease of 1.30%.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2021 Targets *

Number of Fatalities:3624.8

Describe the basis for established target, including how it supports SHSP goals.

The target was set by reducing fatalities annually at 2.88 which is the current trend in the reduction of fatalities between 2017 and 2018 in California. This target support and consistent with CA Strategic Highway Safety Plan (SHSP) goals of Toward Zero Death by 2050 . Through the Highway Safety Improvement Program, many California cities are developing or updating Local Roadway Safety Plans the focus on reducing crashes throughout the state. There has been a 25% increase in the number of OTS grants that will continue to assist California in reducing roadway fatalities.

Number of Serious Injuries:15419.4

Describe the basis for established target, including how it supports SHSP goals.

In California, between the first half of 2018 and the first half of 2019, there was a 1.3% decrease in serious injuries. This target support and consistent with CA Strategic Highway Safety Plan (SHSP) goals of Toward Zero Death by 2050. Through the Highway Safety Improvement Program, many California cities are developing or updating Local Roadway Safety Plans the focus on reducing crashes throughout the state. There has also been a 25% increase in the number of OTS grants that will continue to assist California in reducing roadway fatalities.

Fatality Rate:1.044

Describe the basis for established target, including how it supports SHSP goals.

This target was set by reducing fatalities annually at 2.88% which is the current trend in reduction of fatalities between 2017 and 2018 in California. This target support and consistent with CA Strategic Highway Safety Plan (SHSP) goals of Toward Zero Death by 2050. Through the Highway Safety Improvement Program, many California cities are developing or updating Local Roadway Safety Plans the focus on reducing crashes throughout the state. There has also been a 25% increase in the number of OTS grants that will continue to assist California in reducing roadway fatalities.

Serious Injury Rate:4.423

Describe the basis for established target, including how it supports SHSP goals.

In California, between the first half of 2018 and the first half of 2019, there was a 1.3% decrease in serious injuries. This target support and consistent with CA Strategic Highway Safety Plan (SHSP) goals of Toward Zero Death by 2050. Through the Highway Safety Improvement Program, many California cities are developing or updating Local Roadway Safety Plans the focus on reducing crashes throughout the state. There has also been a 25% increase in the number of OTS grants that will continue to assist California in reducing roadway fatalities.

Total Number of Non-Motorized Fatalities and Serious Injuries:4340.8

Describe the basis for established target, including how it supports SHSP goals.

2020 California Highway Safety Improvement Program

For the fatalities involved with this performance measure, this target was set by reducing fatalities annually at 2.88% which is the current trend in reduction of fatalities between 2017 and 2018 in California. This target support and consistent with CA Strategic Highway Safety Plan (SHSP) goals of Toward Zero Death by 2050. In California, between the first half of 2018 and the first half of 2019, there was a 1.3% decrease in serious injuries. Through the Highway Safety Improvement Program, many California cities are developing or updating Local Roadway Safety Plans the focus on reducing crashes throughout the state. There has also been a 25% increase in the number of OTS grants that will continue to assist California in reducing roadway fatalities.

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

The State held a workshop on July 20, 2020 with MPOs and other stakeholders to set the 2021 safety performance targets. Caltrans and OTS met prior to the meeting to discuss and agree on the methodology to set the three core safety performance targets.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2019 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	3445.4	3657.8
Number of Serious Injuries	12688.1	14382.0
Fatality Rate	0.995	1.070
Serious Injury Rate	3.661	4.174
Non-Motorized Fatalities and Serious Injuries	3949.8	4300.2

The data available at the time of reporting is through 2018. The trend-based values shown in the table above for 2019 are estimates that were developed during the target setting process for 2021 targets. Based on these estimates, Caltrans will not meet any of the targets set for 2019. The 2019 targets were set based on the aspirational goal of trending towards zero fatalities in 2050, as well as cutting serious injuries in half by 2050. The difference in the target and what is anticipated is due to the use of aspirational targets instead of targets tied to activities and projects.

Applicability of Special Rules

Does the HRRR special rule apply to the State for this reporting period?

No

2019 data is currently not available.

Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.

PERFORMANCE MEASURES	2012	2013	2014	2015	2016	2017	2018
Number of Older Driver and Pedestrian Fatalities	380	391	416	434	540	487	517
Number of Older Driver and Pedestrian Serious Injuries	606	666	729	845	986	1,036	1,263

The definition of serious injuries was changed to include suspected serious injuries and was implemented in mid-2017 that resulted in a big jump.

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Benefit/Cost Ratio
- Change in fatalities and serious injuries
- Other-3 - year before and after

Caltrans safety targets were established aspirationally using an annual fatality reduction in support to "Toward Zero Deaths by 2050 and a serious injury reduction of 50% by 2050.

Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.

The 2018 preliminary fatality numbers show a reduction in fatalities, but the serious injury continues to increase. This increase in serious injuries is due to change in the definition of serious injuries to include suspected serious injuries. Caltrans has a structured process to strengthen the correlation between the State's safety-related efforts and the resulting investment in programs, strategies, and actions that continually prioritize safety.

What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

- # RSAs completed
- HSIP Obligations
- Increased awareness of safety and data-driven process
- Increased focus on local road safety
- More systemic programs
- Organizational change

Describe significant program changes that have occurred since the last reporting period.

Caltrans new Strategic Management Plan Goal 1 will focus exclusively on Safety. In May of 2020 Caltrans changed the structure of the Division of Traffic Operation, making a dedicated Division for Safety Programs. Director Omishakin has challenged us to elevate our focus and approach to the Strategic Highway Safety Plan Toward Zero Deaths.

The Office of Traffic Safety participated in 3 Road Safety Audits, where Caltrans took the lead in the Bay Area, Northern California, and Southern California.

The DLA continues to investigate, with the help of locals and FHWA the delays caused by unnecessary environmental requirements in streamlining HSIP projects.

2020 California Highway Safety Improvement Program

The DLA initiated the first ever tribal HSIP set-aside for \$2 M for safety improvements on tribal lands. As a result \$1.2 M was programmed into the Local HSIP.

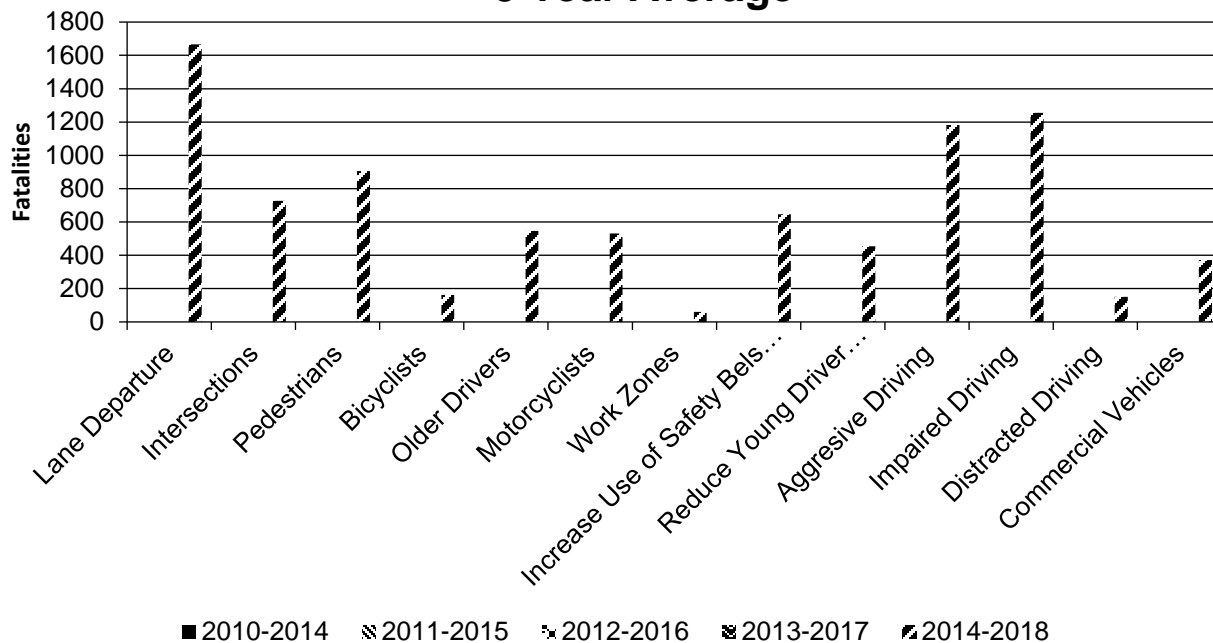
Effectiveness of Groupings or Similar Types of Improvements

Present and describe trends in SHSP emphasis area performance measures.

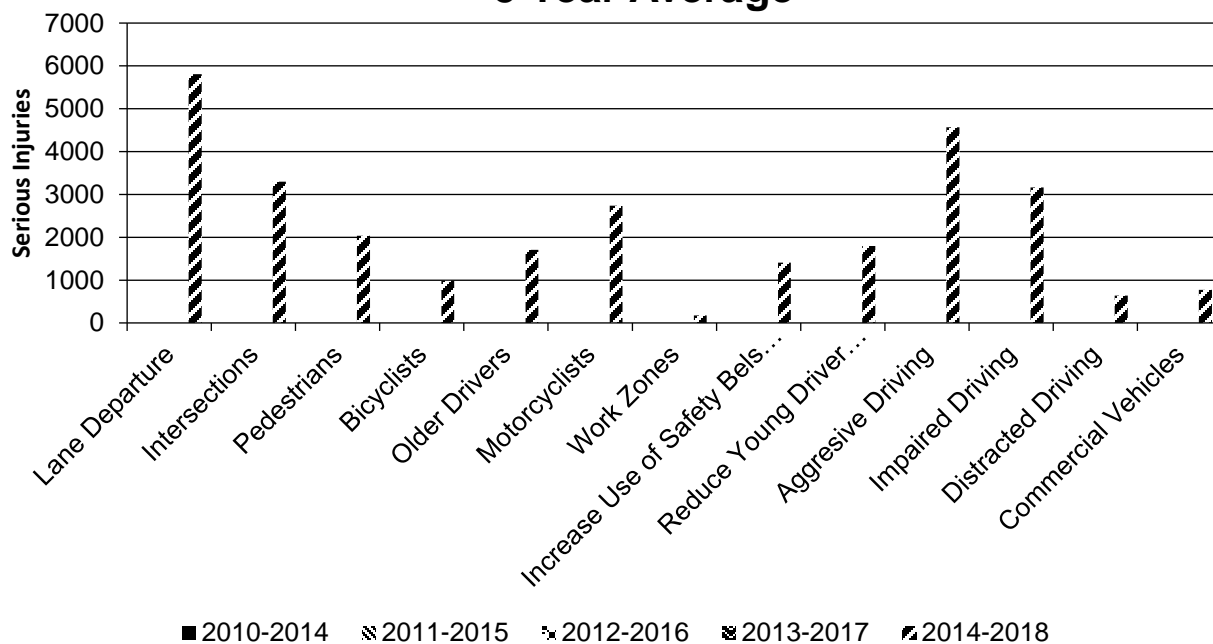
Year 2018

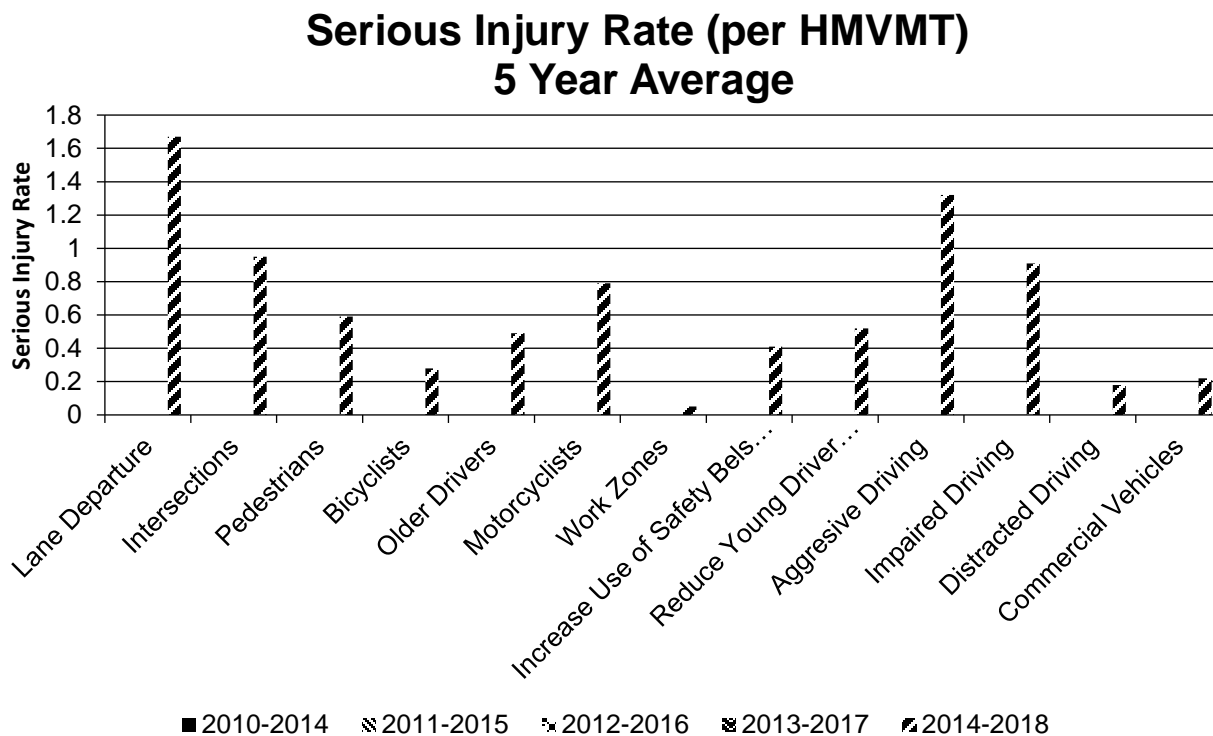
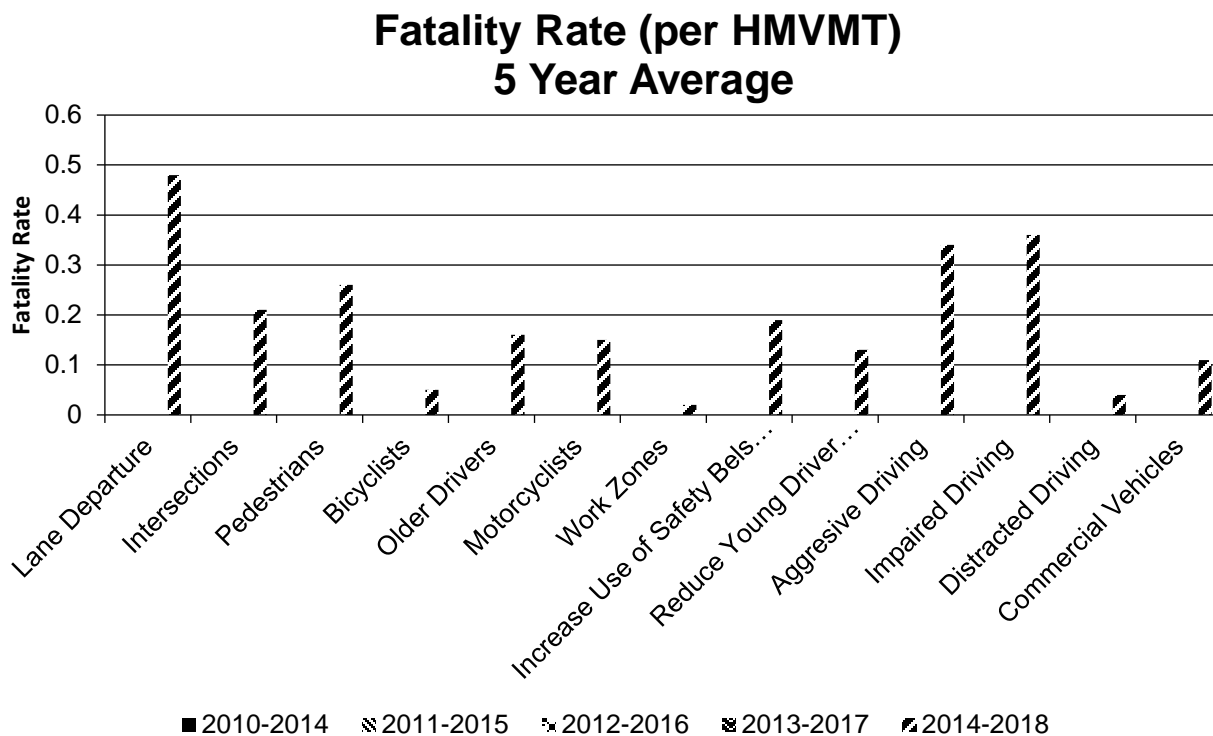
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Lane Departure	All	1,666.8	5,804.8	0.48	1.67
Intersections	All	726.2	3,296.4	0.21	0.95
Pedestrians	All	905.6	2,037.6	0.26	0.59
Bicyclists	All	161.4	984.6	0.05	0.28
Older Drivers	All	546.4	1,707.2	0.16	0.49
Motorcyclists	All	530.2	2,739.8	0.15	0.79
Work Zones	All	61	178.4	0.02	0.05
Increase Use of Safety Belts and Child Safety Seats	All	646.8	1,410.4	0.19	0.41
Reduce Young Driver Fatalities	All	453.8	1,793.4	0.13	0.52
Aggressive Driving	All	1,182.6	4,568.2	0.34	1.32
Impaired Driving	All	1,255	3,162.8	0.36	0.91
Distracted Driving	All	151.4	640.4	0.04	0.18
Commercial Vehicles	All	372.2	769	0.11	0.22

Number of Fatalities 5 Year Average



Number of Serious Injuries 5 Year Average





Has the State completed any countermeasure effectiveness evaluations during the reporting period?

No

2020 California Highway Safety Improvement Program

Caltrans has not completed any countermeasure effectiveness evaluations during the reporting period. Caltrans seldom conducts countermeasure effectiveness evaluations and typically refers to the CMF clearinghouse for countermeasure effectiveness.

Project Effectiveness

Provide the following information for previously implemented projects that the State evaluated this reporting period.

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
01-Lak-20-pm 1.1/3.9	Rural Principal Arterial (RPA) - Other Freeways and Expressways	Speed management	Radar speed signs	4.00	39.00	2.00		2.00	4.00	15.00	10.00	23.00	53.00	

There are additional projects, from both state and DLA this is the part that kept deleting, so I attached spreadsheets. I will reattach.

Describe any other aspects of HSIP effectiveness on which the State would like to elaborate.

Caltrans understands the benefit of reviewing current processes and performance standards to determine how best to revise existing and/or establish new procedures. Reviewing past performance is used to determine ways to substantially improve the effectiveness and transparency of safety implementation.

The HSIP review provides, an opportunity to identify best practices nationally and worldwide that could be incorporated into the program, and discuss safety goals for specific targets.

Compliance Assessment

What date was the State’s current SHSP approved by the Governor or designated State representative?

01/21/2020

What are the years being covered by the current SHSP?

From: 2020 To: 2024

When does the State anticipate completing it’s next SHSP update?

2025

The SHSP Implementation Plan is currently being developed and is expected to be completed in February of 2021.

Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT	Segment Identifier (12) [12]	100									
	Route Number (8) [8]	100	100								
	Route/Street Name (9) [9]	100	100								
	Federal Aid/Route Type (21) [21]	100	100								
	Rural/Urban Designation (20) [20]	100	100						100		
	Surface Type (23) [24]	100									
	Begin Point Segment Descriptor (10) [10]	100	100						100		
	End Point Segment Descriptor (11) [11]	100	100						100		
	Segment Length (13) [13]	100	100								
	Direction of Inventory (18) [18]	100	100								
	Functional Class (19) [19]	100	100						100		

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Median Type (54) [55]	100									
	Access Control (22) [23]	100	100								
	One/Two Way Operations (91) [93]	100	100								
	Number of Through Lanes (31) [32]	100	100						100		
	Average Annual Daily Traffic (79) [81]	100	100						100		
	AADT Year (80) [82]	100	100								
	Type of Governmental Ownership (4) [4]	100	100						100		
INTERSECTION	Unique Junction Identifier (120) [110]			100							
	Location Identifier for Road 1 Crossing Point (122) [112]			100							
	Location Identifier for Road 2 Crossing Point (123) [113]										
	Intersection/Junction Geometry (126) [116]			100							
	Intersection/Junction Traffic Control (131) [131]			100							
	AADT for Each Intersecting Road (79) [81]			100	100						
	AADT Year (80) [82]			100	100						
	Unique Approach Identifier (139) [129]										
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]										
	Location Identifier for Roadway at										

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Beginning of Ramp Terminal (197) [187]										
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]										
	Ramp Length (187) [177]										
	Roadway Type at Beginning of Ramp Terminal (195) [185]					100					
	Roadway Type at End Ramp Terminal (199) [189]					100					
	Interchange Type (182) [172]					100					
	Ramp AADT (191) [181]					100					
	Year of Ramp AADT (192) [182]					100					
	Functional Class (19) [19]					100					
	Type of Governmental Ownership (4) [4]					100					
Totals (Average Percent Complete):		100.00	83.33	75.00	25.00	63.64	0.00	0.00	77.78	0.00	0.00

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

The assumptions for MIRE FDE compliance has changed between last year and this year. for this year, the MIRE FDE compliance is based on the information from HPMS.

If the HPMS of local road information is full extend (e.g. mandatory), then the item that is related to it in MIRE FDE is considered 100%. If the HPMS is partial extend (e.g. optional), then the item is considered 0%. For Non-state, the percentage is reflecting on what is being reported under HPMS, it does not reflect the completeness and quality of data. Some datasets require extensive update and cleanup.

Notes:

1. For Non-state, the percentage is reflecting on what is being reported under HPMS, it does not reflect the completeness and quality of data. Some datasets require extensive update and cleanup.

2. For State, the percentage is reflecting on the current data being maintained in TSN, it does not reflect the completeness and quality of data.

3. 100% assumes it's in the TSN for the state highway system or reported in HPMS for local roads that is full extend.

4. 0% assumes is reported in HPMS for local roads that is sampling or partial extend.

5. 0% is based on the TSN has no local raods information including "Location Identifier for Road 2 Crossing Point" element

6. "n/a" assumes in the TSN there are no functional class 7 roads or unpaved roads as part of the state highway system.

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

Caltrans will continue with its efforts to continue collecting data and update MIRE Fundamental data elements annually to meet the requirement by September 30, 2026. Caltrans has executed a contract that will aid in getting MIRE Fundamental data elements on all non-state public roads.

Optional Attachments

Program Structure:

Programmed LOCAL_HSIP_ORT_Data_2020_SHSP (003).xlsx

2017 STATE HSIP GUIDELINES FINAL.pdf

Project Implementation:

Safety Performance:

Evaluation:

STATE HSIP Before After Collisions 2020 Annual#46 Report.xlsx

LOCAL_HSIP Annual Report_Real BCRs for Completed Safety Projects.xlsx

Compliance Assessment:

Glossary

5 year rolling average: means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).

Emphasis area: means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

Highway safety improvement project: means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

HMVMT: means hundred million vehicle miles traveled.

Non-infrastructure projects: are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

Older driver special rule: applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

Performance measure: means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

Programmed funds: mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

Roadway Functional Classification: means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Strategic Highway Safety Plan (SHSP): means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

Systematic: refers to an approach where an agency deploys countermeasures at all locations across a system.

Systemic safety improvement: means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

Transfer: means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.