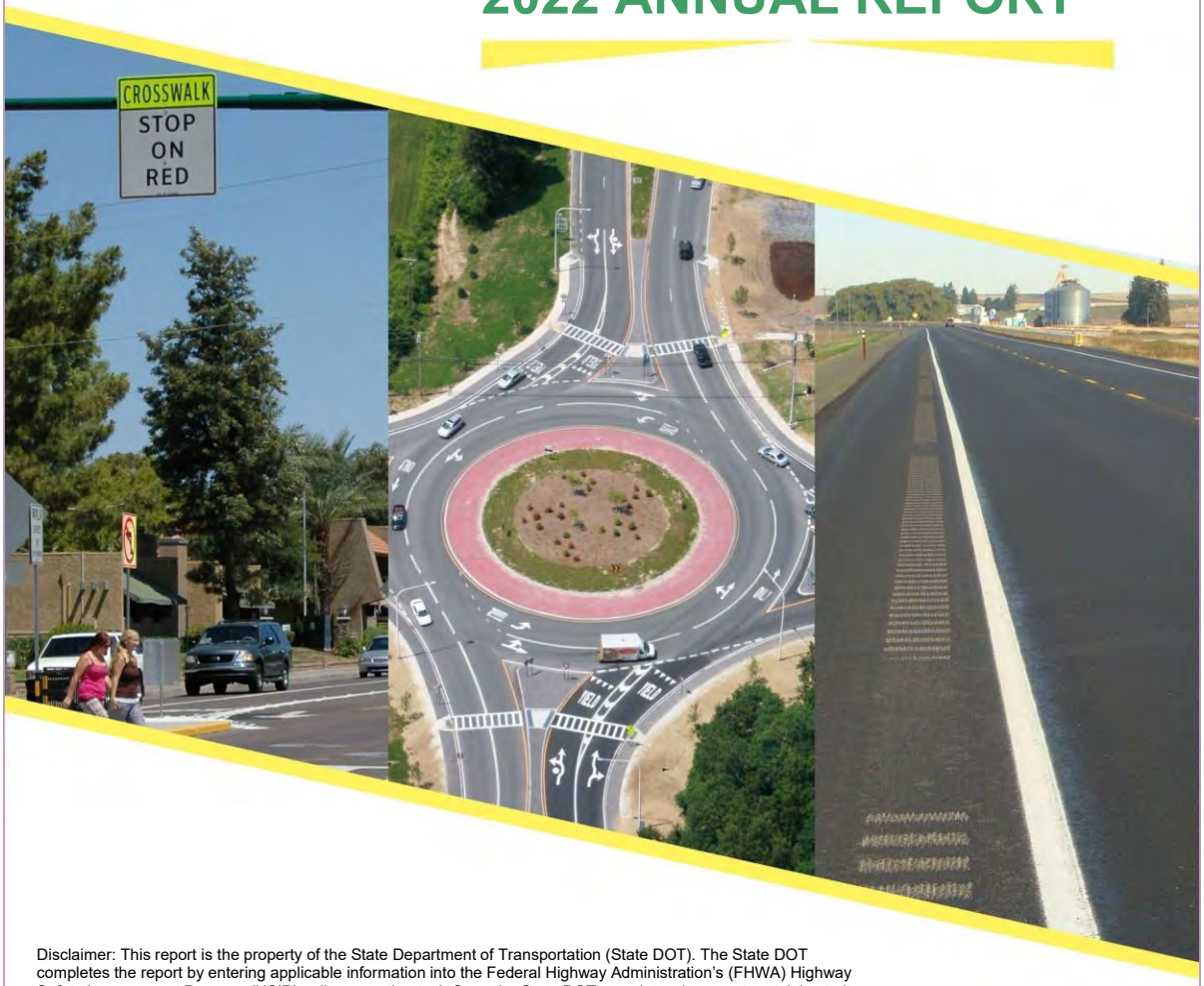
CALIFORNIA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2022 ANNUAL REPORT



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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. 407 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

Caltrans formed the Division of Safety Programs in 2020 to lead and champion the traffic safety paradigm shift throughout Caltrans. The historical processes and procedures of the State's HSIP are key components of implementing new safety strategies and Caltrans will use this HSIP Annual Report to identify opportunities to improve the HSIP process. The Office of Strategic Safety and Implementation leads HSIP reporting under direction of the Chief Safety Officer and the Deputy Division Chief of Safety Programs for Road Safety. Caltrans' 2020-2024 Strategic Plan incorporated a Safe System Approach and adopted several new strategies to achieve its Safety First goal.

HSIP projects are the Department's highest priority. 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.

Caltrans has embarked on developing a holistic safety program that will focus on the "4 Pillars of Traffic Safety":

Double Down on What Works
Accelerating Advanced Technology
Implementing a Safe System Approach
Institutionalizing Equity

Safe System Approach established as policy - Established a Director's Policy for Road Safety to adopt and begin institutionalizing a Safe System Approach.

Evolving the Safety Culture - Caltrans 2020-2024 Strategic Plan published including the Safe System Approach and a goal of zero fatalities and serious injuries. Embarked on a Road Safety Action Plan initiative to incorporate road safety into districts and divisions regular business processes.

Organizational Structure - Conducted 27 hiring actions and increased ad hoc external support to address turnover and established new roles for high-level, ongoing commitment to safety. Examples include:

Executive Safe System Advisor

Safety Planning Branch

Proven Safety Countermeasures Champion

Safety Targets Specialist

Dedicated Resource Manager

Maintenance Project Liaison

Leveraging expanded consultant and FHWA support

Increasing potential for proactive projects - Established a new practice to set and reach Fatal and Serious Injury collision reduction targets through SHOPP projects and developed a Safety Effectiveness Tool to estimate a safety project's collision reduction output.

Doubling Down on What Works - Established a web site with one-stop-shop library of Proven Safety Countermeasure (PSC) tools and guidance. Established a new pilot district performance measurement tool to track the number of PSCs implemented in SHOPP and Maintenance projects.

New Proven Safety Countermeasure Guidance - Issued PSC Guidance for Leading Pedestrian Intervals and Rumble Strips.

Easy Centralized access to data - A graphical crash data dashboard was developed to provide the SHSP implementers direct access to crash data and support data-driven SHSP implementation.

Equity - Formally incorporated Equity in the implementation of strategies and partnering across multiple divisions to develop an area-based Equity Index. The index will be used for equity considerations in safety needs and project identification and selection process.

Established methods to implement safety features quickly through Highway Maintenance projects - Established a$21.5 Million/year, two-year HM-4 Safety Pilot Program to utilize Highway Maintenance (HM) program in delivering pedestrian safety improvements, curve warning sign installations, and wrong way driving prevention PSCs at 2,510 locations in FY 21-22. Developed new HM safety guidance to include safety improvements in pavement and bridge HM projects.

Focus on Speed Reduction Strategies - Established stakeholder engagement to implement the initial speed limit reduction provisions introduced with the passage of AB-43 (Friedman) by February 2022, adopted 13 new SHSP Actions to implement specific Zero Traffic Fatalities Task force recommendations.

Pivoted the Strategic Highway Safety Plan - Published SHSP 2020-2024 Update, which includes adopting Safe System Approach and Equity as guiding principles. Moved to a more aggressive goal of "Zero Fatalities and Serious Injuries." Targeted 25 actions in five high priority challenge areas.

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.

Caltrans' Division of Safety Programs administers the Highway Safety Improvement Program (HSIP) for the State Highway System (SHS) 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-Headquarters and District Division of Safety Programs and Division of Local Assistance

How are HSIP funds allocated in a State?

- Central Office via Statewide Competitive Application Process
- SHSP Emphasis Area Data
- Other-Funds Set Aside

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

The Caltrans Division of Local Assistance (DLA) uses an in-house HSIP application benefit-cost tool, called HSIP Analyzer, to provide a consistent, data-driven methodology for ranking local roadway (non-State owned and operated) project applications on a statewide basis. DLA also provides the Local Roadway Safety Manual for California local road owners and directly incorporates information from UC Berkeley's Transportation Injury Mapping System web site 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. For Cycle 11, the set aside countermeasures were, installing edge lines, guardrail upgrades, pedestrian crossing enhancements and bicycle safety improvements and tribal governments had their own funding set aside. For the tribal government set aside, they were able to select any of the set asides to install on their tribal roads.

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

- Design
- Districts/Regions
- Maintenance
- Planning
- Other-Division of Research, Innovation, and System Performance

Describe coordination with internal partners.

We continually coordinate with our internal partners continually prioritizing safety, reflecting the pivot in safety culture with the adoption of the 4 Pillars of Traffic Safety. This coordination and 4 Pillars of Traffic Safety is a new approach to traffic safety and aims to reduce risk by accommodating predictable human error, rather than focusing on improving driver behavior. Through strong internal coordination, Caltrans looks to accomplish zero fatalities and serious injuries by 2050 using the guiding principles of the 4 Pillars of Traffic Safety.

The HSIP team aligns with the 2020-2024 Caltrans Strategic Plan, through supporting activities for the 4 Pillars of Traffic Safety. By leveraging proven practices, accelerating advanced technology, leading safety culture change, and advancing delivery of safety enhancements, the plans have a common goal to reduce fatalities and serious injuries.

Caltrans Division of Local Assistance also reports on HSIP improvement projects with standardized PSCs used by local agencies.

Caltrans Headquarters analyzes collision data and produces annual reports for multiple collision monitoring programs along the SHS. These monitoring programs screen the network to identify locations to be investigated by the districts.

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 2022, State transportation leaders decided that achieving zero deaths and serious injuries on public roadways required a bold pivot with more focused efforts. The group agreed to institutionalize the following guiding principles into a revised SHSP 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. Following the “Integrate Equity” principle, the SHSP increased participation

from persons or agencies that represent traditionally underserved populations or stakeholders to ensure input and outreach is more inclusive.

As part of developing HSIP Implementation Plans for 2022 and 2023, the State 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 HSIP program administration practices that have changed since the last reporting period.

To further advance Caltrans commitment to adopt the Safe System Approach, a director's policy titled "Road Safety," also known as DP-36, was implemented on February 15, 2022. The purpose of the policy is to set the expectation and prioritize safety.

HM-4 Safety Pilot Program for utilizing Highway Maintenance to quickly implement pedestrian safety improvements, curve warning, and wrong way driving prevention countermeasures at 2,510 locations FY21-22.

Program Methodology

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

Yes

Caltrans to release updated California HSIP Guidelines in the 22/23 reporting year.

https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/hsip/f0017926-ca-hsip-2017.pdf

Select the programs that are administered under the HSIP.

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

Program: Bicycle Safety

Date of Program Methodology:4/20/2018

What is the justification for this program?

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

- Other-High Collision Concentration Location

What is the funding approach for this program?

Other-Funding set-aside within HSIP funds

What data types were used in the program methodology?

Crashes

- Other-Fatal and injury 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-Bicyclist Safety Improvement Monitoring Report

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: HSIP (no subprograms)

Date of Program Methodology:4/20/2017

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-Funding set-aside within HSIP funds

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes	• Volume • Lane miles	• Functional classification

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Excess proportions of specific crash types
- Probability of specific crash types

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-Meets HSIP 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

Ranking based on B/C:1
Cost Effectiveness:1

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
- Other-Systemic approach

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 based on Local HSIP guidance

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: Roadway Departure

Date of Program Methodology:11/15/2004

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-Funding set-aside within HSIP funds

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Other-Fatal and Injury crashes only	• Volume • Lane miles • Other-Fatal and injury crashes on Wet Pavement	• 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-Locations to be incorporated into existing SHOPP projects
- Other-Run of Road Safety Improvement Monitoring Report

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-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?

Other-Funding set-aside within HSIP funds

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes	• Volume • Lane miles	• 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-Wrong Way Safety Improvement Monitoring Report

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:3/16/2021

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Other-Funding set-aside within HSIP funds

What data types were used in the program methodology?

Crashes	Exposure	Roadway

- All crashes

- Volume
- Lane miles

- 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

Other-All Projects meeting established criteria:100

Program: Other-Crossover Collision Monitoring Program

Date of Program Methodology:1/15/2019

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Other-Funding set-aside within HSIP funds

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).

Rank of Priority Consideration

Other-All Projects meeting established criteria:100

Program: Other-Systemic Pedestrian State Highway System

Date of Program Methodology:9/11/2020

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-Funding set aside within HSIP funds

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Other-Fatal and Injury crashes only	• Volume • Population • Other-Disadvantaged Community • Other-Employment Data	• Other-Intersections on the State Highway System • Other-Number of Lanes on Mainline and Cross Street • Other-Control Features

What project identification methodology was used for this program?

- Crash frequency
- Probability of specific crash types

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-Systemic Locations to be incorporated into existing SHOPP projects

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-See Below:100
Total Relative Weight:100

Using ArcGIS software, the identified systemic locations were then prioritized using a point-scoring system with the following factors and weights:

- Number of collisions (fatalities plus injuries) (55%)
- Estimated pedestrian volume based on UC Berkeley SafeTREC study results and American Community Survey population and employment data (25%)
- Disadvantaged community status based on CalEnviroScreen 3.0 (10%)
- Vulnerable populations (10%) consisting of:
    - Senior (age 65 and older) population density based on the American Community Survey (2.5%)
    - Youth (under age 15) population density based on the American Community Survey (2.5%)
    - School proximity from the California School Campus Database (5%)

Program: Other-Pedestrian HCCL State Highway System

Date of Program Methodology:7/31/2020

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-Funding set aside within HSIP funds

What data types were used in the program methodology?

Crashes	Exposure	Roadway

- Other-Fatal and Injury crashes only
- Population
- Other-Disadvantaged Community
- Other-Employment Data
- Other-Pedestrian - Related High Collision Concentration Locations (HCCLs)

What project identification methodology was used for this program?

- Crash frequency
- Other-Pedestrian Related HCCL

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-Pedestrian Safety Improvement Monitoring Program

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-See Below:100
Total Relative Weight:100

In collaboration with the Division of Research Innovation and System Information, the Identified HCCLs were then prioritized using a point-scoring system with the following factors and weights:

- Number of collisions (fatalities plus injuries) (50%)
- Estimated pedestrian volume based on UC Berkeley SafeTREC study results and American Community Survey population and employment data (25%)
- Disadvantaged community status based on CalEnviroScreen 3.0 (10%)
- Vulnerable populations (10%) consisting of:
  - Senior (age 65 and older) population density based on the American Community Survey (2.5%)
  - Youth (under age 15) population density based on the American Community Survey (2.5%)
  - School proximity from the California School Campus Database (5%)
- Repeated crash characteristics based on identical primary collision factor (5%)

What percentage of HSIP funds address systemic improvements?

60

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

- Add/Upgrade/Modify/Remove Traffic Signal
- Clear Zone Improvements
- Horizontal curve signs
- Install/Improve Pavement Marking and/or Delineation
- Install/Improve Signing
- Other-Pedestrian
- Rumble Strips
- Safety Edge
- Wrong way driving treatments

What process is used to identify potential countermeasures?

- Crash data analysis
- Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
- Engineering Study
- Road Safety Assessment
- SHSP/Local road safety plan
- Stakeholder input
- Other-Benefit Cost Ratio

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

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

Caltrans is currently researching and reviewing connected d vehicles and ITS technologies This includes existing studies at Caltrans as well as participating in the SHSP Emerging Technologies Challenge Area team, which is a new challenge area in the 2020-2024 California SHSP, for which Caltrans has designated a challenge area co-lead. Some examples of Caltrans' ongoing efforts are the establishment of a Smart Infrastructure Office to work on the Caltrans Statewide Connected and Automated Vehicle Implementation Plan, research on using near-miss technology to collect and evaluate traffic safety and research on the use of LIDAR to assess sight distance on highways. When the State HSIP has data on the application of emerging technologies, the state will incorporate these technologies into the HSIP.

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.

The HSM guidance goal is to support the integration of predicted roadway safety performance considerations throughout the highway transportation planning and project development process. The HSM guidance is intended to supplement the information on which project decisions are currently based and is not intended to act as the only factor driving project decisions nor does it include every situation.

Describe program methodology practices that have changed since the last reporting period.

California Department of Transportation (Caltrans) Director Signed Director's Policy- 36 - Road Safety: Caltrans has a vision to eliminate fatalities and serious injuries on California's roadways by 2050 and provide safer outcomes for all communities. In 2022 the division of safety programs introduced changes to quantifying the benefits of safety projects in term of annual fatal and serious injury collisions reduced. This change focuses investments on the SHS that lead to the greatest reduction in fatalities and serious injuries. The division has developed the safety Performance Estimation Tool to facilitate district evaluation of the annual benefits resulting from safety projects and their overall contribution in achieving the ultimate target of zero fatal and serious injury crashes on the SHS. Some other program methodology practices that are specific to PSCs are as follows:

Issued PSC guidance for leading Pedestrian Intervals, Rumble Strips, and Fixed Objects in Roadway Departure Crashes.

Launched a new website with one-stop-shop library of Proven Safety Countermeasure tools and guidance.

Developed a new district performance measurement tool to track the number of PSCs implemented in SHOPP and Maintenance projects.

The Division of Maintenance and Safety Programs have launched a collaborative initiative to implement safety enhancements through the Highway Maintenance (HM) Project Delivery Program. Bridge and pavement projects are now required to consider safety enhancement opportunities starting with fiscal year 2022/23.

For the Local HSIP, for Cycle 11, a Local Road Safety Plan (LRSP) or equivalent was required for a local agency to be eligible to apply for federal HSIP funds for this year’s call for projects.

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

Local HSIP and State highway HSIP use the cost/benefit methodology as a qualifying criterion for HSIP funds with some differences. For State highway HSIP, the benefit/cost tool is called the traffic safety index. It is used for projects at spot locations. Local HSIP utilizes the benefit/cost methodology for both spot and systemic type of projects. The Local HSIP also utilizes set-asides for low-cost countermeasures. These set-asides do not require crash data to receive HSIP funding but are limited to a maximum dollar amount per agency and are limited to specific low-cost countermeasures. For cycle 11, which is the current call for Local HSIP projects, pedestrian crossing enhancements at non-signalized locations, bicycle safety improvements, edge line striping, guardrail upgrades, and tribal roads are set-aside categories that local agencies can select from.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

State Fiscal Year is: July 01, 2021 to June 30, 2022

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$568,468,000	$255,228,908	44.9%
HSIP (23 U.S.C. 148)	$0	$0	0%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$0	$34,976,781	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$155,234,769	0%
State and Local Funds	$60,000,000	$60,000,000	100%
HSIP Local (23 U.S.C. 148)	$52,102,906	$116,233,483	223.08%
Totals	$680,570,906	$621,673,941	91.35%

In April, 2022, California was notified that HRRR Special Rule (23 U.S.C 148(g)(1)) was triggered so $17,563,128 is required to be obligated on high risk rural roads in FFY 23 which will be noted in 2023 Annual Report. Penalty Funds (23 U.S.C. 154) has ended, The Obligated amount reported above was left over amounts that was reported from the Office of Federal Resources.
Other Federal-aid Funds such as (i.e. STBG, NSPP) have no programmed amount. The obligated amount of $155,234,769 shown under other Federal-aid Funds Obligated was reported from the Office of Federal Resources.

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

$52,102,906

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

$116,233,483

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

0%

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

0%

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

$155,234,769

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

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

No impediments to discuss. In previous annual reports, strategies were noted to improve delivery for Local HSIP and continue to be the standard practice to keep the on-time delivery at greater than 90%.

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

In FFY 20/21, Local HSIP utilized the option of transferring federal HSIP funds back to the state HSIP in return for state highway funds on a dollar-for-dollar basis 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. A total of $40 Million was exchanged in FY 20/21 and $60 Million was exchanged in FY 21/22 and will be used to fund preliminary engineering and construction activities - This change will help local agencies deliver their safety projects more efficiently, with less support costs and improved project delivery. Only a portion of the Obligated Amount (OA) was exchanged since there are other projects within the project delivery pipeline that will need the remaining federal funds for construction and closeout.

Local HSIP is moving ahead with requiring local agencies to have an approved Local Road Safety Plan (LRSP) or equivalent to be eligible to receive HSIP grant funds which started this year's call for Cycle 11 projects.

Safety projects 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 is held approximately every other month. The state has established Safe System Approach and a goal of zero fatalities and serious injuries, as well as increasing potential for proactive safety projects.

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
01 HUM 299 PM 30.7/33.4	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	3	Miles	$0	$39764000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	0	55	State Highway Agency	Spot	Roadway Departure	

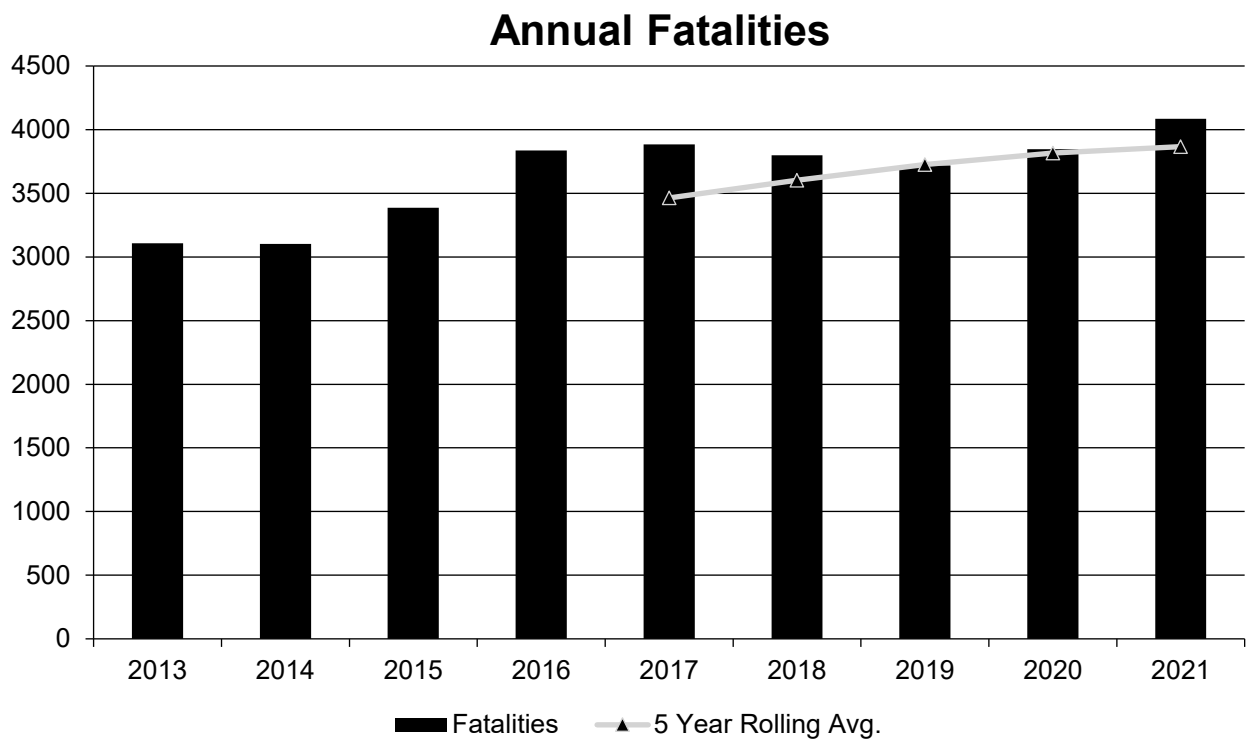
A full listing of State and Local Projects are included as attachments.

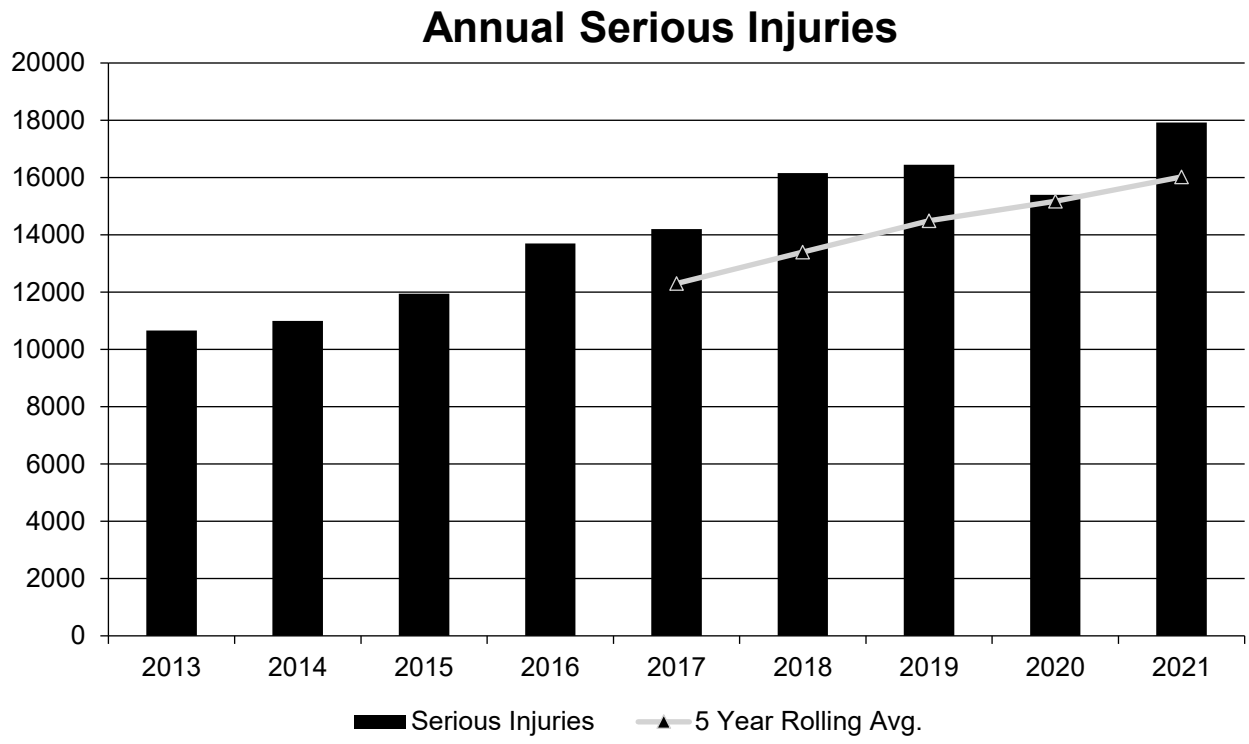
Safety Performance

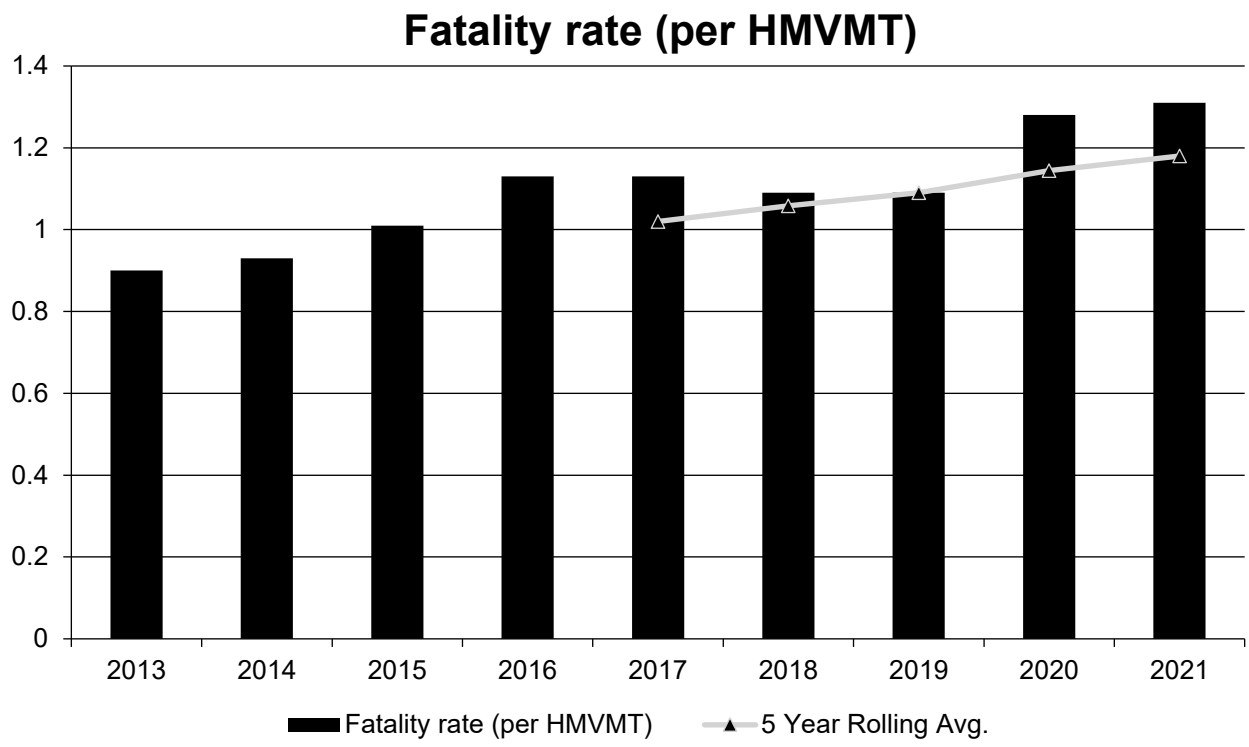
General Highway Safety Trends

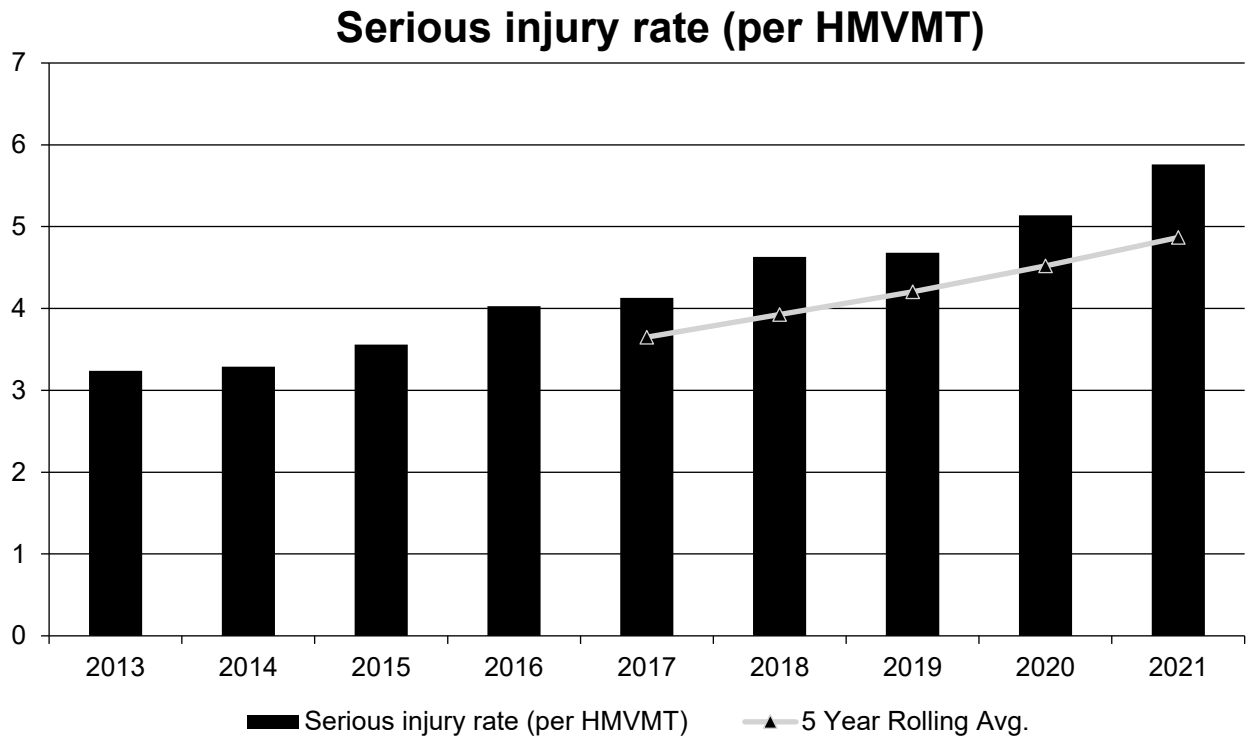
Present data showing the general highway safety trends in the State for the past five years.

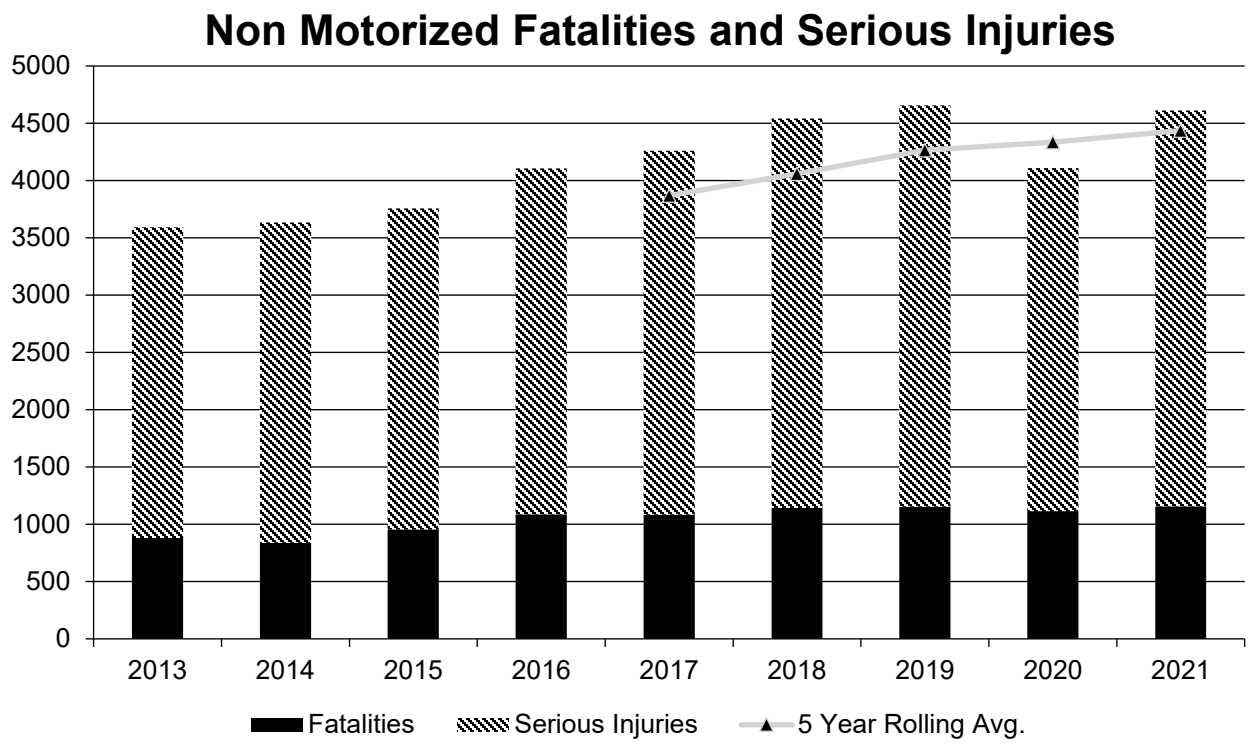
PERFORMANCE MEASURES	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatalities	3,107	3,102	3,387	3,837	3,884	3,798	3,719	3,847	4,084
Serious Injuries	10,664	10,995	11,942	13,701	14,201	16,158	16,443	15,392	17,920
Fatality rate (per HMVMT)	0.900	0.930	1.010	1.130	1.130	1.090	1.090	1.280	1.310
Serious injury rate (per HMVMT)	3.240	3.290	3.560	4.030	4.130	4.630	4.680	5.140	5.760
Number non-motorized fatalities	881	838	955	1,088	1,085	1,143	1,154	1,115	1,157
Number of non-motorized serious injuries	2,710	2,795	2,803	3,017	3,175	3,399	3,503	2,995	3,456


Annual Fatalities
4500
4000
3500
3000
2500
2000
1500
1000
500
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
20000
18000
16000
14000
12000
10000
8000
6000
4000
2000
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
7
6
5
4
3
2
1
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

FARS

The National Highway Traffic Safety Administration's Fatality Analysis Reporting System (FARS) is the fatality data source for years 2013-2020. The California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) is the preliminary fatality data source for 2021. FARS will not report 2021 fatality data until the first quarter of 2023.

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				

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 Minor Arterial				
Rural Minor Collector				
Rural Major Collector				
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

Year 2020

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	1,631.2	5,857.4	0.87	3.13
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				

Data not available through Caltrans or CHP.

Provide additional discussion related to general highway safety trends.

The annual trend in fatalities and serious injuries in 2021 is increasing. With the annual trend moving in the wrong direction, Caltrans continues to shift our safety paradigm by changing the organization, conversation, and the way we work. Safety is a shared responsibility, and we look to reverse the trend and move toward the long-term goal of zero fatalities and serious injuries by 2050.

Caltrans is working to implement the Safe System Approach (SSA) through implementing a new Director's Policy on Road Safety. The SSA to road safety is a fundamental shift in how we define the safety challenges, implement safety interventions, and evaluate progress. These include reframing core principles of our traditional safety approach in several ways. The SSA aims to eliminate fatal and serious injuries for all road users through a holistic view of the roadway system by affirming that fatal and serious injuries on the roadways can be prevented when safety is prioritized across all components of the road system. Caltrans' Division of Safety Programs has undertaken several initiatives to address several components of SSA: safe roads, safe speeds, and safe road use. For example, the ongoing Proactive Safety programs (Pedestrian Safety, Bicyclist Safety, and Wrong Way Driver) have embraced and implemented the principles of SSA.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2023 Targets *

Number of Fatalities:3808.2

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

The FARS data points for calendar years 2017-2020 were used to determine the projected trend and annual count for 2021-2023. The relative percentage change from 2017-2018, 2018-2019, and 2019-2020 were averaged to determine the annual decreasing trend of 0.30% for the number of fatalities. The 2023 target is based on the five-year rolling average of the annual counts. The decrease in the number of fatalities aligns with the goal of the California Strategic Highway Safety Plan (SHSP) to move toward zero fatalities and serious injuries. In December of 2021, the Federal Highway Administration apportioned $262 million dollars to California to fund safety projects that focus on reducing fatalities and serious injuries on California's roads under the Highway Safety Improvement Program. If the Vision Zero by 2050 was used as the projected trend, the 2023 target based on the five-year rolling average of the annual counts would have been 3667.5. NHTSA recommends a trend-based approach, so the target based on past data points has been reported. Caltrans notes that, if the Vision Zero by 2050 was used as the projected trend the 2023 Fatality target based on the five-year rolling average of the annual counts would have been 3667.5

Number of Serious Injuries:15156.2

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

The SWITRS data points for calendar years 2018-2020 were used to determine the projected trend and annual count for 2021-2023. In the middle of 2017, the serious injury definition to include suspected serious injuries was implemented, so 2017 data was not included in determining the projected trend. The relative percentage change from 2018-2019 and 2019-2020 were averaged to determine the annual decreasing trend of 2.40% for the number of serious injuries. The 2023 target is based on the five-year rolling average of the annual counts. The decrease in the number of serious injuries aligns with the goal of the California Strategic Highway Safety Plan (SHSP) to move toward zero fatalities and serious injuries. In December of 2021, the Federal Highway Administration apportioned $262 million dollars to California to fund safety projects that focus on reducing fatalities and serious injuries on California's roads under the Highway Safety Improvement Program. NHTSA recommends a trend-based approach, so the target based on past data points has been reported. Caltrans notes that, If the Vision Zero by 2050 was used as the projected trend, the 2023 target based on the five-year rolling average of the annual counts would have been 14976.6.

Fatality Rate:1.216

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

The FARS data points for calendar years 2017-2019 were used to determine the projected trend and annual count for 2021-2023. The relative percentage change from 2017-2018 and 2018-2019 were averaged to determine the annual decreasing trend of 1.77% for the rate of fatalities while assuming the vehicle-miles-traveled will remain constant. The 2023 target is based on the five-year rolling average of the annual counts. The decrease in the number of fatalities aligns with the goal of the California Strategic Highway Safety Plan (SHSP) to move toward zero fatalities and serious injuries. In December of 2021, the Federal Highway Administration apportioned $262 million dollars to California to fund safety projects that focus on reducing fatalities and serious injuries on California's roads under the Highway Safety Improvement Program.

Serious Injury Rate:4.940

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

The SWITRS data points for calendar years 2018-2020 were used to determine the projected trend and annual count for 2021-2023. In the middle of 2017, the serious injury definition to include suspected serious injuries was implemented, so 2017 data was not included in determining the projected trend. The relative percentage change from 2018-2019 and 2019-2020 were averaged to determine the annual decreasing trend of 2.40% for the number of serious injuries while assuming the vehicle-miles-traveled will remain constant. The 2023 target is based on the five-year rolling average of the annual counts. The decrease in the number of serious injuries aligns with the goal of the California Strategic Highway Safety Plan (SHSP) to move toward zero fatalities and serious injuries. In December of 2021, the Federal Highway Administration apportioned $262 million dollars to California to fund safety projects that focus on reducing fatalities and serious injuries on California's roads under the Highway Safety Improvement Program.

Total Number of Non-Motorized Fatalities and Serious Injuries:4131.7

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

The FARS data points for calendar years 2017-2020 were used to determine the projected trend and annual count for 2021-2023. The relative percentage change from 2017-2018, 2018-2019, and 2019-2020 were averaged to determine the annual decreasing trend of 0.30% for the number of non-motorized fatalities. The SWITRS data points for calendar years 2018-2020 were used to determine the projected trend and annual count for 2021-2023. The relative percentage change from 2018-2019 and 2019-2020 were averaged to determine the annual decreasing trend of 2.40% for the number of non-motorized serious injuries. The 2023 target is based on the five-year rolling average of the annual counts. The decrease in the number of serious injuries aligns with the goal of the California Strategic Highway Safety Plan (SHSP) to move toward zero fatalities and serious injuries. In December of 2021, the Federal Highway Administration apportioned $262 million dollars to California to fund safety projects that focus on reducing fatalities and serious injuries on California's roads under the Highway Safety Improvement Program.

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

Since safety targets are applicable to all public roads in the California, regional and local jurisdictions should be collaboratively involved in the safety target setting process. In line with this, on July 20, 2022, a virtual workshop was held to discuss the 2023 SPMTs with the MPOs and other vested stakeholders. A survey soliciting feedback on future stakeholder coordination was shared with workshop invitees. The survey results will be shared with the new consultant, who will provide a stakeholder engagement plan, to assist with future stakeholder coordination efforts.

Caltrans and the Office of Traffic Safety (OTS) met on April 21, 2022 and May 19, 2022 to discuss target setting methodology options and then to agree on which methodology to use for target setting. The three core

safety performance targets (C1 – C3) that Caltrans and OTS must agree upon are included in the HSIP and HSP respectively.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2021 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	3624.8	3866.4
Number of Serious Injuries	15419.4	16022.8
Fatality Rate	1.044	1.180
Serious Injury Rate	4.423	4.868
Non-Motorized Fatalities and Serious Injuries	4340.8	4436.4

The 2021 targets were determined with a trend line approach, which extrapolated the existing changes in fatalities and serious injuries into the future. The data-driven process estimated the impact of external factors and safety improvements based on crash history. These annual targets are progress indicators for reaching our long-term goal of zero fatalities and serious injuries by 2050. Based on the data available at the time of reporting, Caltrans will not meet any of the targets set for 2021. Caltrans is committed to safety and an aggressive implementation effort is needed to improve performance, so we can meet our long-term goal.

Applicability of Special Rules

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

No

The HRRR special rule does not apply to the State, however, California was notified in April the HRRR rule was triggered so California will be required to obligate $17, 563,128 in FY 2023 on high risk rural roads which will be highlighted in next year's annual report.

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	2014	2015	2016	2017	2018	2019	2020
Number of Older Driver and Pedestrian Fatalities	416	434	540	487	517	522	454
Number of Older Driver and Pedestrian Serious Injuries	695	799	927	1,011	1,179	1,319	1,042

The 2020-2024 California SHSP has challenge areas to focus on reducing fatalities and serious injuries in aging drivers and pedestrians.

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

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

There are three levels of evaluation to determine the effectiveness of overall HSIP Program: (1) Evaluation of Approved Countermeasures, (2) Evaluation of Approved Projects, and (3) Evaluation of various Safety and Monitoring Programs within the HSIP Program. California State DOT, normally, performs at least one level of evaluations annually by comparing fatal and serious injury collision data for 3-year before and 3-year after study.

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

- HSIP Obligations
- Increased awareness of safety and data-driven process
- Increased focus on local road safety
- More systemic programs
- Other-SHSP Crash Data Dashboard

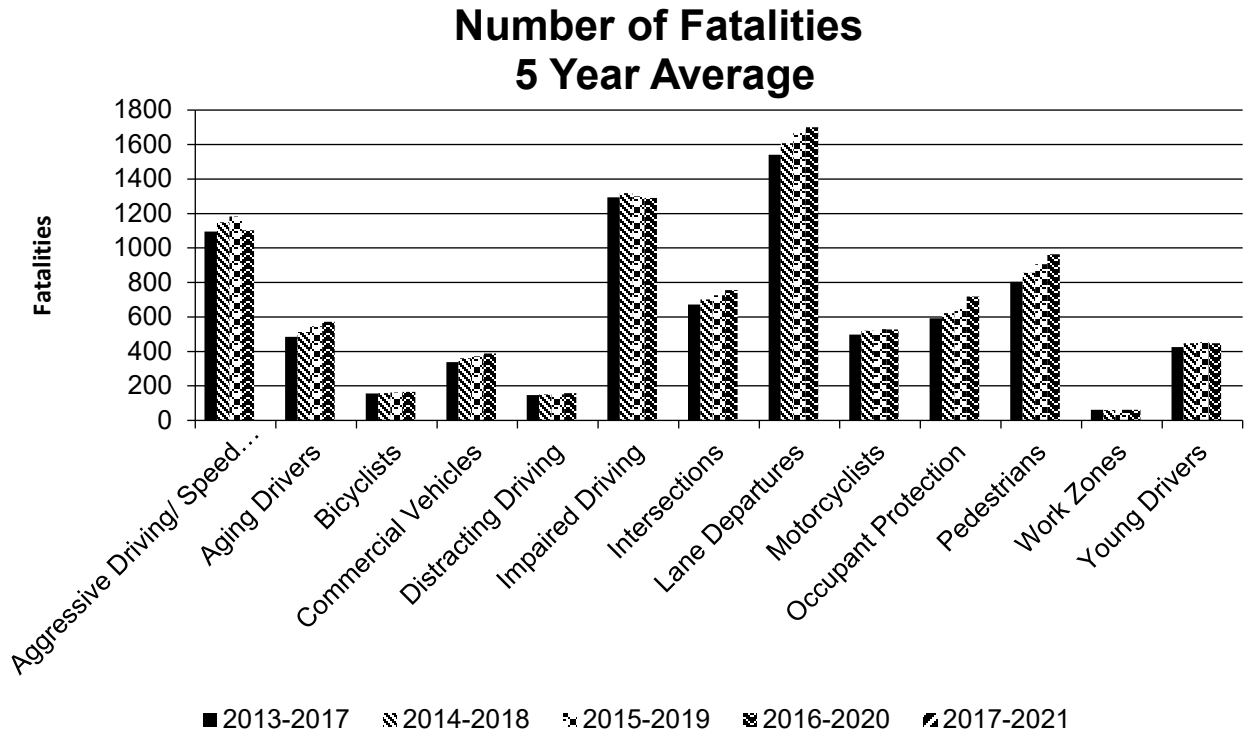
Effectiveness of Groupings or Similar Types of Improvements

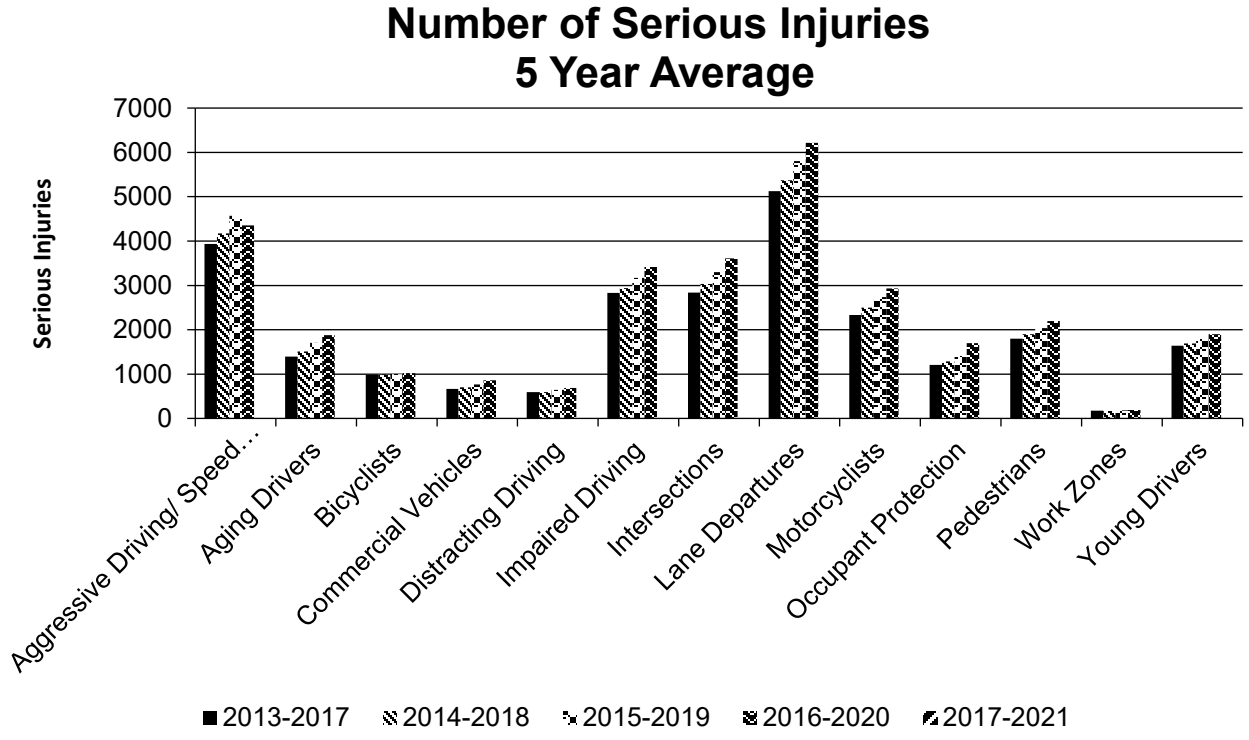
Present and describe trends in SHSP emphasis area performance measures.

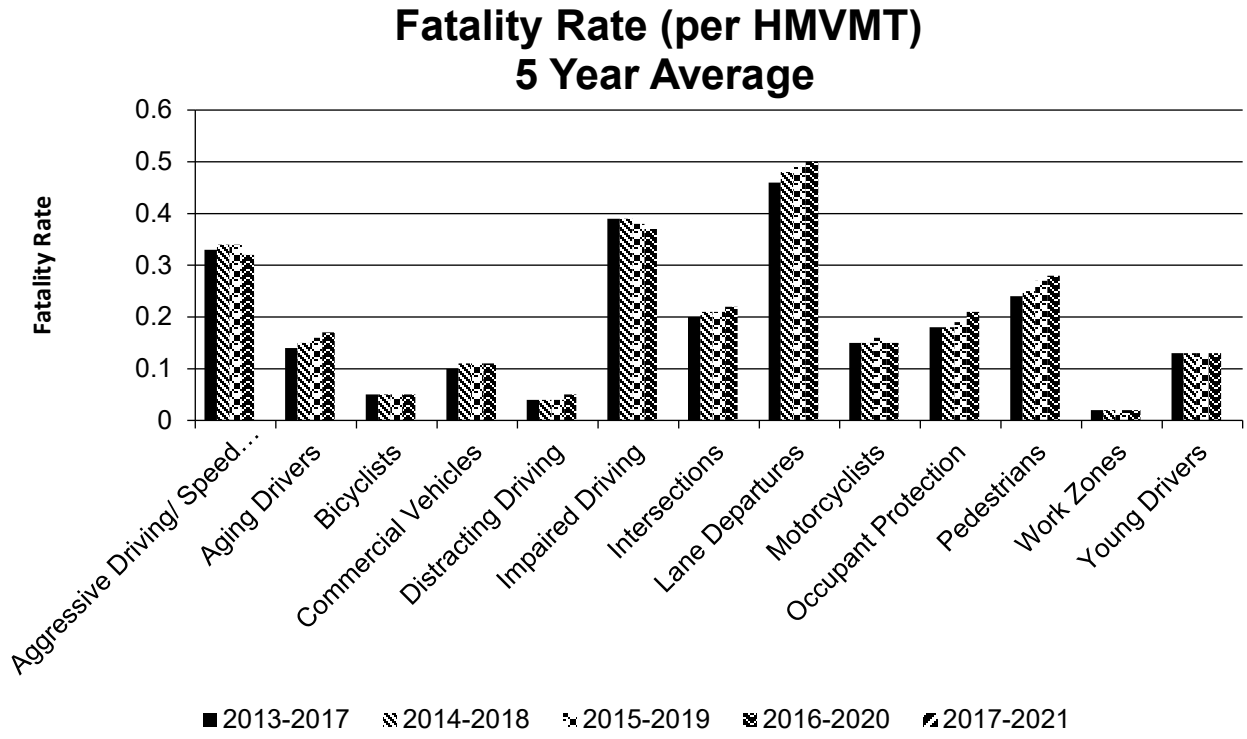
Year 2020

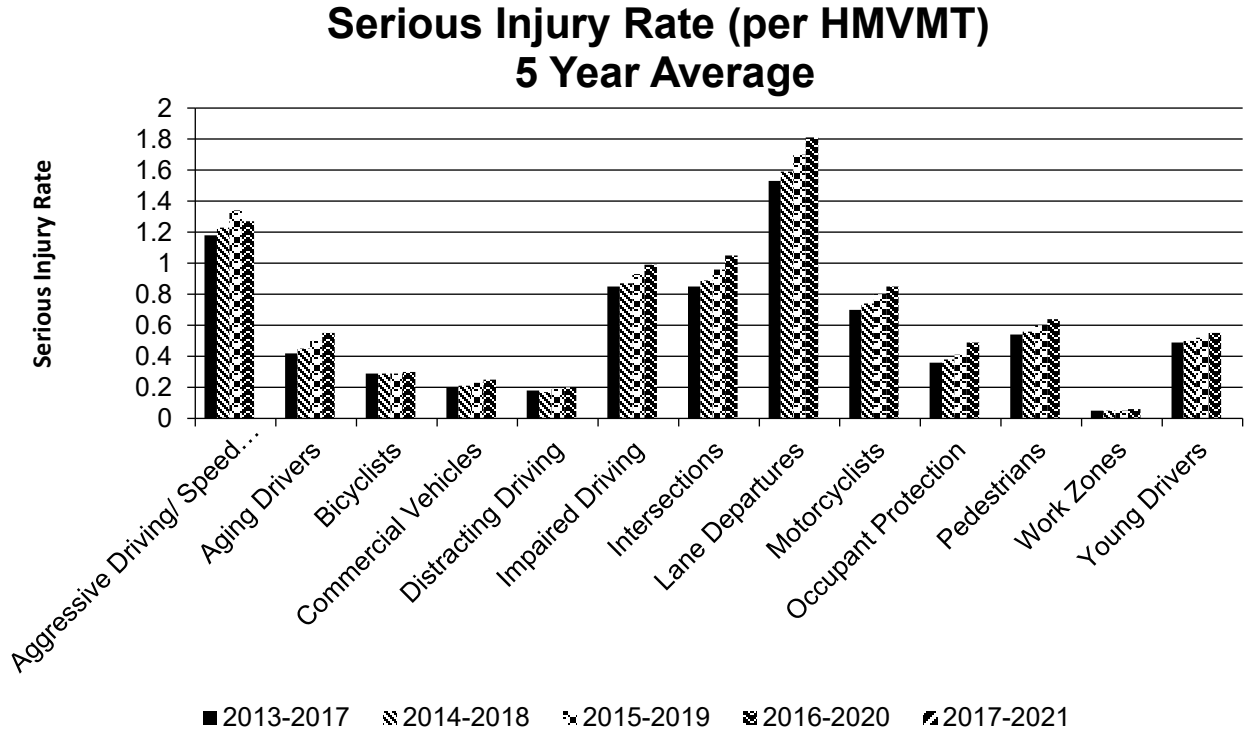
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Aggressive Driving/ Speed Management	All	1,102.2	4,353.8	0.32	1.27
Aging Drivers	All	571.6	1,879.4	0.17	0.55
Bicyclists	All	165.2	1,017.6	0.05	0.3
Commercial Vehicles	All	387.8	859.8	0.11	0.25
Distracting Driving	All	157.6	690.6	0.05	0.2
Impaired Driving	All	1,289.8	3,417	0.37	0.99
Intersections	All	755	3,608.6	0.22	1.05

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 Departures	All	1,699.8	6,218.6	0.5	1.81
Motorcyclists	All	526.8	2,933.4	0.15	0.85
Occupant Protection	All	719	1,694.2	0.21	0.49
Pedestrians	All	963.2	2,194.4	0.28	0.64
Work Zones	All	62	192.4	0.02	0.06
Young Drivers	All	448	1,901	0.13	0.55


Number of Fatalities
5 Year Average
Fatalities
1800
1600
1400
1200
1000
800
600
400
200
0
Aggressive Driving/ Speed…
Aging Drivers
Bicyclists
Commercial Vehicles
Distracting Driving
Impaired Driving
Intersections
Lane Departures
Motorcyclists
Occupant Protection
Pedestrians
Work Zones
Young Drivers
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021


Number of Serious Injuries
5 Year Average
Serious Injuries
7000
6000
5000
4000
3000
2000
1000
0
Aggressive Driving/ Speed…
Aging Drivers
Bicyclists
Commercial Vehicles
Distracting Driving
Impaired Driving
Intersections
Lane Departures
Motorcyclists
Occupant Protection
Pedestrians
Work Zones
Young Drivers
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021





The 2021 numbers for the SHSP emphasis areas are not available at this time, the fatalities and serious injury numbers are expected to be available for the 2023 Annual Report.

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)
Please see the attached before/after list of projects for both the SHS and Local Programs														

A full listing of Local and State previously implemented projects are attached.

Compliance Assessment

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

03/15/2021

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

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		
	Median Type (54) [55]	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
	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 Beginning of Ramp Terminal (197) [187]										

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
	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]

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.

California has contracted out with UCB Safe Transportation Research and Education Center (TREC) to continue to make progress on completing MIRE fundamental data elements on all public roads by September 30, 2026

Optional Attachments

Program Structure:

HSIP-2017-Final.pdf
Project Implementation:

#29 2122 FY SHOPP Progrmmed Projects.pdf
Local HSIP Programmed Projects FY 21-22.xlsx
Safety Performance:

Evaluation:

Local HSIP Authorized Projects FY 21-22.xlsx
Local Roads HSIP_BCR_2022.xlsx
#46 Final 2022 HSIP 2018 before after.pdf
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.