

California Highway Safety Improvement Program

2017



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BACKGROUND

INTRODUCTION AND PURPOSE

The Highway Safety Improvement Program (HSIP) is a core federal-aid program under the Fixing America's Surface Transportation (FAST) Act that went into effect in December 2015. The purpose of the HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state owned roads and roads on tribal land. The HSIP also requires a data-driven and strategic approach to improving highway safety on all public roads that focuses on performance.

The FAST Act, which replaced the Moving Ahead for Progress in the 21st Century Act (MAP-21), largely maintained the program structure of the HSIP with slight increases in funding and a change that disallows HSIP funds to be transferred to and used for educational and enforcement type activities. The HSIP funds are primarily intended for infrastructure improvement projects. Non-infrastructure projects (i.e. those that do not result in construction) are generally not eligible for HSIP funds; however, road safety audits, improvements in the collection and analysis of data, and transportation safety planning activities are eligible. Other non-infrastructure highway safety improvements such as education and enforcement programs are administered by the Office of Traffic Safety, and are typically funded with separate funding from the National Highway Traffic Safety Administration (NHTSA).

The Federal Highway Administration (FHWA) published the HSIP Final Rules (effective date April 14, 2016) which prescribes the requirements for the development, implementation and evaluation of a HSIP in each State. The purpose of this document is to provide an overview of the management system used to identify, evaluate, prioritize, select and manage safety improvement projects in California and describe how the various HSIP-related components work together. Specific requirements for each program component are defined elsewhere and referenced herein, as appropriate.

More general HSIP information can be found at: <http://safety.fhwa.dot.gov/hsip/>

HSIP STRUCTURE

The HSIP, as defined in 23 CFR Part 924, consists of three primary components:

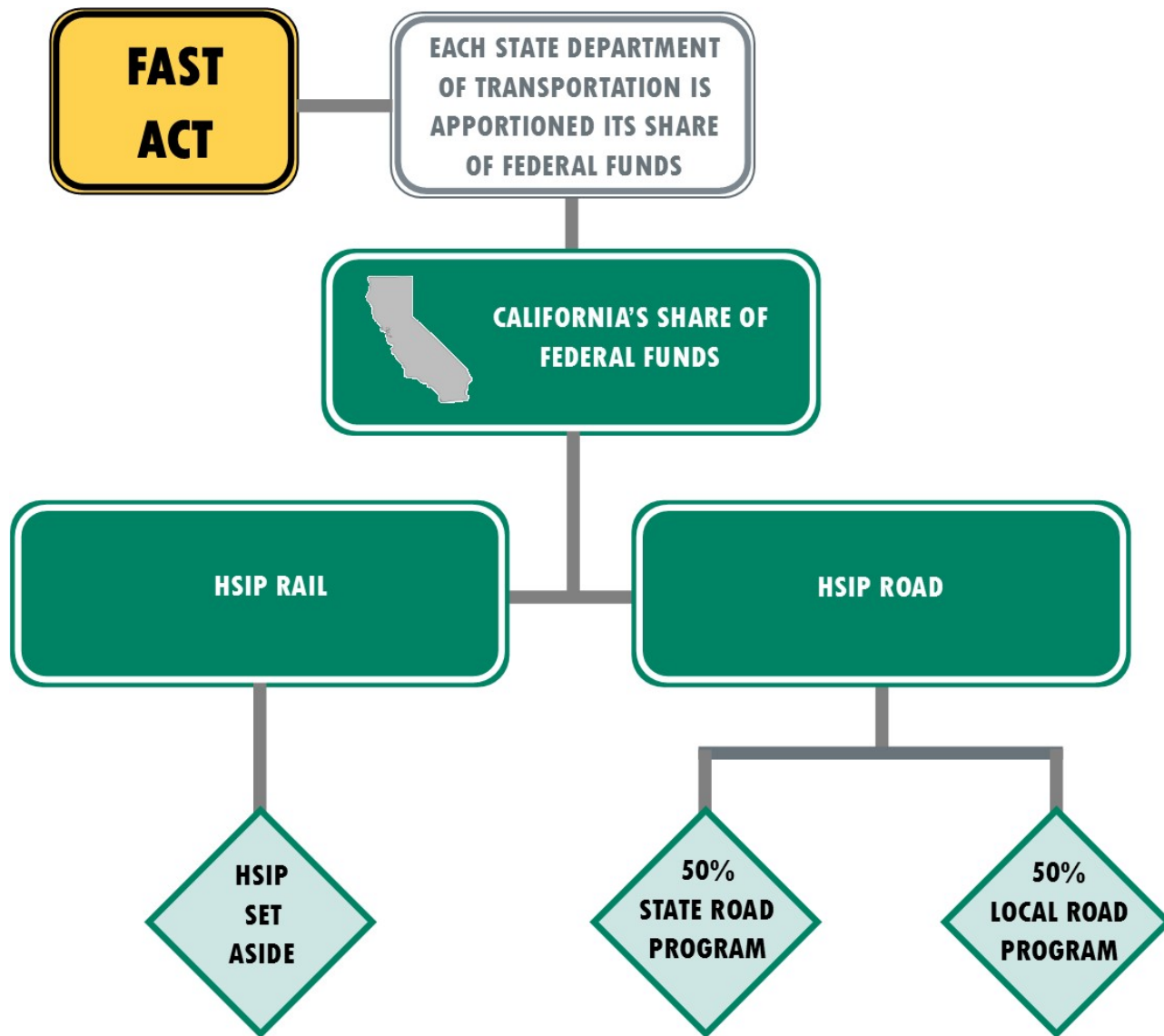
- Strategic Highway Safety Plan (SHSP) - development is led by Caltrans in concert with other federal/state/local and private safety partners; the SHSP is a major component and requirement of the Highway Safety Improvement Program (23 U.S.C. § 148). It is a statewide-coordinated safety plan that provides a comprehensive framework for reducing fatalities and serious injuries on all public roads. The SHSP identifies California's key safety needs and guides investment decisions towards strategies and countermeasures with the most potential to save lives and prevent injuries.
- Program of Highway Safety Improvement Projects
 - State Highway System – HSIP funds are allocated to, and administered by Caltrans Division of Transportation Programming. Caltrans Division of Traffic Operations is the program manager for safety projects on the State Highway System (SHS) which account for 15,100 centerline miles.

- Non State Highway – administered by Caltrans Division of Local Assistance for local roadways which account for 159,630 centerline miles.
- Railroad-Highway Grade Crossing Program (RHGCP) – jointly administered by the California Public Utilities Commission (CPUC) and Caltrans Division of Rail and Mass Transportation, it generates a program of highway safety improvement projects at railroad-highway grade crossings, which are funded via a set-aside from the HSIP apportionment.



DISTRIBUTION OF FEDERAL HSIP FUNDING

Federal HSIP funds are apportioned by formula to the State of California and split 50/50 between State and Local Road Programs.



Typically, project costs are supported by federal funds (in the amount of 90% of the project costs) and non-federal funds (in the amount of 10% of the project costs). Additional state funding sources are provided beyond the federal funds for safety-related projects and programs. In addition, the Section 130 RHGCP is funded at 100% as well as obligating up to 10% of Caltrans' total federal-aid apportionments under 23 U.S.C.104 for any fiscal year at the 100% Federal share for the purposes specified under Section 120(c)(1).

STRATEGIC HIGHWAY SAFETY PLAN (SHSP)

The California SHSP is a statewide, coordinated safety plan that provides a comprehensive framework for reducing fatalities and severe injuries on all public roads by providing strategic direction for State plans, such as the HSIP, the Highway Safety Plan (HSP) and the Commercial Vehicle Safety Plan (CVSP). As a result, State, local and tribal entities should coordinate their safety planning efforts with the SHSP and incorporate the goals, emphasis areas and strategies of the SHSP into their plans, as appropriate.

The SHSP is:

- Data-driven, i.e., the use of crash and other data analyses on all public roads to identify safety issues
- Coordinated by the State Department of Transportation (DOT) in collaboration with a broad range of stakeholders, including Metropolitan Planning Organizations (MPOs), major transportation modes, state and local law enforcement, Department of Motor Vehicles, emergency response personnel, public health agencies and others
- Multidisciplinary addressing the 4Es of Safety – engineering, enforcement, education and emergency medical services (EMS)
- Performance-based with the adoption of strategic and performance goals which focus resources on the areas of greatest need



UPDATE

California developed its first SHSP in 2005 and amended it in 2010. In September 2015, California updated the SHSP to create new actions that, when implemented, will help in reducing traffic-related fatalities and serious injuries. The 2015 SHSP Update is guided by federal guidelines that capitalize on successes achieved to date and continue to create even greater improvements; a regular update of the plan is required at least every five years. The SHSP document remains static throughout the life of the five-year plan to enable evaluation of progress and performance.

The U.S. Department of Transportation (USDOT) has adopted its “Toward Zero Deaths” (TZD) target goal, making the elimination of fatalities a national highway safety priority. The State of California has adopted this goal as an important component of its safety programs. The State of California’s TZD goal is to reduce the number and rate of fatalities by 3% per year and reduce the number and rate of serious injuries by 1.5% per year in the current SHSP. This reduction will be achieved by strategic planning, cooperation between multiple agencies and disciplines, continuous improvement of data collection and analysis, and evaluation methods leading to safety programs and projects using proven low-cost systemic countermeasures.

IMPLEMENTATION

The SHSP Implementation Plan is a companion document to the updated SHSP and was approved by the SHSP Executive Leadership on February 12, 2016. The Implementation Plan is a living document, and periodic updates are expected as actions are added, completed, or when actions are removed if found unworkable or ineffective.

EVALUATION

Each SHSP five year cycle also includes an evaluation of the overall program and five year effort to determine whether the SHSP’s measurable objectives were met as well as include information on the output and outcome measures identified for each action.

CHALLENGE AREAS

In order to focus efforts, the SHSP identified 15 challenge areas through a data evaluation process that identified the most prevalent fatality and injury crash types to create a framework to address roadway safety. These statewide challenge areas are as follows:

- Roadway Departure and Head-On Collisions
- Intersections, Interchanges, and Other Roadway Access
- Work Zones
- Alcohol and Drug Impairment
- Occupant Protection
- Speeding and Aggressive Driving
- Distracted Driving
- Driver Licensing and Competency
- Pedestrians
- Bicycling
- Young Drivers
- Aging Road Users

- Motorcycles
- Commercial Vehicles
- Emergency Medical Services

RELATIONSHIP BETWEEN THE SHSP AND PROGRAMS OF STATE AND LOCAL HIGHWAY SAFETY IMPROVEMENT PROJECTS

The SHSP is the umbrella planning document for the Programs of State and Local Highway Safety Improvement Projects and other statewide plans and is the direct linkage between the data-driven priorities established in the California's SHSP and the identification, development and implementation of HSIP projects. The selection and implementation of HSIP projects is meant to further the goals and measurable objectives identified in the SHSP.

FOR MORE INFORMATION

Please contact: SHSP@dot.ca.gov

Or visit: <http://www.dot.ca.gov/trafficops/shsp/>



PROGRAM OF STATE HIGHWAY SAFETY IMPROVEMENT PROJECTS

As owner and operator of California's State Highway System (SHS) which totals 15,100 centerline miles, Caltrans strives to reduce collisions while providing a safe, sustainable, integrated and efficient transportation system. To accomplish this goal, high collision concentration locations are systematically investigated to determine if measures can be taken to improve safety.

The Program of State Highway Safety Improvement Projects is a system that ensures that the limited funds available for upgrading existing roadways on the SHS will be spent at locations where the expenditure will result in the greatest benefit to the highway user. To be eligible for HSIP funds, all highway safety improvement projects must:

1. Address a SHSP priority
2. Be identified through a data-driven process, and
3. Contribute to a reduction in fatalities and serious injuries

HSIP funded projects are typically stand-alone safety projects that utilize low-cost proven safety countermeasures at high concentration collision areas or locations with potential for safety improvement. All efforts are made to expedite the programming and delivery of safety improvement projects. All Divisions within Caltrans diligently work together to expeditiously deliver these projects. While developing the Project Initiation Document (PID) for a Safety Improvement project, every effort is made to focus the project on the safety need and not allow scope creep. A random sample of safety projects showed that 90% of capital funds are directly related to the safety improvement.



The focus is on collision patterns that address targeted collisions, and is not intended to bring all roadway features up to current Highway Design Manual (HDM) standards. Therefore, there is a need to validate that proposals of high cost safety projects are cost effective and address the traffic safety need.

There may be times when safety improvements made in conjunction with larger road projects would utilize HSIP funds while the rest of the project uses other funds. However, this should only occur if it can be shown that the project was identified through the safety management process described herein and can be constructed as a stand-alone project, should the funding for the other larger road projects disappear and the safety piece not be delayed.

Recommended safety improvements can range from maintenance work orders or sign installation orders to major improvements to the roadway, including spot improvements such as shoulder widening and intersection redesign, to corridor systemic improvements such as rumble strips.

Proven low-cost safety countermeasures that have been included as components of projects for many years should be included in the standard Federal-aid project and funded with the funds that are used for the project. The goal is for proven low-cost safety countermeasures to become standard procedures and included in the standard development process.

COLLISION REDUCTION PROGRAM

Safety Improvement projects are the Department's highest priority; all efforts are made to expedite programming and delivery. When a safety project has been recommended, the project is evaluated for eligibility in the State Highway Operation and Protection Program (SHOPP). The SHOPP is a multi-year program of transportation projects on the State Highway System. The main objective of SHOPP is to preserve and protect the highway system without adding capacity.

The Collision Reduction Category is one of eight categories that make up the SHOPP. The goal of the Collision Reduction Category is to reduce the number or severity of collisions; within this category are two programs:

- 201.010 Safety Improvements: reactive approach based on analysis of collision history
- 201.015 Collision Severity Reduction: proactive approach targeted to reduce the potential for traffic collisions based on past performance of roadway characteristics

201.010 SAFETY IMPROVEMENTS

The Safety Improvement Program includes two types of projects: 1) Safety Improvement projects and 2) Warrant for Study projects.

Safety Improvement projects are based on collision history in which the improvement will reduce the number or severity of collisions. A Traffic Safety Index (SI) number greater than 200 at the time of a funds request must be obtained to have the project funded in the 201.010 Program; a SI of 200 means the benefit (dollar value of total accident savings to motorists over the project life) is at least twice the cost of constructing the project. Projects are evaluated by Headquarters Traffic Operations at the various stages of project delivery to ensure funding eligibility at funds request. Safety Improvement projects that do not have a Traffic Safety Index number of 200 or greater do not qualify for SHOPP 201.010 Program funding. However, projects such as shoulder/centerline rumble strips or left-turn channelization may be eligible under the SHOPP 201.015 Program.

A Warrant for Study project is based on pre-established criteria, which identifies locations where an engineering analysis is to be performed. Additionally, Headquarters analyzes collision data to develop monitoring reports. These reports, consisting of identified locations to be investigated by the Districts, are distributed each year. The Districts are required to submit to Headquarters conceptual approval requests for any proposed projects. Headquarters responds to the District with approval to proceed with the recommended improvements. These projects are expedited and delivered as soon as practicable.

Any project that results from the following programs will be included in the SHOPP 201.010 Program – Safety Improvements. Monitoring programs include:

- Multilane Cross Median Collision (Freeways, Expressways and Conventional Highways)
- Two- and Three-Lane Cross-Centerline Collision (Expressways and Conventional Highways)
- Wrong-Way Collision (Freeways and Expressways)
- Pedestrian Safety Improvement (Conventional Highways)

201.015 COLLISION SEVERITY REDUCTION

The purpose of this program is to decrease the potential of collisions and/or reduce the severity of collisions. However, these projects may not be identified because of collision history, but on the basis of minimizing future collisions and their severity with other roadside objects. A component of the HSIP is designated for those types of improvements in which collision history is not a required criteria; approximately 1/3 of the funding for safety projects is applied towards the Collision Severity Reduction Program. These types of improvements are proactive, targeted to reduce the potential for traffic collisions or reduce the severity of traffic collisions. The project must be consistent with the SHSP. The criteria used are engineering judgment in conjunction with the following list of Collision Severity Reduction Improvements (in priority order):

1. Run Off Road Program
2. Shoulder / Centerline Rumble Strips
3. Left-turn Channelization
4. Crosswalk Safety Enhancements
5. School Zone Signals
6. New / Upgrade Guardrail
7. New / Upgrade Crash Cushions
8. Upgrade guardrail transitions and end treatments
9. Rock Fall Mitigation
10. Glare Screen
11. Overcrossing Pedestrian Fencing
12. Other Considerations

FOR MORE INFORMATION

Please contact the Highway Safety Improvement Program Manager:

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Or visit: <http://www.dot.ca.gov/trafficops/>



PROGRAM OF LOCAL HIGHWAY SAFETY IMPROVEMENT PROJECTS

California's local roads are managed by more than 600 local agencies, including cities, counties and tribal governments. Caltrans strives to help local agencies proactively identify high risk roadway features, roadway network locations/corridors with the highest safety needs and encourage local agencies to select cost-effective low-cost improvements wherever appropriate. The Division of Local Assistance (DLA) is responsible for administering California's federal safety funding intended for local roadway safety improvements and manages California's local agency share of HSIP funds. Caltrans' administration of the local HSIP encompasses many responsibilities including:

- Establishing program guidance
- Reviewing applications for improvements on local roadways
- Ranking applications/projects on a statewide basis
- Selecting projects for funding with the greatest potential for reducing fatalities and injuries based on a benefit/cost analysis
- Programming selected projects in the Federal Statewide Transportation Improvement Program (FSTIP)
- Assisting with programming and delivery issues throughout the delivery of the local agency projects
- Training on new or improved processes and programs

California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means. To assist Caltrans with strategic planning and direction for the Local HSIP, in 2014, a Local HSIP Advisory Committee was formed with the purpose to provide high-level balanced strategic guidance to California's Local HSIP and other safety programs and efforts regarding safety on California local roadways. Along with Caltrans, representatives include members from Counties, Cities, RTPA's and MPOs, and FHWA.

ISSUE IDENTIFICATION

Safety issues are identified on local roadways through a wide range of approaches. Many agencies, often larger ones, utilize a proactive approach to analyze their roadway network and identify safety issues. At the same time many agencies, often the smaller ones, lack the resources and identify their safety issues in reaction to tragic events. To help local agencies in analyzing their roadway network, funds from the Highway Safety Improvement Program (HSIP) are set aside and exchanged for state funds to implement a new safety analysis program, the Systemic Safety Analysis Report Program (SSARP). The intent of the SSARP is to assist local agencies in performing collision analysis, identifying safety issues on their roadway network, and developing a list of systemic low-cost proven safety countermeasures that can be used to prepare future HSIP and other safety program applications.

When an agency proactively identifies their safety issues throughout their roadway network, it is likely they will find high crash concentrations at intersections, roadway segments and corridors. Typical approaches include:

- Systemic Approach
- Spot Location Approach
- Comprehensive Approach incorporating human behavior issues (Note: funds from Office of Traffic Safety are available for this approach)

HSIP FUNDING

The maximum federal HSIP reimbursement amount for a single HSIP project is typically \$10 million, including support costs. However, the application process is competitive and only the highest Benefit / Cost projects are selected. Because of this, in Cycle 7, Local HSIP project costs averaged \$1 million. Generally, the maximum federal reimbursement ratio for an HSIP project is 90%, however there are a number of low-cost proven safety countermeasures that fall under 23 USC Section 120 (c)(1) which qualifies them for 100% federal eligibility. Thirty-eight of the 76 countermeasures listed fall under this category. Project costs eligible for federal HSIP include:

- Preliminary Engineering
- Right of Way Capital and Support
- Construction Engineering and Support

CALLS FOR PROJECTS AND AGENCY APPLICATION

Normally HSIP calls for projects are made at an interval of one to two years. The timing and size of the call is determined by the program apportionments, HSIP FTIP capacity and the delivery of the existing HSIP projects. Specifics such as the due date, the call size, the maximum federal funds an agency can receive, funding set-asides, the minimum Benefit/Cost Ratio (BCR) of an application to submit, etc. will be defined in the announcement of an HSIP call for projects and shared with local agencies via a state-wide webinar.

PROJECT SELECTION CRITERIA

Generally, the proposed projects are evaluated based on the BCR. Other project selection criteria may be established for each cycle such as:

- Funding set-asides
- HR3 eligible projects
- Maximum federal HSIP funding per agency per cycle

The projects must also address a SHSP priority.

WORKING WITH METROPOLITAN PLANNING ORGANIZATIONS (MPOs)

Caltrans HQ-Division of Transportation Programming sends the list of approved projects to the MPOs. The MPOs amend the Federal Transportation Improvement Program (FTIP) to include their projects. Caltrans, acting as the MPO for the rural RTPAs, will amend the Federal Statewide Transportation Improvement Program (FSTIP) accordingly.

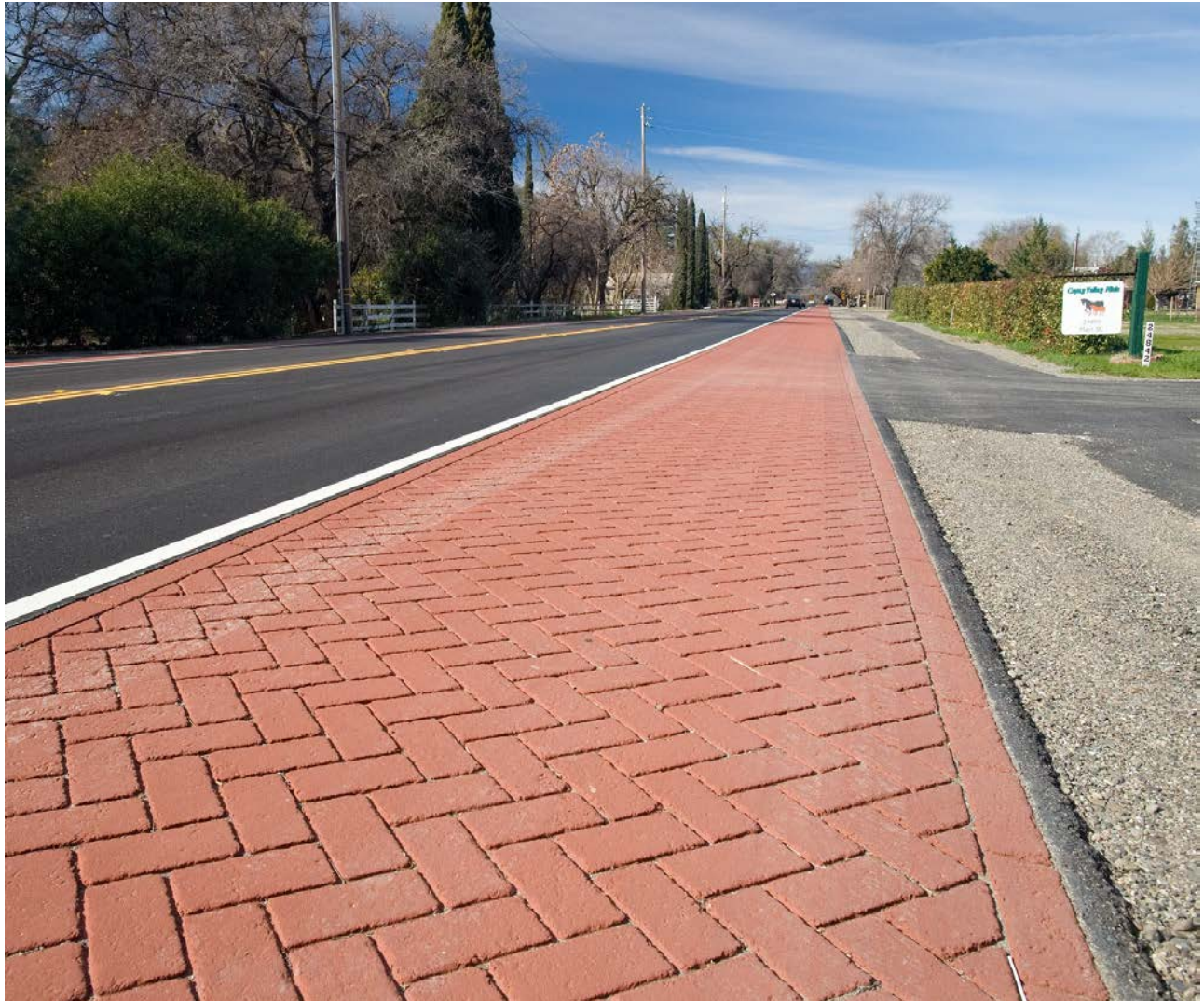
FOR MORE INFORMATION

Please contact the Division of Local Assistance:

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Or visit: <http://dot.ca.gov/hq/LocalPrograms/hsip.html>



RAILROAD-HIGHWAY GRADE CROSSING PROGRAM (RHGCP)

The purpose of the Railroad-Highway Grade Crossing Program is to reduce the number and severity of highway collisions by eliminating hazards to vehicles and pedestrians at existing railroad crossings. The program is authorized by Title 23, United States Code, Section 130 (23 U.S.C. 130), and addresses the development of railroad-highway grade crossing improvement projects.

PROGRAM ADMINISTRATION

This program is jointly administered as a partnership between Caltrans and the California Public Utilities Commission.

- The California Public Utilities Commission under the Rail Crossings and Engineering Branch is responsible for identifying crossings for improvement based upon a data driven methodology, developing projects including such items as diagnostic meetings, the scope of work, preliminary plan drawings, and project cost estimates, and updates and maintains the Section 130 Priority List. After a project is funded they also process the GO 88B request for modification of the crossing and provide general support for project implementation as needed.
- Caltrans formed the Railroad Crossing Safety Branch, within the Division of Rail and Mass Transportation to implement tasks related to the Section 130 program. Staff attends the diagnostic meetings as part of the project development, and once a project is submitted by the California Public Utilities Commission, is responsible for programming, environmental review, funding, and contracting of the projects. Additional ongoing oversight of the Section 130 projects, once funded ensures that projects are completed on time and within scope and budget.



PROJECT SELECTION

New projects are identified and developed annually. A number of factors are used to identify and evaluate crossing locations based on a set methodology. These include such items as the train and vehicle count, crossing geometrics (skew angle, approach grade, number of lanes, etc.), incident history, school and transit bus usage, hazmat vehicle usage, and near-miss data. Diagnostic team meetings are then conducted at the top ranked crossing locations. Based on the results of the field diagnostic meetings, a final ranking analysis is completed including but not limited to a cost-benefit analysis and the potential for reduction in incidents and injuries. Projects are then selected based upon the amount of available funding for the next available funding year.

SCOPE ELIGIBILITY

The diagnostic team evaluates the crossing as a whole, considering both the known causes of recent incidents and other identified hazards in developing the scope of work. Eligible scope items include, but are not limited to:

- Grade crossing elimination
- Active railroad warning devices, such as:
 - Flashing lights and gates
 - Track circuitry
 - Interconnection and preemption
- Road approach improvements, such as:
 - Median channelization
 - Active warning signs
 - Illumination
 - Traffic signals / Pre-signals
 - Paving
 - Sloped reductions for humped crossings
- Signage and pavement marking improvements
- Pedestrian and bicycle treatments

FOR MORE INFORMATION

Please contact:

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Or visit: <http://www.cpuc.ca.gov/crossings>

Carlos Ruiz, Caltrans Division of Rail and Mass Transportation

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Or visit: http://www.dot.ca.gov/hq/rail/guide_sect_130.htm

SAFETY DATA

State safety data systems should be sufficient to guide the HSIP, Section 130 and SHSP processes, including analyses and evaluations identified in 23 U.S.C. 148 and 23 CFR Part 924. The term “safety data” includes crash (collisions, vehicles and injuries), roadway (segments, intersections and ramps), and traffic data on a public road. The model elements that should be included in these datasets are presented in the Model Minimum Uniform Crash Criteria (MMUCC) and the MIRE data dictionaries, published by NHTSA and FHWA respectively.

TYPES OF DATA

Safety data means crash, roadway and traffic data on a public road. A State’s crash, roadway and traffic data must be able to be linked or combined by virtue of having common data elements. These data should also be able to be linked to a State’s other core safety databases including licensing, vehicle, citation, adjudication, and emergency medical services or injury surveillance system.

GEOLOCATION OF SAFETY DATA

Under CFR 23, Part 460.3, Caltrans annually submits the certification of public road mileage in California to FHWA. In 2014, the reporting requirement was expanded to include an All Roads Network of Linear Referenced Data that HPMS data attributes would be linked geospatially to such network.

To implement the new data reporting model, Caltrans has developed a Statewide All Roads Linear Referencing System (LRS) for all public roads.

COLLISION REPORTING SYSTEM

California’s collision reporting system is based on collision reports provided by the California Highway Patrol (CHP) and local law enforcement agencies. Title 23 U.S.C. 402, enacted in 1966, required the State of California to have a data collection system as part of the process to reduce the number and/or severity of collisions on roads in the State of California. In response to this requirement, the Traffic Collision Report (TCR) was developed and is used by police agencies to collect and compile the collision data. In conjunction with the TCR, the CHP developed the Statewide Integrated Traffic Records System (SWITRS) which consists of the data collected and compiled from the TCRs. Simultaneous to CHP’s efforts, Caltrans developed the Traffic Accident and Surveillance Analysis System-Transportation System Network (TASAS-TSN) used to analyze collision, traffic and highway data associated with the state highway system.

MODEL INVENTORY OF ROADWAY ELEMENTS (MIRE)

The FHWA developed the MIRE, a recommended listing of roadway and traffic elements critical to safety management, as a guide to help transportation agencies improve their roadway and traffic data inventories. FHWA established a subset of the MIRE as part of the HSIP Final Rule changes to 23 CFR 924.17. This subset is referred to as the fundamental data elements (FDEs).

Currently, Caltrans maintains the MIRE FDEs for the SHS; however, each local agency maintains their own roadway data. California will incorporate specific quantifiable and measureable anticipated improvements for collection of MIRE FDEs on all public roads into the State Traffic Records Strategic Plan. California's goal is to have access to the FDEs on all public roads by September 30, 2026.

FOR MORE INFORMATION

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FEDERAL REPORTING REQUIREMENTS

ANNUAL EVALUATION REPORT

Pursuant to 23 CFR 924.15, Caltrans is required to submit an annual HSIP report to the FHWA Division Administrator by August 31st of each year via the On-line Reporting Tool (ORT). This report describes the progress made to implement safety projects, assessment of the effectiveness of those projects, and description of the extent to which the improvements have contributed to reducing fatalities and serious injuries. Caltrans Office of Performance is responsible for generating this report and submitting it to FHWA via the online reporting tool.

The annual HSIP report covers all public roads and includes local agency targets. In the annual HSIP report, Caltrans is required to show they have met or made significant progress in meeting their annual performance targets. The Safety Performance Management Measures (Safety PM) Final Rule establishes five performance measures that States and MPOs must set targets based on a 5-year rolling average:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle-miles traveled (VMT)
3. Number of serious injuries
4. Rate of serious injuries per 100 million VMT
5. Number of non-motorized fatalities and non-motorized serious injuries

Currently, States use different definitions and coding conventions to report serious injuries in their motor vehicle crash databases. However, by April 14, 2019, all States will be required to use the definition for “Suspected Serious Injury (A)” verbatim from the Model Minimum Uniform Crash Criteria (MMUCC), 4th Edition.

For each of the five performance measures, State DOTs and MPOs must establish and report their safety targets. These targets are set annually and may be differentiated between urbanized area targets and non-urbanized area targets. Three of these targets must be identical to the NHTSA targets coordinated between Caltrans and the California Office of Traffic Safety (MPOs can choose to adopt the coordinated targets or set their own):

- Number of fatalities
- Rate of fatalities
- Number of serious injuries

FHWA will determine whether a State has met or made significant progress toward meeting its targets when at least four of the five targets are either met or the actual outcome of the target is better than baseline performance.

The Railroad-Highway Grade Crossing Safety Program Report is written and submitted by the CPUC (with input from Caltrans Division of Rail and Mass Transportation) to Caltrans to submit to FHWA by August 31st each year.

The calendar year 2017 ORT will include questions on annual safety targets and progress toward being in compliance with the serious injury definition. For more information, recent reports can be accessed from the FHWA Reports website at: <http://safety.fhwa.dot.gov/hsip/reports/>.

