

California Highway Safety Improvement Program

2025



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ACRONYMS

5 Es	Education, Enforcement, Engineering, Emergency Response, and Emerging Technologies
ARNOLD	All Roads Network for Linear Referenced Data
CHP	California Highway Patrol
CPUC	California Public Utilities Commission
CRF	Crash Reduction Factor
CVSP	Commercial Vehicle Safety Plan
DLA	Division of Local Assistance
DOT	Department of Transportation
FAST	Fixing American's Surface Transportation
FHWA	Federal Highway Administration
FTIP	Federal Transportation Improvement Program
FSTIP	Federal Statewide Transportation Improvement Program
HDM	Highway Design Manual
HRRR	High Risk Rural Roads
HSIP	Highway Safety Improvement Program
HSP	Highway Safety Plan
LRS	Linear Referencing System
MAP-21	Moving Ahead for Progress in the 21 st Century Act
MIRE	Model Inventory of Roadway Elements
MIRE FDE	Mire Fundamental Data Elements
MMUCC	Model Minimum Uniform Crash Criteria
MPO	Metropolitan Planning Organization
NHTSA	National Highway Traffic Safety Administration
OEEO	Office of Environmental Compliance and Outreach
OTS	Office of Traffic Safety
PID	Project Initiation Document
RTPA	Regional Transportation Planning Agency
RHCP	Railway-Highway Crossing Program
SHOPP	State Highway Operation and Protection Program
SHS	State Highway System
SHSP	Strategic Highway Safety Plan
SWITRS	Statewide Integrated Traffic Records System
TCR	Traffic Collision Report
TSI	Traffic Safety Index
TDZ	Toward Zero Deaths
USDOT	U.S. Department of Transportation
VMT	Vehicle-Miles Traveled

BACKGROUND

INTRODUCTION AND PURPOSE

The Highway Safety Improvement Program (HSIP) is a core federal-aid program established under the Fixing America's Surface Transportation (FAST) Act, which took effect in December 2015. The program's primary goal is to significantly reduce traffic fatalities and serious injuries on all public roads, including those not owned by the state and those on tribal lands. HSIP emphasizes a data-driven, performance-focused, and strategic approach to improving roadway safety.

The FAST Act, which succeeded the Moving Ahead for Progress in the 21st Century Act (MAP-21), retained the core structure of HSIP while increasing funding slightly and eliminating the eligibility of HSIP funds for educational and enforcement activities. HSIP funds are now primarily designated for infrastructure-related safety improvements. While non-infrastructure projects (i.e., those not involving construction) are generally ineligible, certain activities—such as road safety audits, data collection and analysis improvements, and transportation safety planning—remain eligible. Other non-infrastructure safety initiatives, including education and enforcement, are managed by the California Office of Traffic Safety (OTS) and typically funded through the National Highway Traffic Safety Administration (NHTSA).

The Federal Highway Administration (FHWA) issued the HSIP Final Rules (effective April 14, 2016), which outline the requirements for each state's development, implementation, and evaluation of its HSIP. This document provides an overview of California's HSIP management system, including how safety improvement projects are identified, evaluated, prioritized, selected, and managed. Specific requirements for each program component are referenced throughout.

More information is available at the [FHWA HSIP webpage](#).

HSIP STRUCTURE

The HSIP, as defined in **23 CFR Part 924** and authorized under **23 U.S.C. § 148**, consists of several key components:

- **Strategic Highway Safety Plan (SHSP)** - The SHSP is a statewide framework for reducing fatalities and serious injuries on all public roads. The California SHSP is developed by Caltrans in collaboration with federal, state, local, and private safety partners. It identifies California's key safety needs and guides investment decisions toward strategies and countermeasures with the greatest potential to save lives and prevent injuries.
- **Program of Highway Safety Improvement Projects** – Federal HSIP funds apportioned to California are administered by the Caltrans Division of Budgets.
 - **State Highway System (SHS)** –The state portion of the federal HSIP funds

are managed by Caltrans Division of Safety Programs which serves as the program manager for safety projects on 15,000 centerline miles of the SHS.

- **Non-State Highway** – The Caltrans Division of Local Assistance manages the federal HSIP funds for local roadways, which account for approximately 160,000 centerline miles of the state's highway network.
- **High Risk Rural Roads (HRRR) Program** – The Caltrans Division of Local Assistance manages the federal HSIP funds for the HRRR subprogram. This subprogram targets rural major and minor collectors and rural local roads with fatality and serious injury crash rates higher than the statewide average. Under this program, projects are selected to address both systemic risk factors and site-specific safety concerns on these higher-risk rural facilities.
- **Railway-Highway Crossing Program (RHCP)** – The RHCP funds highway safety improvement projects at railway-highway crossings. In California, this program is jointly administered by the California Public Utilities Commission (CPUC) and the Caltrans Division of Local Assistance (DLA). It is supported by a set-aside from the HSIP apportionment and is authorized under **23 U.S.C. § 130**.



DISTRIBUTION OF FEDERAL HSIP FUNDING

Federal HSIP funds are apportioned to the State of California based on a formula. After setting aside funds for the RHCP, the remaining funds are split evenly — 50/50 — between Caltrans SHS HSIP and Local HSIP.

Typically, project costs are funded with 90 percent federal funds and 10 percent non-federal funds, in accordance with **23 U.S.C. § 120(a)(1)**. Additional state funding sources may supplement federal funds for safety-related projects and programs.

In addition, the Railway-Highway Crossing Program (RHCP), authorized under **23 U.S.C. § 130**, is typically funded at 100 percent federal share. Up to 10 percent of Caltrans' total federal-aid apportionments under **23 U.S.C. § 104** may be obligated at the 100 percent federal share for purposes specified in **23 U.S.C. § 120(c)(1)**.

STRATEGIC HIGHWAY SAFETY PLAN

The California Strategic Highway Safety Plan (SHSP) is a statewide, coordinated safety plan that provides a comprehensive framework for reducing fatalities and serious injuries on all public roads. It also provides strategic direction for related state plans, including the Highway Safety Improvement Program (HSIP), the Highway Safety Plan (HSP), and the Commercial Vehicle Safety Plan (CVSP). The SHSP is a required component of the HSIP under **23 U.S.C. § 148**.

State, local, and tribal agencies are encouraged to coordinate their safety planning efforts with the SHSP and incorporate its goals, emphasis areas, and strategies into their own plans, as appropriate.

The SHSP is:

- Data-driven – Developed using crash and other data analyses on all public roads to identify key safety issues.
- Collaborative – Coordinated by Caltrans in partnership with a broad range of stakeholders, including Metropolitan Planning Organizations (MPOs), transportation agencies, law enforcement, the Department of Motor Vehicles, emergency responders, public health agencies, and others.
- Multidisciplinary – Addresses the 5 Es of safety: Education, Enforcement, Engineering, Emergency Response, and Emerging Technologies.
- Performance-based – Establishes strategic and measurable goals to focus resources on areas of greatest need.



UPDATE

California developed its first SHSP in 2005 and has updated the plan on a regular five-year cycle in accordance with federal requirements. The 2020-2024 SHSP identifies sixteen safety challenge areas, with six high-priority areas identified as having the greatest opportunity to reduce fatalities and serious injuries on all public roads in California. The Intersections and Lane Departures are two high-priority areas that are primarily addressed by engineering countermeasures under the purview of the HSIP. Additionally, several other challenge areas identify engineering strategies to be implemented by the HSIP, such as speed management/aggressive driving and active transportation (which combines the pedestrians and bicyclists challenge areas).

The 2025–2029 SHSP is currently under development. It incorporates data analysis and input from regional outreach events to identify effective strategies for reducing roadway fatalities and serious injuries.

The development process includes a review of the previous SHSP cycle, analysis of collision trends, establishment of a statewide safety vision, and engagement through outreach events and webinars. Once finalized, the SHSP document remains static for the duration of the five-year cycle to allow for consistent evaluation of progress and performance.

The U.S. Department of Transportation (USDOT) has adopted the “Toward Zero Deaths” (TZD) goal, making the elimination of traffic fatalities a national priority. California has vision for eliminating deaths and serious injuries on our roadways by 2025 and has established interim targets to reduce the number and rate of fatalities by 2.84% and serious injuries by 3.69% annually. These reductions will be pursued through strategic planning, interagency collaboration, continuous improvement in data collection and analysis, and the implementation of proven, low-cost systemic countermeasures.

IMPLEMENTATION

The SHSP Implementation Plan serves as a companion document to the SHSP, and the 2020 SHSP Implementation Plan was approved by SHSP Executive Leadership in March 2021. The Implementation Plan is a living document and is updated periodically as actions are added, completed, or removed if found to be unworkable or ineffective.

EVALUATION

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

CHALLENGE AREAS

To focus efforts, the SHSP identifies 16 challenge areas based on a data evaluation process that highlights the most prevalent fatal and serious injury crash types. These statewide challenge areas are:

- Aging Drivers
- Bicyclists
- Commercial Vehicles
- Distracted Driving
- Driver Licensing
- Emergency Response
- Emerging Technologies
- Impaired Driving
- Intersections
- Lane Departures
- Motorcyclists
- Occupant Protection
- Pedestrians
- Speed Management/ Aggressive Driving
- Work Zones
- Young Drivers

RELATIONSHIP BETWEEN THE SHSP, SHS AND LOCAL HSIP PROJECTS

The SHSP serves as the overarching framework for the SHS HSIP, the Local HSIP, and other statewide safety plans. It establishes a direct connection between California's strategic and data-driven priorities SHSP and the process of identifying, developing, and implementing HSIP projects. The selection and execution of HSIP projects are designed to support and advance the goals and measurable objectives outlined in the SHSP.

FOR MORE INFORMATION

Please contact: SHSP@dot.ca.gov

Or visit: [Caltrans Strategic Highway Safety Plan](#)

PROGRAM OF SHS HSIP PROJECTS

As the owner and operator of California's 15,000 centerline miles of SHS, Caltrans is committed to reducing fatal and serious injury collisions while providing a safe, sustainable, integrated, and efficient transportation system. To support this goal, locations with high concentrations of fatal and serious injury collisions are systematically investigated to determine whether safety improvements can be implemented.

Caltrans directs SHS-HSIP funds to locations with the greatest potential to address fatal and serious injury crashes. To be eligible for HSIP funding, SHS-HSIP projects must:

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

SHS HSIP-funded projects typically apply cost-effective, proven countermeasures at locations with high concentration of fatal and serious injuries or where there is potential for safety improvement. Caltrans divisions work collaboratively to expedite the programming and delivery of these projects.



COLLISION REDUCTION PROGRAM

Safety improvement projects are among Caltrans' highest priorities, and every effort is made to expedite their programming and delivery. Once a safety project is recommended, it is evaluated for eligibility under the State Highway Operation and Protection Program (SHOPP), a multi-year program of transportation projects on the SHS. The Collision Reduction category is one of eight categories within SHOPP. Its goal is to reduce the number and severity of collisions. This category includes two subprograms:

- 201.010 SHOPP Collision Reduction Program (Crash History Based)
- 201.015 SHOPP Collision Severity Reduction Program (Roadway Feature Based Proactive Program)

201.010 Collision Reduction Program

Projects in this program are based on documented collision history that are expected to reduce the number of high-severity crashes. To qualify for funding under the 201.010 program, a project must achieve a qualifying Traffic Safety Index (TSI) to cost-effectively reduce fatalities and serious injuries.

Projects are reviewed by the Caltrans Headquarters Division of Safety Programs at various stages of delivery to ensure they meet eligibility requirements. Projects that do not meet the TSI threshold may be considered for funding under the 201.015 program described in the next section.

201.015 Collision Severity Reduction Program

This program focuses on reducing the potential for collisions and/or minimizing their severity. Unlike the 201.010 program, projects in this category are not required to be based on collision history. Instead, they are proactive in nature and aim to address roadway features that may contribute to future crashes.

Safety improvements under this program must be consistent with the California SHSP goals and may include treatments such as guardrail upgrades, shoulder widening, or other improvements that reduce the potential for high-severity crashes.

FOR MORE INFORMATION

Please contact: safety.programs@dot.ca.gov

Or visit: [Caltrans Division of Safety Programs](#)

PROGRAM OF LOCAL HSIP PROJECTS

California's local roads are managed by more than 500 local agencies, including cities, counties and tribal governments. Caltrans supports these agencies in proactively identifying high-risk roadway features and network locations or corridors with the greatest safety needs. Local agencies are encouraged to implement cost-effective, low-cost safety improvements wherever appropriate.

The Caltrans Division of Local Assistance is responsible for administering California's share of federal HSIP funds designated for local roadway safety improvements including:

- Establishing program guidance
- Reviewing applications for local roadway safety improvements
- Ranking applications for Local HSIP projects on a statewide basis
- Selecting Local HSIP projects for funding based on the greatest potential for reducing fatalities and injuries, using benefit/cost analysis
- Programming eligible Local HSIP projects in the Federal Statewide Transportation Improvement Program (FSTIP)
- Assisting with programming and delivery throughout the Local HSIP project lifecycle
- Providing training on new or updated processes and programs associated with Local HSIP

California's Local HSIP is aligned with the state's SHSP priorities and emphasizes infrastructure projects that implement proven safety countermeasures. Projects selection must be based on crash history, potential for crashes, crash rates, or other data-driven analyses.

To support strategic planning and direction for the Local HSIP, Caltrans established a Local HSIP Advisory Committee in 2014. This committee provides high-level, balanced guidance on safety programs and initiatives affecting local roadways. Members include representatives from Caltrans, counties, cities, Regional Transportation Planning Agencies (RTPAs), Metropolitan Planning Organizations (MPOs), and the Federal Highway Administration (FHWA).

ISSUE IDENTIFICATION

Safety issues on local roadways are identified through a variety of approaches. Larger agencies often have the resources to proactively analyze their roadway networks and identify safety concerns. In contrast, smaller agencies may lack such resources and tend to identify safety issues reactively, often in response to serious incidents.

To support proactive safety analysis, a portion of HSIP funds is set aside and exchanged for state funds, allowing local agencies to conduct network-wide safety assessments. This funding exchange enables agencies to identify high-crash locations — such as

intersections, roadway segments, and corridors — even if they lack the upfront resources to do so independently.

Typical approaches used by local agencies include:

- Systemic Approach
- Spot Location Approach
- Comprehensive Approach (incorporating human behavior issues; note funds from OTS are available for this approach)

Caltrans also provides guidance to local agencies through the Local HSIP Guidelines and Local Roadway Safety – A Manual for California's Local Road Owners (Version 1.7, April 2024). These documents assist local agencies in prioritizing safety improvement projects and developing Local Road Safety Plans (LRSPs), which are required for local agencies seeking HSIP funding. LRSPs help agencies identify and address roadway safety needs using a data-driven, proactive approach.

LOCAL HSIP FUNDING

The maximum federal HSIP reimbursement for a single local project is typically \$10 million, including support costs. However, due to the competitive nature of the program, only projects with the highest benefit/cost ratios are selected. In Cycle 12, the average local HSIP project cost was approximately \$1 million. Generally, the federal reimbursement rate is 90%, but certain low-cost, proven safety countermeasures qualify for 100% federal funding under 23 U.S.C. § 120(c)(1). In Cycle 12, 17.9% of HSIP funds were allocated to four funding set-asides: Pedestrian Crossing Enhancements, Guardrail Upgrade, Installing Edge Lines, and Bike Safety Improvements.

Project costs eligible for federal share payable include:

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

CALLS FOR LOCAL HSIP PROJECTS AND AGENCY APPLICATION

Local HSIP calls for projects are typically issued every one to two years. The timing and size of each call depends on program apportionments, FTIP capacity, and the delivery status of existing HSIP projects. Each call includes specific details such as:

- Application due date
- Total funding available
- Maximum federal funds per agency
- Funding set-asides
- Minimum required Benefit/Cost Ratio (BCR)

This information is shared with local agencies through statewide webinars and official announcements.

LOCAL HSIP PROJECT SELECTION CRITERIA

All proposed Local HSIP projects—except those submitted under set-aside categories—are evaluated based on their Benefit/Cost Ratios (BCRs). Applications are ranked in descending order by BCR, and projects are selected until available funding is exhausted. All project-related costs, including support, are included in the BCR calculation.

No more than 25% of Local HSIP funds are allocated to set-aside projects. All projects must also address a priority identified in the SHSP.

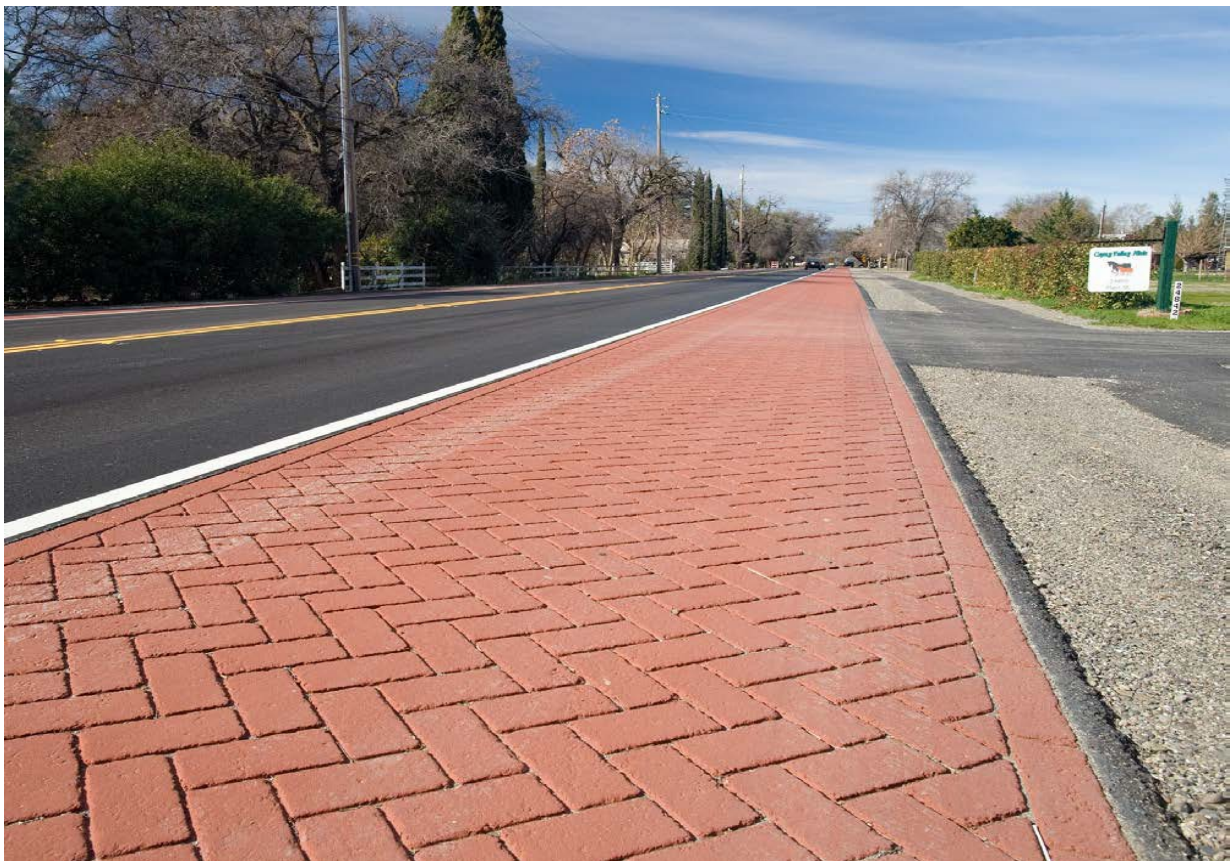
WORKING WITH METROPOLITAN PLANNING ORGANIZATIONS (MPOs)

Caltrans sends the list of approved Local HSIP projects to the MPOs. The MPOs amend their Federal Transportation Improvement Programs (FTIPs) to include the approved projects. Caltrans amends the Federal Statewide Transportation Improvement Program (FSTIP) on behalf of rural RTPAs.

FOR MORE INFORMATION

Please contact your local FTIP/FSTIP coordinators listed at the [Federal Programming Branch](#)

Or visit: [Caltrans Local Highway Safety Improvement Program](#)



RAILWAY-HIGHWAY CROSSING PROGRAM

The purpose of the Railway–Highway Crossing Program (RHCP) is to reduce the number and severity of collisions at public railway–highway crossings by eliminating hazards to vehicles and pedestrians. The program is authorized under 23 U.S.C. § 130 and supports the development and implementation of safety improvement projects at these crossings.

PROGRAM ADMINISTRATION

The RHCP is jointly administered by Caltrans and the California Public Utilities Commission.

- CPUC, through its Rail Crossings and Engineering Branch, is responsible for identifying crossings for improvement using a data-driven methodology. CPUC leads the development of projects, including conducting diagnostic meetings, defining the scope of work, preparing preliminary plans and cost estimates, and maintaining the Section 130 Priority List. After funding is secured, CPUC also processes General Order 88-B (GO 88B) requests for crossing modifications and provides ongoing support during project implementation.
- Caltrans Division of Local Assistance (DLA) manages the implementation of Section 130 projects. In collaboration with CPUC, local agencies, and railroad companies, Caltrans oversees fund administration, contracting, project oversight, and final close out. While CPUC develops the priority list and preliminary scopes, local agencies typically lead the design and environmental compliance (CEQA/NEPA) efforts through Caltrans. These agencies must also secure right-of-way certification in coordination with the DLA and the Office of Environmental Compliance and Outreach (OECO). Caltrans continues to monitor project delivery to ensure it remains on time, within budget, and consistent with the approved scope.



RHCP PROJECT SELECTION

New RHCP projects are identified and developed annually. CPUC uses a defined methodology to evaluate and rank crossing locations based on several factors, including train and vehicle volumes, crossing geometrics (e.g., skew angle, approach grade, number of lanes), collision history, school and transit bus usage, hazardous materials transport, and near-miss data. Diagnostic team meetings are held at the highest-ranked locations. Based on field observations and analysis, a final ranking is developed, incorporating cost-benefit analysis and the potential for reducing incidents and injuries. Projects are selected based on available funding for the upcoming fiscal year.

SCOPE ELIGIBILITY

The diagnostic team evaluates each crossing holistically, considering both known causes of past incidents and other potential hazards. 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

CPUC Contact: [Matthew Cervantes](#), Senior Utilities Engineer Specialists

Visit: [CPUC Rail Crossings and Engineering](#)

Caltrans Contact: [Carlos Ruiz](#), Caltrans Railway-Highway Crossing Program Manager

Visit: [Caltrans Railway-Highway Crossing Program \(RHCP\) Section 130](#)

SAFETY DATA

State safety data systems must be sufficient to support the HSIP, Section 130, and SHSP processes, including the analyses and evaluations required under 23 U.S.C. § 148 and 23 CFR Part 924. The term “safety data” includes crash data (collisions, vehicles, and injuries), roadway data (segments, intersections, and ramps), and traffic data on all public roads.

The model elements that should be included in these datasets are outlined in the Model Minimum Uniform Crash Criteria (MMUCC) and the Model Inventory of Roadway Elements (MIRE) data dictionaries, published by NHTSA and FHWA, respectively.

TYPES OF DATA

Safety data encompasses crash, roadway, and traffic data on public roads. These datasets must be linkable through common data elements and should also be capable of integration with other core safety databases, including:

- Driver licensing
- Vehicle registration
- Citation and adjudication records
- Emergency medical services
- Injury surveillance systems

GEOLOCATION OF SAFETY DATA

Under 23 CFR Part 460.3, Caltrans annually certifies California's public road mileage to FHWA. In 2014, this reporting requirement was expanded to include the All Roads Network for Linear Referenced Data (ARNOLD), which links Highway Performance Monitoring System (HPMS) attributes to geospatial data.

To meet this requirement, Caltrans developed a Statewide All Roads Linear Referencing System (LRS) that includes all public roads in California.

COLLISION REPORTING SYSTEM

California's collision reporting system is based on reports submitted by the California Highway Patrol (CHP) and local law enforcement agencies. Under 23 U.S.C. § 402, enacted in 1966, California was required to establish a data collection system to help reduce the number and severity of roadway collisions. In response, the Traffic Collision Report (TCR) was developed and is used by law enforcement agencies to collect and compile crash data. CHP manages this data through the Statewide Integrated Traffic Records System (SWITRS). Caltrans also has an internal collision management database system for the SHS.

MODEL INVENTORY OF ROADWAY ELEMENTS (MIRE)

As defined in 23 CFR § 924.3, the MIRE Fundamental Data Elements (MIRE FDE) are the

minimum subset of roadway and traffic data elements from FHWA's MIRE model that support a state's data-driven safety program. FHWA established this subset as part of the HSIP Final Rule updates to 23 CFR § 924.17.

Currently, Caltrans maintains the MIRE FDEs for the State Highway System. Local agencies are responsible for maintaining their own roadway data. Caltrans is working toward improving coordination with local agencies to explore opportunities for expanding the collection of MIRE FDEs on all public roads. These efforts are ongoing and may evolve based on available resources, data readiness, and agency capacity.

FOR MORE INFORMATION

Please contact: [Aaron Truong](#)

Visit: [Caltrans Model Inventory of Roadway Elements \(MIRE\)](#)



FEDERAL REPORTING REQUIREMENTS

ANNUAL EVALUATION REPORT

In accordance with 23 CFR 924.15, Caltrans is required to submit an annual HSIP report to the FHWA Division Administrator by August 31st of each year using FHWA's online reporting tool. This report documents:

- Progress made in implementing safety projects
- Assessment of project effectiveness
- The extent to which improvements have contributed to reducing fatalities and serious injuries
- The extent to which improvements have contributed to reducing fatalities and serious injuries

The Caltrans Division of Safety Programs is responsible for preparing and submitting this report.

The annual HSIP report covers all public roads and includes local agency targets. It also documents progress toward achieving statewide safety outcomes and performance targets.

Safety Performance Targets

Under 23 CFR 490, State DOTs and MPOs are required to establish annual safety performance targets based on a five-year rolling average for the following five measures:

- Number of fatalities
- Rate of fatalities per 100 million vehicle-miles traveled (VMT)
- Number of serious injuries
- Rate of serious injuries per 100 million VMT
- Number of non-motorized fatalities and non-motorized serious injuries

To ensure consistency across states, 23 CFR § 490 requires the use of the national definition for "Suspected Serious Injury (A)" from the MMUCC, 4th Edition (2012). This requirement has been in effect since April 15, 2019. The most recent edition of MMUCC is the 6th Edition, published in 2024 by NHTSA.

Each year, State DOTs and MPOs must establish and report their safety targets. These may include separate targets for urbanized and non-urbanized areas. Three of the five targets must match those coordinated with NHTSA and the California Office of Traffic Safety (OTS):

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

MPOs may choose to adopt the coordinated targets or set their own.

FHWA Evaluation

Under 23 CFR § 490.211, FHWA evaluates whether a State DOT has met or made significant progress toward its safety targets. A state is considered to have made significant progress if it meets or exceeds at least four of the five targets, or if the actual outcomes are better than the baseline performance.

Railway-Highway Crossing Reporting

A separate report on the progress of Railway-Highway Crossing improvements is prepared by CPUC and submitted to Caltrans for inclusion in the annual HSIP report to FHWA. This report is also due by August 31st each year.

For More Information

FHWA's 2025 HSIP online reporting tool includes questions related to annual safety targets and compliance with the serious injury definition. Recent reports and additional guidance can be found at the [FHWA HSIP Reporting webpage](#).

