



Overview of Local Highway Safety Improvement Program (HSIP)

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This presentation covers:

- Federal Legislation and HSIP Performance Measures;
- Local HSIP Advisory Committee;
- Eligible applicants and projects;
- Funding and project selection;
- Project delivery requirements and status; and
- Systemic Safety Analysis Report Program (SSARP).



Federal Legislation

- The purpose of the HSIP program is “to achieve a significant reduction in traffic fatalities and serious injuries on all public roads” (23 U.S. Code § 148 (b)(2))
- The Fixing America's Surface Transportation Act (FAST) Signed on 12/4/2015.
 - Includes Performance Measures and Targets
 - HSIP projects:
 - must be based on elements of the Strategic Highway Safety Plan (SHSP);
 - Are identified through a data-driven process;
 - Target identified safety issue;
 - Reduce fatalities and serious injuries.

National Performance Management Measures for the HSIP

FHWA Final Rule (released 3/15/2016; effective 4/14/16) Docket Number: FHWA-2013-0020

Five Performance Measures (5-Year Rolling Averages):

- Number of Fatalities
- Rate of Fatalities per 100 million VMT
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries

Target setting:

- Caltrans will first establish statewide targets by August 31, 2017 HSIP Annual Report for calendar year 2018, and annually thereafter.
- MPOs will then establish their targets by
 - 1) agreeing to plan and program projects so that they contribute toward the accomplishment of the State targets or
 - 2) committing to a quantifiable HSIP target for the metropolitan planning area.



Local HSIP: Local HSIP Advisory Committee

- **Members from:**
Caltrans; California Transportation Cooperative Committee;
California State Association of Counties; League of California Cities;
Rural County Task Force; RTPAs; MPOs
- Provides high-level balanced strategic guidance to California's Local HSIP and other safety programs and efforts regarding safety on California local roadways.
- Meet about 6 times per year.



Local HSIP: Eligible Applicants and Projects

Eligible applicants:

Any local agency that owns, operates, and maintains the public roadways

- City and County agencies
- Tribal Governments
- Others (reviewed on a case-by-case basis)



Local HSIP: Eligible Applicants and Projects

Eligible Projects:

- Generally, any work on publicly owned roadway or bicycle/pedestrian pathway that corrects or improves the safety for users, such as:
 - Safety improvements at intersections (such as providing left-turn phase, other signal timing and phasing modifications, improving signal hardware, installing roundabouts, new signals, converting signal to master arm, dilemma zone detection and intersection lighting);
 - Pedestrian/bike projects (such as pedestrian countdown signal heads, sidewalks, pedestrian hybrid beacons, crosswalks, bike lanes, rectangular rapid flashing beacons, etc.);
 - Road diets, roadway safety sign audits, upgrade pavement markings and striping, high friction surface treatments, medians/refuge island installation, new guardrails or guardrail upgrades, etc.
- Improvement-type must have an established Crash Reduction Factor to be included in the Application's Benefit Cost Ratio (BCR) calculation;
- Prefer projects that can be delivered quickly and have minimal ROW and Environmental impacts



Local HSIP: Funding and Project Selection

- ❖ Local HSIP apportionments: approx. \$81 million per year (2016-2010 average)

National	California	California Local HSIP
\$2.317 billion/year	\$204 million/year	\$81 million/year

- ❖ Calls for Projects:
 - ❖ Interval: every one to two years (8 calls from 2007);
 - ❖ Most recent call (Cycle 8): May, 2016;
 - ❖ Next call (Cycle 9): expected to be around May, 2018.



Local HSIP: Funding and Project Selection

Key to Successful Applications:

1. Develop good projects:
 - Select locations where safety improvements are most needed (high crash-concentration spots versus systemic approach).
 - Apply effective safety countermeasures.
2. Prepare your applications – no fatal flaws.
 - A technical process not grant writing – engineer’s work.
 - Collect/verify data;
 - Use data correctly.



Local HSIP: Funding and Project Selection

Cycle 8 Call for Projects (2016):

- ❖ Min: \$100k per application;
Max: \$10 million per agency.
- ❖ Three Categories:
 1. Benefit/Cost Ratio (BCR) projects
 2. Set-aside for guardrail upgrades: for upgrades of existing guardrails and end treatments
 3. Set-aside for crosswalk enhancements and pedestrian countdown heads

Local HSIP: Funding and Project Selection



Cycle 8 Call for Projects (2016):

	Applications	Selected Projects	% Selected
	247	225	91%
Federal Funds (\$M)	\$252	\$216.9	88%

Selected Projects:

- Benefit/Cost Ratio:
167 projects / \$187.6m of HSIP funds: Average BCR 12.4;
- Guardrail upgrade set-aside:
24 projects / \$21.9m HSIP funds;
- Crosswalk enhancements/pedestrian countdown heads set-aside:
34 projects / \$7.4m HSIP funds;

Local HSIP: Funding and Project Selection



Cycles 4-8 - Project Selection

Cycle	Release Date	Number of Applications	Number of projects selected	Federal funds approved (\$M)	Average BCR of selected projects
4	2/23/2011	357	179	\$74.5	7.9
5	10/19/2012	276	221	\$111.3	14.6
6	11/14/2013	389	231	\$150.0	10.7
7	11/12/2015	212	182	\$160.5	16.9
8	11/21/2016	247	225	\$216.9	12.4
	Total	1,481	1,038	\$713.2	12.9

Expected benefits: \$9.2 billion!

Local HSIP:

Project Delivery Requirements



- Need to follow federal-aid process;
- Requirements established to ensure safety projects are delivered in a timely manner
 - PE Authorization - within 9 months; and
 - CON Authorization - within 36 months
 - Can not apply for new HSIP funds if either milestone is not met
 - If there is still no CON authorization within 5 years, project will be removed from the program.

Local HSIP Project Delivery Status



Status of Local HSIP Projects (as of 1/3/2017)

Status	Number of Projects (all 8 cycles)	%	Number of Projects (cycles 1 to 5)
No Authorization	318	23%	8
In Preliminary Engineering / Right of Way	242	17%	30
In Construction	377	27%	277
Completed	473	34%	464
Total	1410	100%	779

Systemic Safety Analysis Report Program (SSARP)



- **\$10 million of state funds allocated by the CTC in October, 2015.**
- **Provides funding to do a comprehensive systemic safety analysis on roadway networks.**
- **Purpose is to assist local agencies that do not have safety analysis expertise.**
- **Up to \$250,000 for one agency; up to \$500,000 for a joint application (two or more agencies).**

Systemic Safety Analysis Report Program (SSARP)



- » **Selection results announced on 7/15/16**
 - **61 projects; \$10m state funds**
 - 41 are cities / 15 are counties / 5 joint.
 - As of 3/1/17: \$7.2 million sub-allocated to 41 projects.
 - **46 applications unselected (requesting \$7.7m of state funds)**
 - CTC allocated \$7.7m in its January, 2017 meeting



**Questions?
Thank you ...**

- **Local HSIP Website:**
<http://www.dot.ca.gov/hq/LocalPrograms/hsip.html>
- **Or**
- **Google search: “Local HSIP”**