### **Local HSIP Cycle 9 Results and Upcoming Cycle 10**

& Systemic Safety Analysis Report Program (SSARP)



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# **Outline:**

- Local Highway Safety Improvement Program (HSIP);
- Systemic Safety Analysis Report Program (SSARP);
- HSIP Cycle 9 Call-for-Projects;
- HSIP Cycle 9 Applications from SSARP.



## **Local HSIP**

Local HSIP apportionments: approx. \$81 million per year (2016-2020 average)

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

- Project selection:
  - Benefit Cost Ratio (BCR);
  - Funding set-asides.

## Local HSIP



#### **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)

### **Eligible Projects:**

Work on publicly owned roadway or bicycle/pedestrian pathway that corrects or improves the safety for users

- Prefer projects that can be delivered quickly and have minimal ROW and Environmental impacts.
- > Work must be tied to safety countermeasures in the predefined lists or be consistent with the set-aside purposes.

### Local HSIP



- > 9 cycles: 1<sup>st</sup> 2007; 9th: 2018.
- ➤ **Cycles 4 to 9:** project selection data driven. \$895 million awarded to 1,259 projects. 308 completed/321 in construction.

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	10.3
9	12/1/2018	351	221	\$181.8	15.5
	Total	1,832	1,259	\$895.0	12.9



# Systemic Safety Analysis Report Program (SSARP) – to be replaced by LRSP

- Up to \$250,000 for one agency; up to \$500,000 for a joint application (two or more agencies);
- The intent was to assist local agencies in performing a collision analysis, identifying safety issues on their roadway networks, and developing a list of systemic low-cost countermeasures that can be used to prepare future HSIP and other safety program applications.



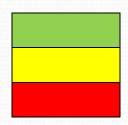
## SSARP vs LRSP

- Why not stay with SSARP?
  - SSAR had limited requirements
    - Does not include partnerships
    - No public outreach was necessary
    - No discussion of existing efforts
    - No evaluation and / or implementation
    - No enforcement or education discussion



## SSAR vs LRSP

LRSP Component	SSARP	Vision Zero
Strategic Planning		
Partnerships		
Public Outreach		
Discussion of Existing Efforts		
Systematic and Data-Driven Approach		
Evaluation and Implementation		



Likely Consistent with LRSP Guidelines

Potentially Inconsistent with LRSP Guidelines, Depending on Scope of Safety Plan

Likely Inconsistent with LRSP Guidelines



# **HSIP Cycle 9 Call-for-Projects**

## Applications received and project selection

	Applications	Funds (\$M)
Total	351	\$418.4
Funded	221	\$181.8
Funded/Total	63.0%	43.5%

- > 34 applications disqualified (i.e. with fatal flaws):
  - ➤ 30 BCR applications (crash data misused; calculation error; ADA project; previously funded project; document incomplete; bridge project, etc.)
  - ➤ 4 SA applications (signal project; >1 per category; location not eligible; etc.)

# HSIP Cycle 9 Call-for-Projects Types of Projects:



#### **Intersection Improvements:**

- New signals: 11 locations
- Converting signal to master arm: 23 locations
- Roundabouts: 2 locations
- Signing/marking upgrades: 307 locations

#### Ped/Bike Safety Improvements:

- 463 -Ped Countdown heads
- 23 -Hybrid Beacons (HAWKS)
- 53 -New Crosswalks
- 54 -Rectangular Flashing Beacons
- 215 Leading Pedestrian Intervals
- 1,221 Signing and marking enhancement at existing crosswalks

# **HSIP Cycle 9 Call-for-Projects Types of Projects:**



#### **Roadway Safety Improvements:**

- 226 miles Roadway safety sign audits
- 134 miles advance curve warning signing
- 6.3 miles high friction surface treatment (HFST)
- 48.7 miles rumble strips/ stripes
- 286 miles edge line / centerline striping upgrades
- 70 miles guardrail upgrades



# **HSIP Cycle 9 Call-for-Projects**

- > 79 applications from <u>SSARP</u>:
  - Only 1 has fatal flaw.
  - ➤ 14 set-aside applications (\$4.3 M): all selected for funding.
  - ▶ 65 BCR applications: 2/3 selected for funding.

**BCR Applications: All vs. SSARP** 

Category	All			SSARP		
	App.	\$(M)	Average BCR	App.	\$(M)	Average BCR
Submitted	265	\$382.3	9.8	65	\$96.8	12.4
Selected	139	\$149.1	15.5	44	\$56.4	17.3
Selected /Submitted	52.5%	39.0%		67.7%	58.3%	



# Upcoming HSIP Cycle 10 Call-for-Projects

- Many SSARPs will be completed and anticipated that information will used for cycle 10
- Four months for preparing and submitting the applications:
   4/20 to 8/20;
- Funding: TBD
- Submittal of Applications:
  - Application form is a savable PDF file;
  - > The submission is electronic (paperless);
  - > All required data fields and attachments must be provided.



# **HSIP Cycle 10 Call-for-Projects**

- Likely will have a set aside similar to last 2 cycles
  - Ped Crossing
  - MBGR
  - Tribal
- LRSP or equivalent will be recommended
- Priority will be given to local agencies that have an approved plan





https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program

Or

Google search: "CA Local HSIP"