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)

<table>
<thead>
<tr>
<th>National</th>
<th>California</th>
<th>California Local HSIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>$2.317 billion/year</td>
<td>$204 million/year</td>
<td>$81 million/year</td>
</tr>
</tbody>
</table>

- Project selection:
  - Benefit Cost Ratio (BCR);
  - Funding set-asides.
Local HSIP & SSARP

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 pre-defined lists or be consistent with the set-aside purposes.
Local HSIP

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

<table>
<thead>
<tr>
<th>Cycle</th>
<th>Release Date</th>
<th>Number of Applications</th>
<th>Number of projects selected</th>
<th>Federal funds approved ($M)</th>
<th>Average BCR of selected projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>2/23/2011</td>
<td>357</td>
<td>179</td>
<td>$74.5</td>
<td>7.9</td>
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<tr>
<td>5</td>
<td>10/19/2012</td>
<td>276</td>
<td>221</td>
<td>$111.3</td>
<td>14.6</td>
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<tr>
<td>6</td>
<td>11/14/2013</td>
<td>389</td>
<td>231</td>
<td>$150.0</td>
<td>10.7</td>
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<tr>
<td>7</td>
<td>11/12/2015</td>
<td>212</td>
<td>182</td>
<td>$160.5</td>
<td>16.9</td>
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<tr>
<td>8</td>
<td>11/21/2016</td>
<td>247</td>
<td>225</td>
<td>$216.9</td>
<td>10.3</td>
</tr>
<tr>
<td>9</td>
<td>12/1/2018</td>
<td>351</td>
<td>221</td>
<td>$181.8</td>
<td>15.5</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>1,832</strong></td>
<td><strong>1,259</strong></td>
<td><strong>$895.0</strong></td>
<td><strong>12.9</strong></td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>LRSP Component</th>
<th>SSARP</th>
<th>Vision Zero</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategic Planning</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Partnerships</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Outreach</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Discussion of Existing Efforts</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Systematic and Data-Driven Approach</td>
<td></td>
<td></td>
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<tr>
<td>Evaluation and Implementation</td>
<td></td>
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</tr>
</tbody>
</table>

- **Green**: Likely Consistent with LRSP Guidelines
- **Yellow**: Potentially Inconsistent with LRSP Guidelines, Depending on Scope of Safety Plan
- **Red**: Likely Inconsistent with LRSP Guidelines
HSIP Cycle 9 Call-for-Projects

Applications received and project selection

<table>
<thead>
<tr>
<th>Applications</th>
<th>Funds ($M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>351</td>
</tr>
<tr>
<td>Funded</td>
<td>221</td>
</tr>
<tr>
<td>Funded/Total</td>
<td>63.0%</td>
</tr>
</tbody>
</table>

- 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
Local HSIP & SSARP

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

- 79 applications from **SSARP**:
  - 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

<table>
<thead>
<tr>
<th>Category</th>
<th>All</th>
<th>SSARP</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>App. $(M)</td>
<td>Average BCR</td>
</tr>
<tr>
<td>Submitted</td>
<td>265 $382.3</td>
<td>9.8</td>
</tr>
<tr>
<td>Selected</td>
<td>139 $149.1</td>
<td>15.5</td>
</tr>
<tr>
<td>Selected /Submitted</td>
<td>52.5% 39.0%</td>
<td>67.7% 58.3%</td>
</tr>
</tbody>
</table>
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

Or

• **Google search: “CA Local HSIP”**