

Summary of Local HSIP Cycle 10 Projects

Division of Local Assistance

Project Selection Criteria: All proposed projects, except set aside projects, are evaluated based on the Benefit/Cost Ratios (BCRs). All completed applications are prioritized in descending order by the BCRs. Projects with the highest BCRs are selected for funding and a cutoff line is established when the available HSIP funding capacity is reached. All project's related costs including support are included in the calculation. No more than 25% of HSIP funds are dedicated to set aside applications. For cycle 10, 18.9% of HSIP funds are being used for three set aside countermeasures as noted below.

Applications received:

- Number of applications received: 429;
- Number of local agencies who submitted applications: 193;
- Total HSIP funds requested by all applications: \$489.8 million;

Applications selected for funding:

- Number of applications selected for funding: 266 or 62%;
- Number of local agencies with projects selected for funding: 154
- Total HSIP funds for the selected applications: \$227.6 million (available funding capacity).
- Out of the 266 applications selected for funding,
 - 147 applications, totaling \$184.6 million of HSIP funds, were selected based on their Benefit Cost Ratios (BCRs). The BCR cutoff for an application to be selected for funding is 12.0. The average BCR of the selected applications is 24.3;
 - 119 applications, totaling \$43.0 million of HSIP funds, were selected for funding under the set-asides for Pedestrian Crossing Enhancements, Guardrail Upgrade and Installing Edgelines.

Types of safety projects include but are not limited to:

- **Safety improvements at signalized and non-signalized intersections:**
 - 6 new signals;
 - 7 roundabouts;
 - Converting 27 signals from pedestal mounting to master arm;
 - Installing dilemma zone detection at 306 intersections;
 - Providing left-turn phases/lanes or other left turn improvements at 119 intersections;
 - Signal hardware improvements for 1,295 intersections;
 - Install lighting at 71 intersections;

- Install flashing beacons at 53 intersections;
- Installing median island approaches at 15 intersections;
- Friction improvements at 46 intersections;
- Signal timing improvement at 629 intersections;
- Installing emergency vehicle pre-emption systems at 40 intersections;
- Improving sight distance at 9 intersections; and
- Other intersection safety improvements (such as signing/marketing/upgrade) at 157 intersections.

➤ **Pedestrian/bike projects:**

- Pedestrian countdown signal heads at 357 intersections;
- Pedestrian hybrid beacons at 17 crossings;
- New sidewalk-3.5 miles combined;
- Bike lanes for 32.9 miles combined;
- Installing Rectangular Rapid Flashing Beacons (RRFBs) at 198 pedestrian crosswalks;
- Leading Pedestrian Interval (LPI) implementation at 604 intersections;
- New or upgrade crosswalks signing and markings at 346 intersections, and
- Other safety enhancements of existing pedestrian crossings at 711 intersections

➤ **Roadway safety improvements**

- Curve/speed warning signing encompassing 110.3 miles of roadway;
- Install/Upgrade signs with new fluorescent sheeting encompassing 2410.1 miles of roadway;
- High Friction Surface Treatment (HFST) installation for 61.7 miles;
- Rumble strips/stripes for 422.5 miles;
- Install edge/center lines for 596.1 miles;
- Installed raised medians/median barrier for 3.2 miles;
- Install new guardrail or guardrail upgrades for 90.6 miles; and
- Install roadway lighting for 2.5 miles

The below table provides a summary of HSIP Cycle 10 Funding Distribution by Caltrans Districts.

HSIP Cycle 10 Funding Distribution

Caltrans District	Number of Projects	HSIP Funds (\$ million)
1	7	\$5.2
2	3	\$2.2
3	32	\$30.6
4	48	\$42.4
5	21	\$16.5
6	23	\$13.4
7	48	\$54.1
8	26	\$14.9
9	10	\$4.3
10	23	\$29.6
11	20	\$11.6
12	5	\$2.7
Total	266	\$227.6