

HSIP Cycle 11 Call for Projects Webinar

5/25/2022 from 9:00AM to 10:30AM

Questions and Answers

Note: some questions have been edited or combined.

1. General questions

Is there a possibility for this webinar to be recorded, and then post online for those who couldn't attend today? Can you please provide the PPT? I am not able to see the Q/A, will these be posted later?

Yes. The webinar recording, the presentation slides and the Q&A are all available now at <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now>.

Countermeasure dilemma zone detection for high-speed approaches has been deleted. Does that mean these types of projects are not eligible for funding?

That is correct. "S04: Provide Advanced Dilemma Zone Detection for High Speed Approaches" has been removed. For Cycle 11, this countermeasure is not eligible for funding. In the previous cycles, we have funded a number of projects using the countermeasure. We would like to monitor the effectiveness of this countermeasure. The original intent of the countermeasure was for traffic signals being installed in high-speed rural environments, hence the 40% collision reduction factor. However, using the CMF Clearinghouse as our resource, we could not verify the countermeasure and the 40% CRF as it was being used in a more urban setting.

Will the program start accepting data for near-misses or high-potential for collisions in the future? (As opposed to actual collision data only)

No. Only actual crash data can be used in the BCR calculation.

If HSIP is federally funded but state administered, does that mean that NEPA documentation is required?

Yes, NEPA documentation is required for federally funded projects. However please note we plan to use state funds not federal for HSIP Cycle 11 so a CEQA document will be needed.

Just to clarify - Cycle 11 projects will be state only funded and will not require NEPA?

This is correct. All state funded projects do not require NEPA, just CEQA.

Does the automated enforcement option apply to California? Or does State Law need to be updated? Can we now use camera speed enforcement?

Currently Automated Traffic Enforcement Systems are not eligible in HSIP Cycle 11 at this time. California Strategic Highway Safety Plan (SHSP) team will need to look into this for possible future changes.

Is there any discussion about allowing HSIP funds to be used for non-engineering activities, such as preparing an LRSP or developing a crash database to analyze collisions? Or other non-infrastructure activities like education or enforcement.

At this time, due to the very limited amount of funding for cycle 11, we will only accept projects for infrastructure safety improvements.

Were all 28 of the FHWA's proven safety countermeasures included in the dropdown menus of the application? Could you highlight some of the most notable of those new countermeasures?

Most of the FHWA's Proven Safety Countermeasures are included in HSIP Cycle 11. Some are not engineering countermeasures and some others do not apply to local roads. Please visit <https://safety.fhwa.dot.gov/provencountermeasures/> for details.

The first speaker shared there are 28 new proven safety countermeasures, but slide 25 seems to imply only one new CM was added, could you explain that discrepancy?

Please see the above question and answer.

Doesn't the new ""safe streets and roads for all"" program use the systemic approach over actual crash data? (Different grant program than HSIP)

An email address has been established SS4A@dot.gov and is being monitored. Please send any questions to that email on anything related to Safe Streets and Roads for All Grants. Also, please refer to the FAQ link at <https://www.transportation.gov/grants/ss4a/faqs> that they're updating frequently.

Is there any way to submit an application using temporary improvements (e.g. mini roundabout with just signing and striping) in order to obtain a high BCR ratio, and somehow also secure future funding for more permanent (and expensive) improvements if the temporary improvements prove to decrease collisions?

No eligible countermeasures in HSIP Cycle 11 are considered temporary.

Is there a local match required?

Yes. For most countermeasures, there will be a 10% local match. One countermeasure has a higher match percentage (50% for "S03: Improve signal timing" which is considered "operational").

If projects are state funded, then E-76s and ROW certs wouldn't be part of delivery, correct?

Since state funds will be used, instead of being authorized by federal process (E-76), the PE and CON will be authorized by funding allocations. The project delivery requirements (PE and CON milestones) stay the same. Guidance is on the Local HSIP website.

Will the VRU/HRRR Special Rules be applied to California's HSIP funding, which will have some federal dollars in the mix for some project types?

Yes, it will. however, since we share HSIP funds with the state highway side, they may be able to use those "funds" so that Local HSIP can stay as state only funded. This is just a heads up that some applications may have to be federal funded to obligate the HSIP funds that will be set aside to satisfy the special rule.

State highways have many pedestrian & bike safety improvement projects so the Vulnerable Road User (VRU) Special Rule may not have any impact on local HSIP projects. In comparison, most of the High Risk Rural Roads (HRRR) are local roads, the HRRR Special Rule may require us to fund at least some of the HRRR eligible projects federally funded.

Is there a limit how many applications can an agency submit?

There is no limit to the number of BCR applications an agency may submit but typically agencies that hit the \$10M limit will submit 4 to 6 applications. For set-aside applications, an agency can only submit one application per set-aside.

Given that the Funding Reimbursement ratio is now capped at 90%, can an agency use in-kind services (such as funding the design portion of the project) to cover the 10% match? Or does the 10% local match need to specifically be spread out through each phase (PE/ROW/CON) of the project?

Normally the local match is spread out among the project's phases. The HSIP Analyzer requires at least 10% of local match in each phase. However if an application is selected for funding, during project implementation it is allowed that the match is unevenly distributed among phases, e.g. funding the design portion of the project and getting higher reimbursement ratio for construction. Please contact you [District Local Assistance Engineer \(DLAE\)](#) for more details.

If both BCR and set-aside both get awarded, will set-aside affect the \$10M cap?

Only the funded BCR applications are counted toward the \$10 million cap per agency.

Would the replacement of an old traffic signal pole with a decorative signal pole be acceptable?

There is no separate countermeasure for installing a new decorative signal pole. If there are no other safety improvements, replacing an old signal pole is considered maintenance.

For the PE stamp, is digital or wet stamp of preference?

It is wet stamp on the Engineer's Checklist. Scan the check list to a pdf file and attach to the application form.

"69.Are warrants required for HAWK or RRFB installations, or just new intersection signals?

However, High-Intensity Activated crossWalk beacon (HAWK) (also called Pedestrian Hybrid Beacon) is not eligible under AC #5, as HAWK is a major traffic signal with a higher cost.

HAWK is eligible as a common BCR application. It requires a benefit cost analysis. The countermeasure to be used is NS19. Please refer to CA MUTCD Chapter 4F for guidance, and include the justification of the HAWK installation per the guidance in Attachment #8 of the application form. The justification may be Warrant 4, 5 and/or 7, or passing the test in Figure 4F-1/4F-2.

If a project is on a high risk rural road (HRRR), can you apply as a set aside and a BCR or just one or the other?

There is no funding set-aside specifically for HRRR projects. A project on HRRRs can only be applied as a BCR application if it does not fit in definitions of other set-asides.

Can you elaborate a little on the "incremental approach" for a project?

Countermeasure R15 (Widen shoulder), R16 (Curve shoulder widening (outside only)), R17 (Improve horizontal alignment (flatten curves)) and R18 (Flatten crest vertical curve) are not eligible unless they are done as the last step of an "incremental approach". Applicants need to document they have already installed lower cost and lower impact CMs but the crash rate is unacceptably high.

Applicants need to demonstrate the use of "incremental approach", i.e. lower cost and lower impact CMs have already installed, such as signing/stripping upgrades, rumble strips, improving pavement friction, etc. You have already monitored the crash occurrences after these improvements were installed, and the 'after' crash rate is still unacceptably high.

Can you give a quick example on what is considered "non-safety-related" and "other safety-related" in cost estimate?

Examples of "non-safety-related" items: landscaping, pavement overlay (if not needed for implementing the proposed safety improvements).

Other safety-related items: Any safety improvement items that are not used in the benefit calculation. For example, if the countermeasure in the benefit calculation is "S17PB: Install pedestrian countdown signal heads", refreshing the striping of the existing crosswalk may be considered "other safety-related items".

Cycle 10 did not require allocation approval by CTC, the allocation request only needed to be sent to the DLAE. Is it different for this cycle?

For state funding, the allocation process is the same for HSIP Cycle 10 and Cycle 11: 1) the state funding will be allocated by CTC to Caltrans Division of Local Assistance (DLA) each year as a lump sum; 2) The funding will be sub-allocated to specific projects by Caltrans DLA (with no CTC involvement).

For the 90% reimbursement and the maximum amount for the non-BCR and the maximum per agency. Is the \$250,000 or \$1 million maximum for non-BCR for the project or the reimbursement cost? Same for the \$10 million for each agency, is that for the total project cost or the reimbursement?

The maximum amount is for the HSIP funding, not the total project cost.

2. Local Roadway Safety Plan (LRSP)

What is importance of LRSP certification? Does the agency need to have an adopted LRSP to apply for any HSIP funding?

Local agencies need to self-certify that they have a LRSP or equivalent, completed by the application due date. This is a requirement in HSIP cycle 11 call for projects.

It is strongly recommended that the LRSP (or its equivalent) and its update be approved by the agency's Board or Council. However the adoption of the LRSP by the Board or Council is not a requirement. Please see below Section 9.3 of [the HSIP Program Guidelines](#):

In order to apply for the HSIP funds, an agency must have completed their LRSP or an equivalent of the LRSP, such as Systemic Safety Analysis Report (SSAR) or Vision Zero Action Plan. Other equivalents of the LRSP may be reviewed and determined on a case-by-case basis. The LRSP or its equivalent must be updated and validated at least every five years. When an agency submits an HSIP funding application, the agency must self-certify that an LRSP or its equivalent has been completed. The agency must provide a copy of the safety plan upon request.

It is strongly recommended that the LRSP (or its equivalent) and its update be approved by the agency's Board or Council. If an LPA has finalized their LRSP at the application due date of the call-for-projects but the LRSP has not yet been approved by the Board or Council, the LPA is eligible to submit project applications.

Do you require the LRSP report to be approved by City Council? or just a completed report? Does the LRSP need to be adopted before the application submittal? We are working on our LRSP probably close to completion by the HSIP deadline but not adopted yet, can I use it?

It is strongly recommended that the LRSP (or its equivalent) and its update be approved by the agency's Board or Council. The adoption of the LRSP by the Board or Council is not a requirement.

Does the agency need to have LRSP to qualify for Set Aside program?

Yes. The LRSP requirement applies regardless of the application category.

How often does the Local Road Safety Plan need to be updated?

The LRSP must be updated or re-validated at least every 5 years.

Can we use an existing LRSP that is more than 5 years old to apply for the new HSIP Cycle 11?

Our recommendation is to keep it current as possible and to update it at least every five years to see if the safety issues have changed within your roadway network. It seems this would be in the best interest of the agency to do so since we ask for the most recent crash history for the BCR application.

Are we okay to apply in September if our LRSP is executed in August 22.

Yes.

Are we okay to apply if our LRSP won't be completed until November 2022?

No. The LRSP must be completed by the application due date (9/12/2022).

Can a SSAR be used in place of a LRSP?

Yes, the Systemic Safety Analysis Report (SSAR) can be used. However, we do encourage that the SSAR can be expanded to include other elements as described in the LRSP guidance.

Maybe I missed this, but how is the LRSP Certification obtained? Our own agency resolution?

It is a self-certification. The template can be downloaded from [the local HSIP website](#).

**Is funding for a Vision Zero Plan (to update an existing LRSP / SSAR Plan) eligible for HSIP Cycle 11?
Which BCR countermeasures can be utilized specifically for Vision Zero Plan?**

HSIP Cycle 11 does not provide funding for non-engineering activities such as developing a Vision Zero Plan. We do not limit the safety countermeasures that are identified in the local agency's Vision Zero Plan.

To what extent do projects need to be called out in the Local Road Safety Plan to be eligible for HSIP?

We understand the LRSP is a live document. The projects do not have to be from the LRSP in order to apply for Cycle 11 funding.

3. Funding Set-asides

What does set-asides mean, can you please elaborate.

Most of the funding in Cycle 11 will be used for BCR applications. In the meantime, we do have funding set-asides that do not require crash data and the BCR calculation. For set-aside applications, the work must be consistent with the work description of each set-aside.

Will the cap on funding set-asides be raised in the future? Particularly for pedestrian and bicycle projects, where it is hard to get high BCR's in a smaller sized City with limited pedestrian and bicycle collisions.

We will discuss this with the Local HSIP Advisory Committee.

To confirm, guardrails attached to a bridge crossing will not qualify for the set-aside funding?

Correct.

For the pedestrian set aside, is constructing or improving ADA ramps at the proposed crosswalk included in Other Safety if it is necessary work to construct the crosswalk? and therefore under the 20% limit.

Correct.

If a tribe has property within our jurisdiction, can they apply separately from the City and ask for safety improvements on local roads near and serving their property?

Tribes may apply for safety improvements for the roadways that are owned by the tribes.

Given the dollar amount for the Bike set aside, assuming the scope will just include striping, stenciling, and signing, given the roadway already has sufficient paved shoulders?

Correct.

For set-asides regarding pedestrian crossing enhancements, would upgrading a local agencies APS system be eligible or only countdown heads?

Accessible Pedestrian Signals (APS) devices are eligible under the set-aside of pedestrian crossing enhancement provided that the cost is no more than 20% of the total project cost.

Must the federal Bureau of Indian Affairs review any tribal government applications?

The BIA's review is not required for the tribal applications. The BIA's review may be helpful if the implementation of the project, if selected for funding, will proceed via BIA funding transfer.

To keep funding set aside project costs low, can agencies self-procure project components and use City forces rather than go to bid?

Yes, Please review Chapter 15 (Advertise and Award Project) of the [Local Assistance Procedures Manual \(LAPM\)](#). You [DLAE](#) may help you on this topic as well.

For bike improvement set-aside, is there a limit on the locations or length for new bike facilities? Or is the 250K the limit per agency?

For bike safety improvements set-aside, there is no limit on the locations or length. The maximum application amount per agency is \$250,000.

Can you expand on new set aside for bikeways and bike lanes? Anything special to know?

R32PB Installing bike lanes (CM No. R32PB) and/or installing separated bike lanes (CM No. R33PB) are eligible under the bike safety improvements set-aside. Other safety work along the same roadways is allowed as long as the cost is no more than 20% of the project total cost. Each agency may only submit one application with \$250,000 as the maximum HSIP funding.

4. Benefit Cost Ratio (BCR) Applications

Roadway Lighting has an expected life of 20 years in the HSIP Analyzer Manual, but the analyzer is using an expected life of 15 – is this an error? This is unique to Roadway Lighting; Intersection Lighting is still using an expected life of 20.

It has been double-checked. The expected life for Roadway Lighting is also 20 years. Please contact [the DLAE](#) if concern still exists.

Will there finally be an option to use systemic analysis in the Benefit/Cost calc (benefit based on crash risk instead of crash history)?

For BCR applications, systemic type of projects still has to show crash history. Set-aside applications are often systemic and do not require crash history.

It seems like the Safe System Approach of proactive countermeasures is at odds with the BCR method of using crash history only. Obviously with Cycle 11 this will not change, but is Caltrans working on a way to allow agencies to address issues where there is no clear crash pattern/history, but a location's geometric design or operations clearly need safety upgrades?

Safe System Approach is being incorporated into California's Strategic Highway Safety Plan (SHSP). Local HSIP will work the state's SHSP team for further actions.

How is the BCR calculated?

$$\text{Benefit Cost Ratio} = \frac{\text{Project Benefit}}{\text{Total Project Cost}}$$

The benefit of an HSIP safety project is achieved by reducing potential future crashes due to the implementation of the proposed safety countermeasures (CMs). It is assumed the future crashes will be at the same rate as the crash histories.

For example, a project proposes Install centerline rumble strips/stripes (CM No. R30): Crash Reduction Factor (CRF)=20%; Improvement life = 10%; In the last 4 years, there were 2 Severe Injury crashes, 5 Evident Injury crashes and 10 Property Damage Only (PDO) crashes at the project location. The total project cost is estimated at \$500,000.

From Appendix D of the Local Safety Manual, the crash cost for 1 Severe Injury crash, 1 Evident Injury crash and 1 PDO is \$2,461,000, \$159,900 and \$14,900, respectively.

Project benefit per year = $2/4 * 20% * \$2,461,000 + 5/4 * 20% * \$159,900 + 10/4 * 20% * \$14,900 = \$293,525$

Project benefit over the project life (10 years) = $\$293,525 * 10 = \$2,935,250$

BCR = $\$2,935,250 / \$500,000 = 5.87$

How does HSIP analyzer handle multiple CRFs? Does it correctly adjust for crashes reduced by other CRFs?

Yes. For example, if one project proposes 3 countermeasures with Crash Reduction Factors as CRF1, CRF2 and CRF3. The combined Crash Reduction Factor = $1 - (1 - CRF1)(1 - CRF2)(1 - CRF3)$.

It was mentioned that we could submit multiple applications to change to scope of the HSIP applications and reduce the number of locations. Can we submit multiple applications for the SAME location - one with a larger set of improvements/countermeasures for a lower B/C ratio and one with a smaller set of improvements/countermeasures for a higher B/C ratio?

Yes. The application with a lower BCR will be considered; if not selected for funding, the higher BCR one will then be considered.

If BCR is low, are there other funding sources for proactive projects?

All BCR applications will be evaluated based on the BCRs. If an application does not make the BCR cutoff, it will not be selected for funding.

Can we substitute crash data with local data (hospital data, emergency response data, etc.) that does not yet show up in SWITRS, for example?

Yes, as long as you can provide proof of your local crash data.

For collision history: Is the most recent data preferred, or can applications use pre-COVID (2019 and prior) data? Is there a need to justify which is used?

Applicants have the option to use pre-COVID crash data.

Did you say we can look back 3-yr max on crashes (not 5)?

The crash data must be 3 to 5 years.

If applications are ranked by BCR, how would the fact that agencies that did not get any in the last cycle come into play?

Only the ranking of set-aside applications may take into consideration the fact that agencies that did not get any HSIP funding in the last 2 cycles (Cycles 9&10). The BCR applications are ranked based on the BCRs only.

Are the countermeasures being discussed a list of CA specific ratings or those listed in the CMF warehouse?

Most CRFs listed in the CMF Clearinghouse have a large range. We normally use the average of the range from CMF Clearinghouse.

Looks like CMFs are CA items only. Can other CMFs be used?

The CMF Clearinghouse is an important reference in developing our Local Roadway Safety Manual (LRSM). However, the CMF Clearinghouse has a huge number of countermeasures and the CMF range of each countermeasure is wide. To make sure the applications are evaluated on the same platform, only the list of safety countermeasures listed in the LRSM (same lists in HSIP Analyzer Manual) are allowed. However, our desire is to consider CMF's that may not be listed to add for future calls, so reach out to your DLAEs for your specific situation and further discussion.

If an approved LRSP does include specific projects and countermeasures will project sponsors get more points/credit for their application

The BCR applications are ranked per the BCRs from highest to the lowest. No extra credits are given to the projects from the LRSP.