

HSIP Cycle 12 Call for Projects Webinar

5/21/2024 from 9:00AM to 11:00AM

Questions and Answers

Note: some questions have been edited or combined.

1. General questions

(1) Do the road fatality totals include pedestrian deaths?

Yes, the road fatality totals include all traffic related fatalities.

(2) Can you mention each of the six High Priorities identified in the California Strategic Highway Safety Plan (SHSP)?

The six High Priority Challenge Areas in California SHSP are: Active Transportation: Pedestrians & Bicyclists; Impaired Driving; Intersections; Lane Departures; and Speed Management/Aggressive Driving.

(3) Are non-infrastructure projects/programs (Safe Routes to School, active mobility community engagement, Active Transportation Plan Implementation, etc.) eligible under HSIP Cycle 12 requirements?

For this cycle, all projects will be for infrastructure type of projects that meet the goal of reducing F+SI (fatal and severe injury) crashes on local roads.

(4) Do Tribes have to have master agreements with CT in order to receive these funds?

If a tribe is successful in having HSIP funding for a safety project, normally there are 3 options to implement: having a Master Agreement with Caltrans, transferring funding to the Bureau of Indian Affairs (BIA), or coordinating with a County/City so the County/City takes the lead in implementing the project.

(5) Can the Bureau of Indian Affairs (BIA) transfer option for the tribes be used on state highway?

If it's on a state highway, our preference is the funds be transferred to Caltrans and have that district deliver the project. Of course, Caltrans would need to support the project and the application would need a letter of support from the respective Caltrans district.

(6) Can Congestion Management Agencies (not MPOs or RTPA's) apply on behalf of local agencies?

Yes. It is preferred that the agency has had a Master Agreement with Caltrans Local Assistance. Please coordinate the local agencies to assure they concur with the application.

(7) Is there a link to the official 'delayed' list? Where can we see the delayed list?

The below link has the latest list of delayed projects (located at the bottom of the web page):

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/delivery-requirements-status-approved-projects>.

- (8) Would you repeat what we should do to make sure our projects are on the delay list, specifically if we only received HSIP grant funds for construction?**

If an agency is on the delay list for PE which means the agency has not requested an allocation for their PE funds to start their project which indicates to us that the project development has not started. If the agency has started but is using their own funds for PE, please notify your District Local Assistance Engineer or your district Local HSIP Coordinator that the project has started and then we can note this in our database and remove the flag.

- (9) If a project is on the delay list for CON what doesn't that allow us to do and how do we get it removed from the delay list?**

If a project is on the delay list for CON, the agency is not eligible to apply new funding in Cycle 12 Call-for-projects. To be removed from the delay list, please submit the request for CON funding prior to 9/30/2024, or obtain an extension approval.

- (10) Is it required to complete HSIP projects 5 years after award?**

Local HSIP projects have delivery requirements. Please visit

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/delivery-requirements-status-approved-projects>.

- (11) Is supplanting of funds an option? If a project has already been awarded federal funds, can a local agency apply for non-federal HSIP state funds to complete the match portion of the project?**

No.

- (12) How is it determined if a project will be awarded Federal or State funds? If an application is submitted and awards are granted, can the agency request the funds to be State funds? The Project is towards the end of the construction phase so Federal funds will make it difficult especially with acquiring NEPA.**

The good news is that the majority of the projects will be state funded, however if the project is HRRR eligible (project located on a rural major or minor collector or a local rural road), then that application will be federally funded due to the special rule. For larger cost projects that are VRU eligible, there is a good chance that it will be federalized. We will make every effort to use state funds for all set aside projects, except HRRR.

- (13) Can you confirm that smaller projects only need to CEQA, no NEPA required, because of the state funding exchange?**

If a project is awarded to use state funds, no NEPA is required. Please refer to the above question.

- (14) At a location that had an HSIP project previously implemented, how many years have to lapse after construction before funding can be requested for the same location again?**

Normally 5 years. Exception may be made one a case-by-case basis if there is sufficient justification.

(15) Can you explain more in detail the "Prior Attempts to Address Safety" in the application form? How restrictive is this and what are the exceptions? Does it apply to different types of countermeasures (for example, if bike and ped improvements were made at an intersection in the last 5 years with state funds, would that disqualify signal improvements at that same location?).

This has to be reviewed on a case-by-case basis. It is likely that bike and ped improvements made at an intersection in the last 5 years will NOT disqualify signal improvements at that same location.

(16) Where can we see past HSIP applications that have been awarded?

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/approved-project-lists>.

(17) Is Caltrans providing a pre-submittal review for HSIP Cycle 12?

No. However, if you submit your application early and time allows, we will review and get back to you if anything is missing or there is any error.

(18) Is \$300M in this cycle split 50/50 local roadway and state highways? Or is that \$300M all for local roadways?

The \$300 million for this Call-for-projects is all for local roadways.

(19) We have two projects at an intersection installing a traffic signal and adding in a designated right hand turn on a state highway that also has a [Union Pacific Railroad] UPRR track running through it. Can we consider this grant for this project? We are in the final design review stage with UPRR and Caltrans.

Yes. Please make sure Caltrans and the UPRR support the project. It is recommended to seek joint funding with Caltrans.

(20) We are also widening two bridges on a state highway that are too narrow and are dangerous. We have just completed the environmental with Caltrans and in the process of getting the final design report accepted. Can this grant be considered at this point?

No. Please consult with the Highway Bridge Program (HBP) <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-bridge-program>.

(21) The [Local Road Safety Manual] LRSM version is April 2024. Can you please advise on what were the pertinent updates to the current version? Thanks.

Countermeasures SI14 (Install right-turn lane (S.I.)) and R32 (Speed Safety Cameras) are added. All countermeasures are re-numbered. There are also some other minor corrections/changes.

(22) Where can we find the Local Roadway Safety Manual (LRSM)?

At

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program>, or the direct link is

<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/hsip/2024/lrsm2024.pdf>.

(23) Does replacement lighting, to bring a street corridor into acceptable lighting standards to eliminate dark spots within an existing lighted corridor qualify for HSIP funding? The scope would include new lighting fixtures and associated infrastructure where lighting fixtures currently do not exist plus removing existing lighting fixtures and replacing them with new ones that meet current lighting standards and that will be placed at the correct spacing needed to provide the accurate amount of lighting intensity and patterns along a street corridor.

Yes, this can be applied in a BCR application.

(24) Are traffic signals identified as one of the 28 Proven Safety Countermeasures identified by Caltrans and the FHWA? Also, should a traffic signal warrant study consider a roundabout as a safer alternative?

Traffic signals are not one of the FHWA's Proven Safety Countermeasures. For local roads, it is highly recommended but not required to consider a roundabout, however roundabouts are listed in the 28 proven CMs and an analysis should be included in a traffic signal warrant study.

(25) Does Smartsheet allow us to save drafts?

No. The application submittal process via Smartsheet is a very simple process. Please save drafts in the application form itself. Once the application form is final, use the link to upload and submit the final application form.

(26) How would you answer the functional class on a systemic application?

Please use Functional Classification (FC) of the road(s) where most of the work will be constructed. If the amounts of work are equal among multiple FCs, use the highest FC.

(27) Are all Local HSIP Cycle 12 call-for-projects in FTIP?

No. Only these successful projects for which federal funds are awarded will be incorporated in FTIP.

(28) If you're including a roadway safety audit and have a need for more [Plan, Specifications, & Estimates] PS&E funding than the limit, how do we show this in the HSIP analyzer without getting errors?

You will still get a warning message in the Project Cost session in the HSIP Analyzer. Please explain this in answering the questions in the application form.

(29) If you have 60 locations and the proposed countermeasures are the same for all 60 locations, can you just type in one row for location number in the HSIP Analyzer- 50 Citywide Signalized intersections instead of listing all rows for each location?

Yes.

(30) My apologies if this question was already answered, but are hard copies required this cycle?

No hard copies are required. The application is submitted electronically via Smartsheet. Application submittal process is described in the Application Instructions.

(31) I'm assuming a match is selected in the Fund Reimbursement Ratio? Or is there a match?

The local match is 10%, with the exception of Countermeasure S03 (Improve signal timing), for which the local match is 50%.

(32) Would installing 3 new warranted traffic signals be considered a systemic approach and be included on the same application?

You may include 3 new warranted traffic signals in one application if they have similar characteristics (location, safety issues such as pedestrian/school crossing, crash pattern, etc.).

(33) Is there a workshop offered specifically on how to do BCR calculations?

Currently there is no statewide workshop is offered on the BCR calculation. Please voice your needs to the District Local Assistance Engineer (DLAE) and we will work with them to setup workshops as needed..

1. Local Roadway Safety Plan (LRSP)

(34) Just to make sure I am understanding correctly, to apply for any HSIP funds, we must have a Local Road Safety Plan or equivalent in place?

Local agencies need to self-certify that they have a LRSP or equivalent, completed by the application due date.

An equivalent of the LRSP could be Systemic Safety Analysis Report (SSAR) or Vision Zero Action Plan or other safety plans. The LRSP or its equivalent must be updated/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. However, the adoption of the LRSP by the Board or Council is not a requirement.

(35) My agency does not have an LRSP, but has a safety plan that includes all the typical LRSP elements (and more!). How should I approach the LRSP certification?

What needs to be submitted is a LRSP self-certification. Please download the template from the Call-for-projects website.

(36) Do the measures an agency applies for have to be mentioned in the LRSP?

The safety improvements proposed do not have to be directly from the LRSP. We understand the LRSP is a live document. New safety needs may emerge when conditions change.

(37) Is an [Safe Systems Analysis Report Program] SSARP still considered an LRSP-equivalent?

Yes.

(38) Regarding [Local Road Safety Plan] LRSP or equivalent- in our case SSAR- if it's prepared in August 2019; would that still be considered eligible document for this cycle?

Yes.

(39) Would a Safety Action Plan fulfill the LRSP requirement?

Yes.

2. Funding Set-asides

(40) Must set-aside for tribes be used on reservation, on the tribal transportation system, or within the region/communities tribal citizens reside (not necessarily on reservation or on a tribal transportation system road)?

Set-aside for tribes must be used on roads within a tribe's transportation system.

(41) Can multiple set-asides be combined to fund one project, such as a multi-use path, with the intention to utilize funding from the set-aside for pedestrian crossing enhancements and bike safety improvements? Can cities, counties, and tribes combine set-aside funding to fund a larger regional project?

Each set aside application needs to be separate to receive set aside funds. Once the project is successfully funded, then the agency can combine as needed for construction costs efficiency, if that is desired. Please reach out to your District Local Assistance Engineer (DLAE) for further guidance, if needed.

(42) Is there a limit to the number of set-aside applications per agency?

An agency may submit one application per set-aside (e.g., 4 applications, each for a different set-aside). There is no limit to the total number of set-aside applications for each agency.

(43) Do edgelines apply to only new or can it apply to existing edgelines?

Edgelines set-aside is for new edgelines. However, if the majority of work (at least 70% of the cost) is for new edgelines, it is fine to include restriping faded edgelines in the same area.

(44) I see some cross-over between the set-aside categories for pedestrian crossing, edge/centerline, and bike lanes. Can these be combined into a single ask for 3x\$350k = \$1.050M basically refreshing the striping for a large portion of our city?

Each set aside application needs to be separate to receive set aside funds. Once the projects are successfully funded, then the agency can combine as needed for construction costs efficiency, if that is desired.

(45) We currently have a bollard & chain fence/guardrail along our ocean bluff. Would it be considered a guardrail upgrade to convert to a barrier that could actually stop a car rather than the decorative barrier presently existing?

Yes, you may include this in a guardrail upgrade set-aside application.

(46) We are trying to minimize trash can/bin obstructions in the bikeways. Would adding reflective tape to bins and cans that say "do not obstruct bikeway" be eligible for the bike safety improvement set-aside?

Yes, you may include this in a Bike Safety Improvements set-aside application.

(47) On page 6 of the HSIP Set Aside Analyzer manual, it shows \$250 k for each set aside except for guardrail. Richard stated \$350k. Just want to make sure which number is correct.

Thank you for pointing this out. It should be \$350k. It has been fixed on page 6 of the HSIP Set Aside manual.

(48) Is there a minimum ask for set aside?

To maintain efficiencies in the overall Program and Project Management, the "Total HSIP Funds" should be \$100,000 or more for any application. If an exception is needed, please explain in answering Question No. 3 in the HSIP Application Form.

3. Benefit Cost Ratio (BCR) Applications

(49) Can one HSIP application cover numerous crash locations? For example, can one application propose the installation of small roundabouts at 12 intersections with a pattern of broadside crashes which result in fatalities, severe injuries and injuries?

Definitely. It is often that one HSIP application covers multiple locations.

(50) BCR Cutoff is in reference to how BCR must at least be that number?

After we receive all applications, we will rank the BCR projects based on the BCR, from the highest to the lowest. A line will be drawn to fund the higher BCR projects. The lowest BCR for a project to be funded is the BCR Cutoff. The BCR Cutoff is unknown at the application time.

(51) What is the anticipated BCR cutoff this year?

Good question. With the increase amount of funding that is available this cycle, we are hoping the cutoff will be less than 18.0 but it all depends on the number of applications that are submitted.

(52) Can you really get an acceptable BCR with a roundabout?

For larger, traditional roundabouts, this has been a challenge to be above the BCR cutoff, however with the affordable roundabouts that will be presented next week in the webinar, these lower cost roundabouts should be very competitive and be funded. Multiple locations can be submitted under one application which may help as well.

(53) What is the BCR cutoff for this round? Knowing the BCR would make it helpful to determine the project scope and not waste time and resources on the grant application. It is expensive to develop and apply.

We recognize that applications are expensive to put together so we wish we could give you an exact number. Since more funds are available, we are anticipating that the BCR will be less than 18.0 this time.

(54) Could the higher BC Ratios be because agencies are straying away from the systemic approach to get their application selected? It slowly encourages low cost projects at spot locations with severe/fatal crashes, instead of doing systemic improvements that will increase cost and decrease BCR.

What we are seeing is local agencies are applying one or two low cost countermeasure across many intersections or roadway segments within their network. This results in a high BCR. You're correct that a BCR can be reduced if intersections and/or roadway segments do not have as many crashes. We do allow multiple applications to deal with this concern so that an agency will be able to be successful in getting their project funded.

(55) is there a certain number of minimum injuries for the rural roads?

No.

(56) With the emergence of crash detection and near-miss technology and collection, has there been any thought to considered near-miss data (justified by a video recording) in the B/C ratio?

At this time, only actual crash data can be used in the BCR calculation.

(57) If the proposed project (BCR ratio) includes corridor safety improvements, are there multiple HSIP analyzer files required or only one HSIP analyzer file required based on if the application includes all three: signalized intersections, non-signalized intersections and roadway segments? thank you!

Only one HSIP Analyzer file is needed, even if a BCR project has more than one location types. One HSIP Analyzer file allows users to have signalized intersections, non-signalized intersections and roadway segments, or any combination of the three.

(58) How many countermeasures can you use per application?

Up to 9 countermeasures can be used per application (i.e. up to 3 countermeasures for each of the location types: signalized intersections, non-signalized intersections and roadway segments).

(59) Are there any changes in the countermeasures from the last HSIP cycle?

Countermeasures SI14 (Install right-turn lane (S.I.)) and R32 (Speed Safety Cameras) are added. All countermeasures are re-numbered.

(60) Does Collision List require a certain identification number from [Statewide Integrated Traffic Records System] SWITERS or [Traffic Incident Management System] TIMS? Is a print-out of the Crash Summary Report from TIMS necessary?

Collision List is one of the required attachments for a BCR application. An ID, when available, is preferred for each collision. Crash Summary Report from TIMS can be used as Collision List.

(61) How far back can crash data be considered? 10 years ago? 5 years ago?

The crash data time period must be a minimum of 3 years and a maximum of 5 years. Since it is allowed to use crash data excluding the COVID pandemic time, applicants may go back to 8 or 10 years ago depending on the data availability.