

Summary of Key Results

2013 HSIP Cycle 6 Call for Projects

Final HSIP & HR3 funding levels

- The final HSIP Cycle funding is: **\$150.0M**
- The total HR3 eligible projects funded in Cycle 6: **\$21.9 M** *(This is a subset of the total)*
- **389 total applications were received**
- **231 applications were funded**

Overall Expected Transportation Benefits from the funding of these projects:

- **The overall B/C ratio for this call is 10.1**
(The California public should receive 10 times more benefit from these projects in comparison to their costs)
- **Total expected transportation safety benefit expected from this call is \$1.700,000,000.**
This benefit will be realized from reductions in future fatalities, serious injuries, and other crash related costs.
- **“Systemic” projects’ B/C was 40% higher than “Spot Location” projects (11.59 vs. 8.25)**
- **“Roadway Segment” and “Intersection” projects’ had similar results (11.24 vs. 8.97)**

Rural Roadway Funding

- Primarily “Rural” projects received 23% of the overall funding
- The average B/C for “Rural” projects was 11.9
- “HR3” eligible projects received 15% of the overall funding (These are a subset of “Rural”)
- The average B/C for “HR3” projects was 14.7
- Similar to Cycle 5, all Caltrans’ more rural Districts (1, 2, 3, 5, 6, 9, and 10) received a higher percentage of the overall funding than they would have received if funding was based purely on their population share.

Non-Motorized Funding

- Elements of projects focusing on Non-Motorized users received 34% of the overall funding
- The average B/C for these “Non-Motorized” projects was 11.5
- The percent of funding going towards Non-Motorized project elements was significantly higher in Caltrans’ more urban districts, with 40% in District 4 and 56% in District 7.
- The total funding focusing on Non-Motorized users went from 26% in Cycle 5 to 34% in Cycle 6 – a 31% increase. Once again showing that Non-Motorized projects can compete well in the Local HSIP B/C selection process.

HIGHWAY SAFETY IMPROVEMENT PROGRAM - Cycle 6
Statewide Summary of Grant Applications

Cycle 6

	D1	D2	D3	D4	D5	D6	D7	D8	D9	D10	D11	D12	Statewide Totals
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Total Applications Submitted

Total Applications Submitted	10	8	35	50	19	35	85	37	5	28	34	43	389
Total Cost of Projects	\$4,400,450	\$10,145,082	\$31,918,500	\$44,606,737	\$14,245,000	\$25,349,580	\$60,727,830	\$26,832,990	\$3,659,101	\$26,156,683	\$25,825,711	\$21,570,600	\$295,438,264
Total Federal Funds Requested	\$3,959,400	\$8,782,500	\$28,496,900	\$35,476,700	\$11,905,700	\$22,708,400	\$54,102,500	\$22,028,400	\$3,507,800	\$24,079,200	\$21,903,800	\$18,146,000	\$255,097,300

Rejected Applications

Total Rejected Applications	5	1	12	24	9	19	26	12	3	14	14	19	158
Total Cost of Projects	\$1,880,450	\$132,500	\$9,633,400	\$24,436,736	\$6,018,000	\$13,358,100	\$17,015,730	\$11,214,990	\$2,187,600	\$17,320,383	\$10,235,311	\$9,199,400	\$122,632,600
Total Federal Funds Requested	\$1,692,200	\$100,400	\$8,612,900	\$17,830,000	\$5,297,000	\$11,926,900	\$15,624,000	\$9,035,900	\$1,891,400	\$16,144,600	\$9,337,100	\$7,566,600	\$105,059,000

Funded Applications

Total Funded Applications	5	7	23	26	10	16	59	25	2	14	20	24	231
% Funded Apps vs. Total Apps	50%	88%	66%	52%	53%	46%	69%	68%	40%	50%	59%	56%	59%
Total Cost of Projects	\$2,520,000	\$10,012,582	\$22,285,100	\$20,170,001	\$8,227,000	\$11,991,480	\$43,712,100	\$15,618,000	\$1,471,501	\$8,836,300	\$15,590,400	\$12,371,200	\$172,805,664
Total Federal Funds Requested	\$2,267,200	\$8,682,100	\$19,884,000	\$17,646,700	\$6,608,700	\$10,781,500	\$38,478,500	\$12,992,500	\$1,616,400	\$7,934,600	\$12,566,700	\$10,579,400	\$150,038,300
Expected Total Benefit Value	\$38,122,482	\$121,414,680	\$302,247,166	\$130,574,269	\$66,021,824	\$174,203,438	\$451,670,969	\$117,140,242	\$5,235,535	\$98,203,690	\$84,754,375	\$155,444,323	\$1,745,032,993
Average B/C Ratio	15.1	12.1	13.6	6.5	8.0	14.5	10.3	7.5	3.6	11.1	5.4	12.6	10.1

Non-Motorized Travel

Federal Funds for Non-Motorized	\$669,091	\$1,432,030	\$8,012,620	\$7,089,050	\$865,509	\$998,264	\$21,581,288	\$3,051,368	\$250,180	\$1,618,737	\$4,106,653	\$1,725,507	\$51,400,297
% Federal Funds for Non-Motorized	30%	16%	40%	40%	13%	9%	56%	23%	15%	20%	33%	16%	34%
Average B/C Ratio for Non-Motorized	18.8	31.4	15.0	7.1	10.9	17.7	11.2	9.2	2.3	14.5	3.9	23.4	11.5

Rural Applications

Total Rural Apps Submitted	1	6	6	4	4	8	2	2	0	3	1	2	39
Percent of Rural Applications	20%	86%	26%	15%	40%	50%	3%	8%	0%	21%	5%	8%	17%
Total Rural Federal Funds Req.	\$1,126,600	\$7,407,600	\$3,633,100	\$2,948,300	\$3,707,500	\$7,427,700	\$1,383,200	\$927,400	\$0	\$2,471,600	\$776,500	\$2,632,300	\$34,441,800
Percent of Rural Fed Funds Req.	50%	85%	18%	17%	56%	69%	4%	7%	0%	31%	6%	25%	23%
Average B/C Ratio for Rural Applications	14.6	7.8	12.7	8.5	5.9	16.8	18.9	3.3	0.0	10.5	5.1	21.9	11.9

HR3 Applications

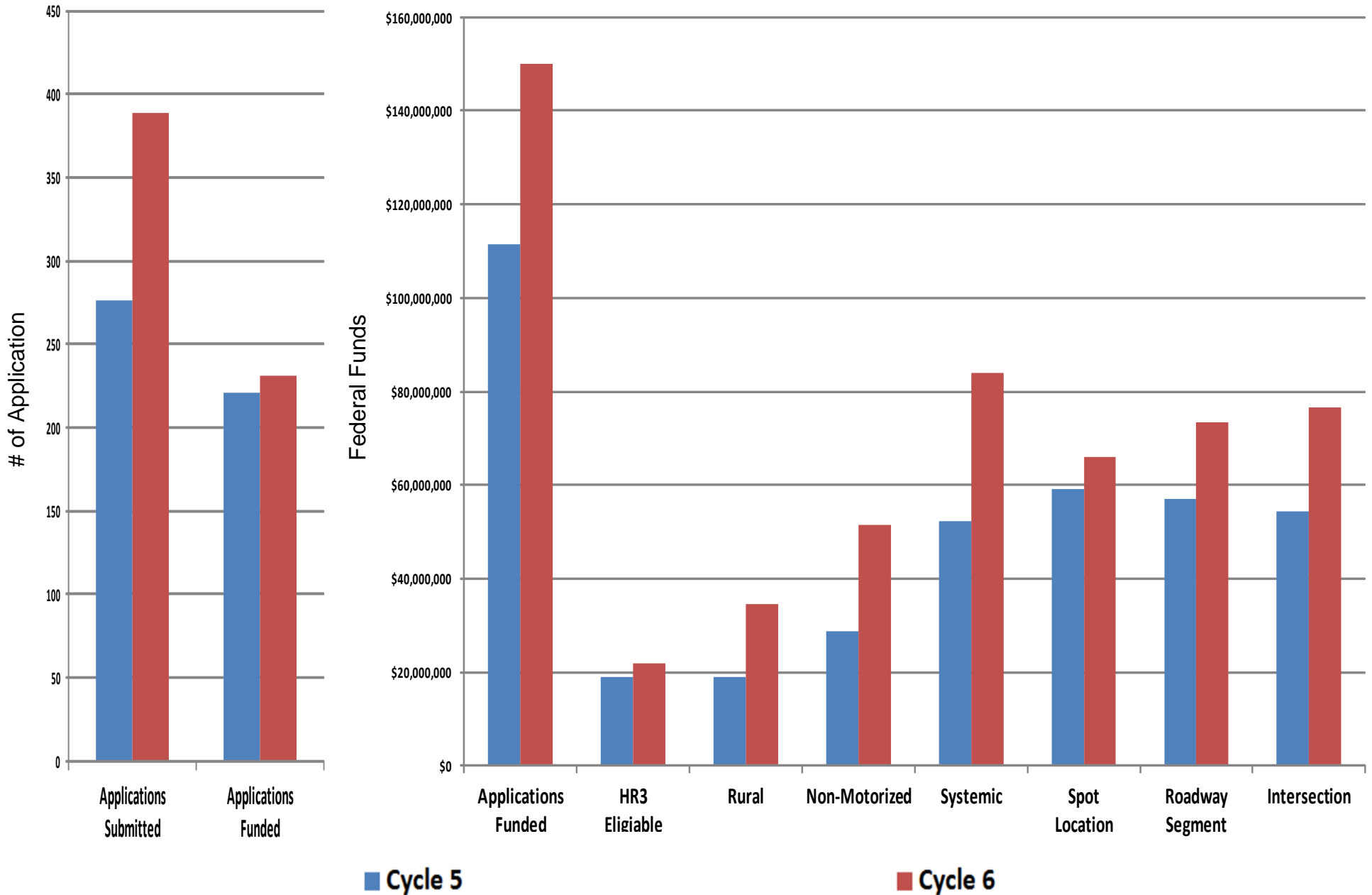
Total HR3 Apps Submitted	1	3	5	3	0	7	1	2	0	3	0	2	27
Percent of HR3 Applications	20%	43%	22%	12%	0%	44%	2%	8%	0%	21%	0%	8%	12%
Total HR3 Federal Funds Req.	\$1,126,600	\$3,207,800	\$3,111,200	\$1,598,300	\$0	\$6,495,400	\$364,500	\$927,400	\$0	\$2,471,600	\$0	\$2,632,300	\$21,935,100
Percent of HR3 Fed Funds Req.	50%	37%	16%	9%	0%	60%	1%	7%	0%	31%	0%	25%	15%
Average B/C Ratio for HR3 Applications	14.6	11.8	13.7	11.8	0.0	18.1	1.7	3.3	0.0	10.5	0.0	21.9	14.7

B/C Ratio by Project Type

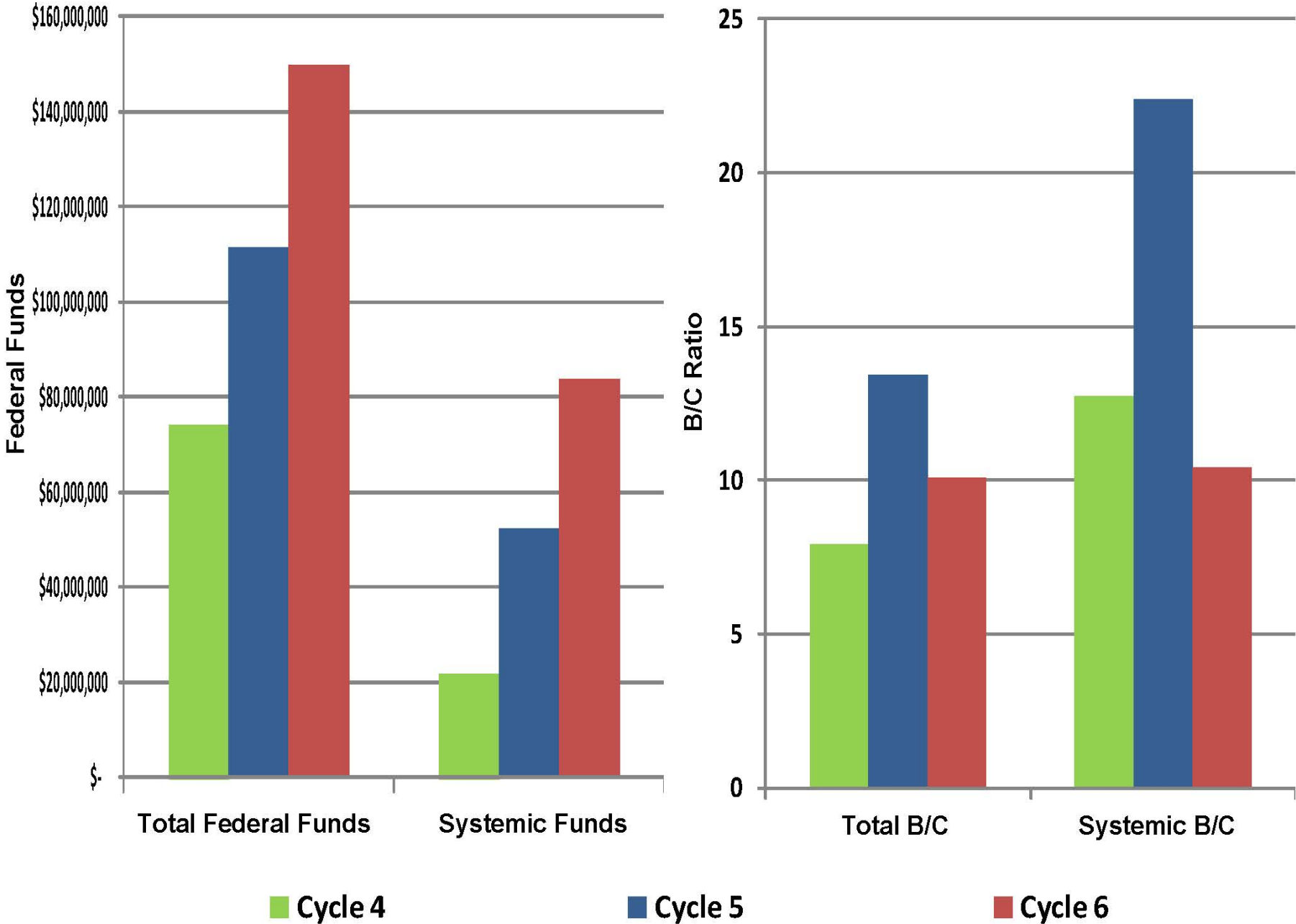
"Spot Location"	22.68	16.17	13.41	5.93	8.33	8.56	7.25	7.40	2.34	11.23	2.90	5.22	8.25
"Systemic"	13.64	8.94	13.64	7.01	7.92	19.21	12.35	7.63	6.75	9.87	7.20	19.19	11.59
"Intersection"	0.00	0.00	15.29	4.96	8.15	11.72	10.13	8.17	2.34	12.84	5.53	9.35	8.97
"Roadway Segment"	13.32	12.13	13.08	8.23	7.99	20.09	10.54	6.08	6.75	8.54	4.56	17.69	11.24

* The Ave. B/C for Project Type is a weighted average based on Total Project Cost of that Project Type

Local HSIP Results from Cycle 5 and Cycle 6 Funded Projects

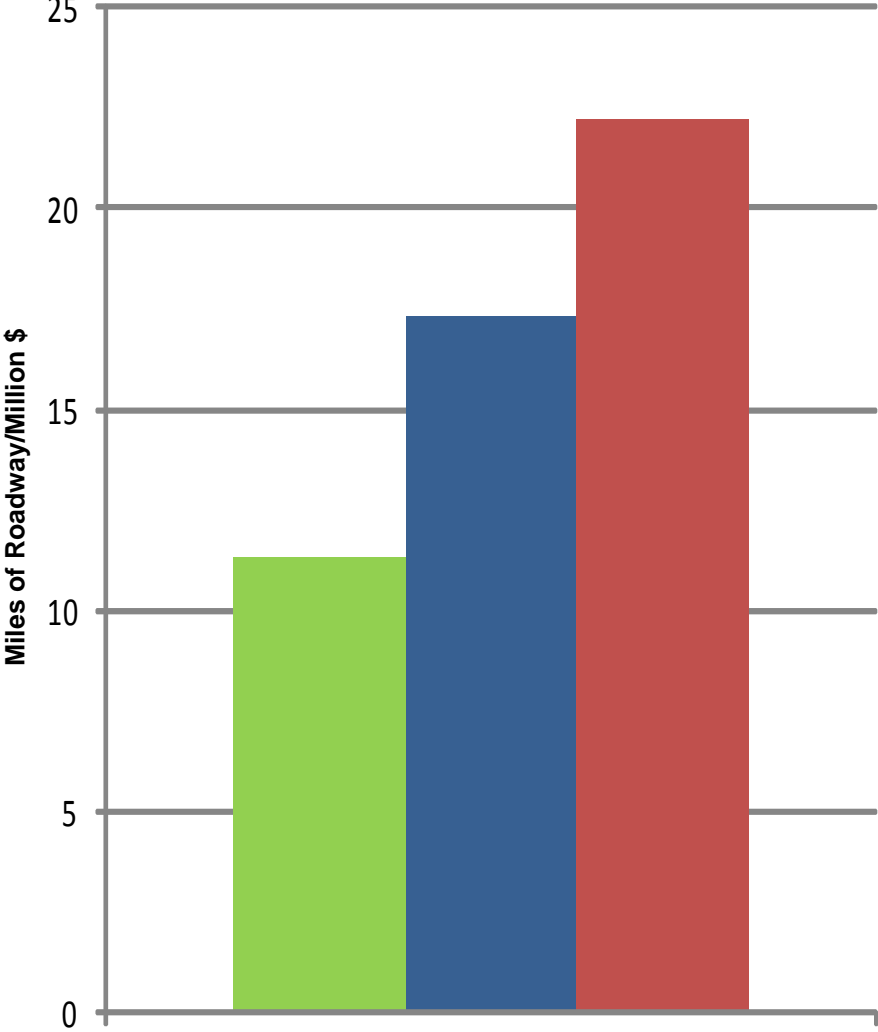
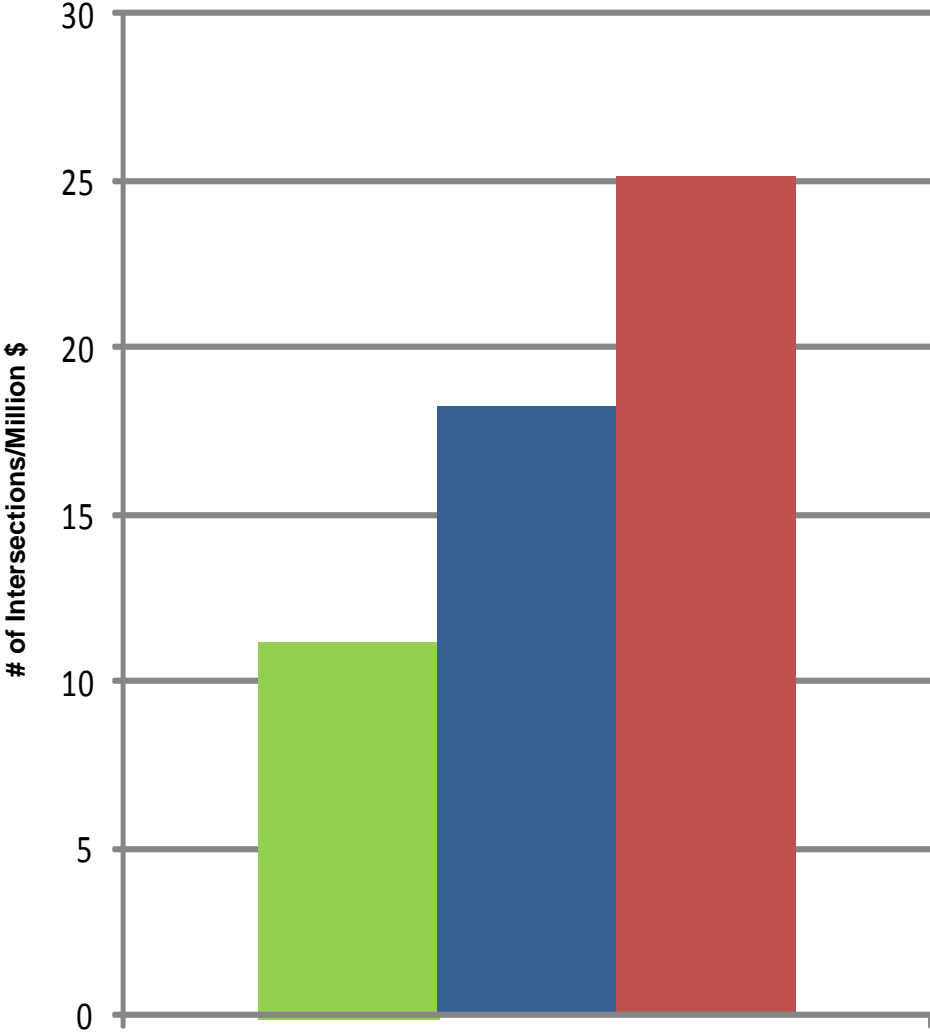


Local HSIP Cycles 4, 5 and 6 Total vs Systemic



Local HSIP Cycles 4, 5 and 6

Intersection & Roadway Improvements Per Million \$ Invested



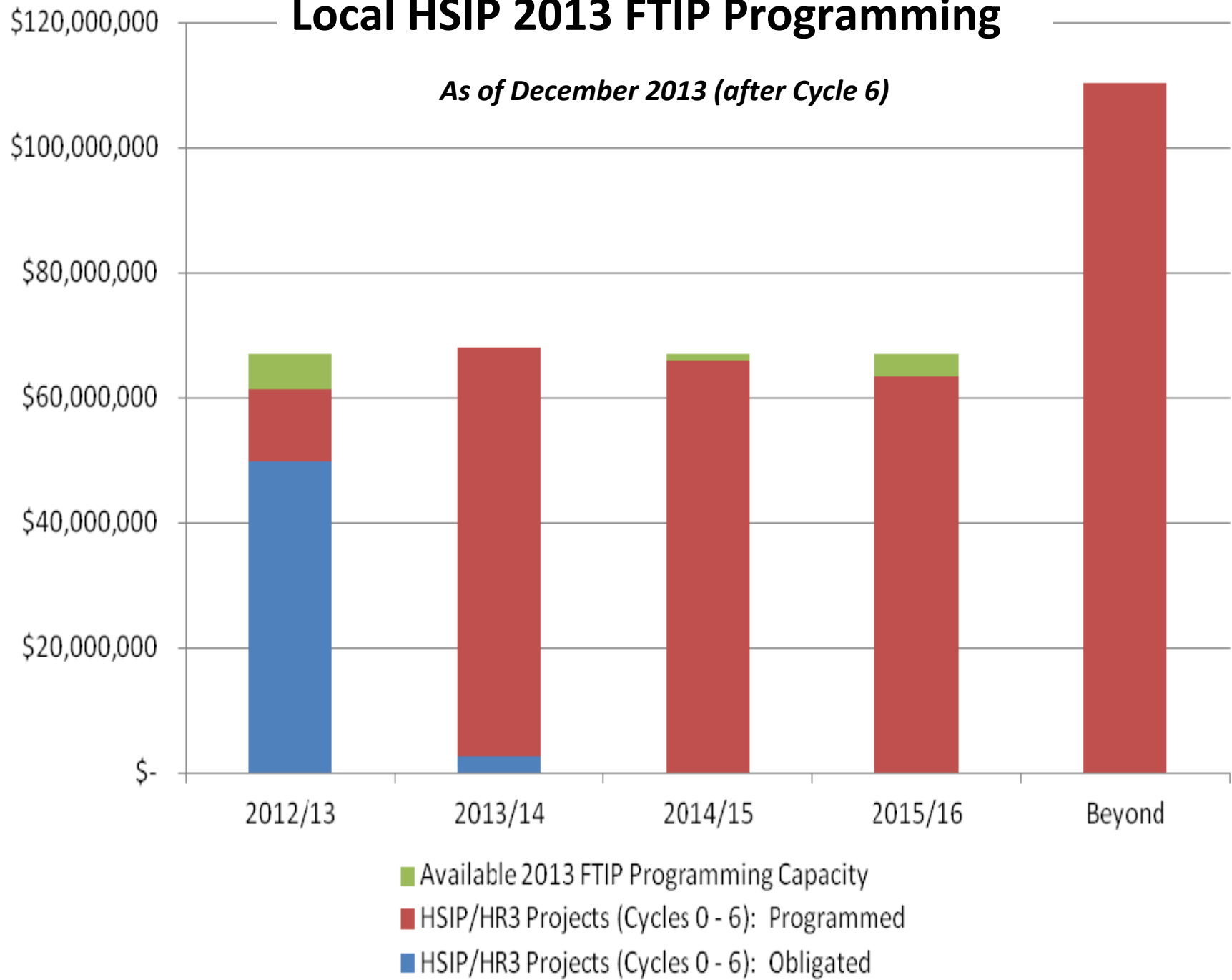
■ Cycle 4

■ Cycle 5

■ Cycle 6

Local HSIP 2013 FTIP Programming

As of December 2013 (after Cycle 6)



Caltrans' Strategic Planning for Local HSIP Cycle 7

Constraints and Opportunities

CONSTRAINTS:

- **Funding Level:** The local Highway Safety Improvement Program (HSIP) funding went down with MAP-21 as compared to SAFETEA-LU funding levels for HSIP and HR3. Currently the Local HSIP only receives about 35% of the funds the state receives.
- **Local HSIP Obligations:** Total HSIP obligations have been significantly below past HSIP apportionments. The Division of Local Assistance's (DLA) past programming strategies and a lower than expected project delivery rate for local projects are two of the primary causes.
- **Programming Capacity:** Local HSIP has fully utilized programming capacity of the 2013 FTIP and the majority of the future 2015 FTIP. DLA goal is to maximize the number of projects programmed in the FTIP (active and beyond years) to maximize the future year obligations.
 - A large portion of the Local HSIP programming capacity is taken up by old HSIP projects from Cycles 1-4 that were first programmed years before the 2013 FTIP. Cycles 5 and 6 take up the remaining capacity; \$111M, and \$150M programmed in 2012, and 2013, respectively.

TIMING OF THE NEXT HSIP CALL FOR PROJECTS (CYCLE 7):

- Based on the current constraints, the DLA Office of Bridge and Safety Programs has concluded the next HSIP call-for-projects needs to be pushed back to the spring of 2015.
 - Due to the lack of 2015 programming capacity, the call will likely still only be \$100M or less.
 - Postponing the next call until spring 2015 creates several opportunities for major HSIP program enhancements. DLA intends to pursue the following list below prior to Cycle 7

OPPORTUNITIES FOR IMPROVING THE EFFECTIVENESS OF THE LOCAL HSIP:

- **Increasing the yearly local-HSIP apportionments available for FTIP programming:**
 - Work with the SHSP to evaluate the most effective use of California's HSIP funding. (Based on past crash data, the Local-HSIP should receive more than 50% of California's HSIP funding)
 - Pursue the ability to program some of the old projects outside the HSIP's active FTIP, including: the \$30M in old HR3 apportionments and the nearly \$120+M in HSIP carryover OA.
- **Increasing the efficiency of how HSIP projects are programmed:** Develop a new process for collecting accurate expected delivery dates and \$\$\$ for PE, ROW and CON (to be updated yearly). This would enable DLA Program Managers to program projects in the FTIP based on their individual delivery and could enable some older projects to be moved out of the active FTIP.
- **Improved guidance documents and training for local agencies:** Based on the results from Cycle 6, there is still a need for clearer program documents to guide agencies through the application process. New training options are also needed to complement these new documents.
- **Expediting delivery of existing local HSIP projects:** Keep agencies focused on delivering their safety projects per the delivery milestones by working with MPOs, RTPAs and Districts to contact all agencies that are late on their delivery and inquire about the delivery issues.
- **Refocus the program further towards low-cost systemic improvements:** Limit the use of HSIP funding to only the lowest-cost countermeasures that have minimal impacts and can be delivered quickly.
 - Considered reducing the time FTIP approval to CON milestone from 30 months to 24 months
- **Develop a new sub-program to fund focused-PSRs:** Consider the opportunity to develop and administer a new HSIP sub-program to fund PSR projects that are focused on low-cost, systemic improvements. Key goals: 1) train and focus local agencies' attention on safety improvements with the highest expected benefit to cost ratios and lives saved; 2) provide agencies with pre-identified, high B/C candidate projects for future HSIP calls for projects.

**HSIP & HRRR Projects with Milestone Delays
AS of April 1, 2014**

MPO	Total # of Projects	Delay Projects In PE Phase	Delay Projects In CON Phase	Total Delay Projects	% of MPO Projects that are Currently Delayed
BCAG	12	1	2	3	25%
KCAG	4	1	0	1	25%
MCTC	4	0	1	1	25%
RURAL	85	2	12	14	16%
SCAG	452	8	55	63	14%
AMBAG	31	0	4	4	13%
MTC	157	6	13	19	12%
TCAG	25	0	3	3	12%
STANCOG	17	1	1	2	12%
SACOG	70	1	6	7	10%
SBCAG	22	0	2	2	9%
SANDAG	69	0	6	6	9%
FCOG	49	1	3	4	8%
SRTA	19	0	1	1	5%
SJCOG	24	0	1	1	4%
KCOG	31	0	0	0	0%
MCAG	6	0	0	0	0%
SLOCOG	10	0	0	0	0%
Total	1087	21	110	131	12%

For more information on Local Safety Program Delivery Requirements and a complete listing of delayed projects, go to http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm

Sorted by Delay

Unique Project ID	Cycle	HR3 Eligibility	District	Agency	MPO	RTPA	Project Location	Description of Work	Current Total Project Cost	Current Federal Funds Approved	Program Release Date	*First* FTIP Approval Date by FHWA	Current FTIP Program Year	Current Federal & Safety Funds in FTIP	PE Auth Date	Project Delivery Delay "FTIP Program to Auth over 6 Months"	CON Auth Date	CON Delivery Delay "FTIP Program to Auth over 30 Months"
General Project Information											FTIP Programming				PE Phase		CON Phase	
HSIP3-03-002	3	0	3	Butte County	BCAG	Butte County Association of Governments	Lincoln Blvd. from 50' North of Idora St. to 100' South of Arnold Ave.	Construct Curb, Gutter, Sidewalk, And Curb Ramps; Install Crosswalk Warning Signs With Integrated Flashing Beacons At All Three Midblock Crossings, And Class II Bike Lane Markings	\$ 807,364	\$ 726,627	01/26/10	04/30/10	2013/14	\$726,627	TBD PE being done with Local Funds	42.3 Months and counting with local funds	TBD	18.0 Months and counting
HSIP3-03-008	3	0	3	El Dorado County	SACOG	El Dorado County Transportation Commission	Cold Springs Rd., At The Intersection With Mt. Shasta Ln. Between Pm 3.4 And 3.55	Realign Roadway; Widen Shoulders; Construct Drainage Improvements; Install Flashing Beacon Warning Signs	\$ 1,024,400	\$ 899,000	01/26/10	05/12/10	2013/14	\$646,100	07/02/10	Met Milestone	TBD	17.6 Months and counting
HSIP3-03-009	3	0	3	El Dorado County	SACOG	El Dorado County Transportation Commission	Salmon Falls Rd., South Of The T-Intersection At Glenesk Ln. Between Pm 7.79 And 7.89	Realign Roadway; Widen Shoulders; Construct Drainage Improvements; Install Flashing Beacon Warning Signs And Rumble Strips	\$ 1,133,400	\$ 900,000	01/26/10	05/12/10	2013/14	\$666,900	07/02/10	Met Milestone	TBD	17.6 Months and counting
HSIP4-03-008	4	0	3	El Dorado County	SACOG	El Dorado County Transportation Commission	Cold Springs Rd. between Fox Print Ct. and Skyview Ln.	Modify super-elevation; widen shoulders; install signs and striping	\$ 495,000	\$ 445,500	02/24/11	04/08/11	2013/14	\$342,900	04/26/11	Met Milestone	TBD	6.5 Months and counting
HSIP4-03-007	4	0	3	Placer County	SACOG	Placer County Transportation Planning Agency	King Rd. between Auburn Folsom Rd. and Sudor Ln.	Widen traveled lanes; construct drainage improvements	\$ 645,900	\$ 581,200	02/24/11	04/08/11	2013/14	\$470,500	05/25/11	Met Milestone	TBD	6.5 Months and counting
HSIP4-03-009	4	0	3	Woodland	SACOG	Sacramento Area Council of Governments	Main St./Cleveland St.	Upgrade traffic signals	\$ 280,300	\$ 252,200	02/24/11	04/08/11	2013/14	\$221,652	08/29/11	Met Milestone	TBD	6.5 Months and counting
HSIP4-03-003	4	0	3	Citrus Heights	SACOG	Sacramento Area Council of Governments	Sunrise Blvd./Sungarden Dr.	Install traffic signals and sidewalks	\$ 1,113,900	\$ 900,000	02/24/11	04/08/11	2014/15	\$814,500	12/06/11	2.0 Milestone Completed	TBD	6.5 Months and counting
HSIP4-03-002	4	0	3	Butte County	BCAG	Butte County Association of Governments	Skyway Rd. between the city limits of Chico and Paradise	Install rumble stripes and speed feedback signs	\$ 725,600	\$ 640,000	02/24/11	05/18/11	2014/15	\$537,400	12/11/11	0.8 Milestone Completed	TBD	5.2 Months and counting
HSIP5-03-001	5	HR3	03	Butte County	BCAG	Butte County Association of Governments	Durham Pentz Rd. between SR 99 and SR 191	Install rumble stripes, striping, and pavement markers	\$ 694,800	\$ 620,700	10/19/12	01/28/13	2014/15	\$620,700	TBD	7.7 Months and counting	TBD	No Delay No Delay
HSIP5-03-025	5	0	03	Yuba City	SACOG	Sacramento Area Council of Governments	14 intersections within the City limits	Upgrade bike lanes striping	\$ 128,600	\$ 115,700	10/19/12	03/07/13	2014/15	\$115,700	TBD	6.5 Months and counting	TBD	No Delay No Delay