

February 26th HSIP Cycle 7 Webinar

- 1) **What are the changes from cycle 6 to cycle 7?** The major changes are as follows: raised the per project maximum funding to \$10 million, raised the per agency maximum funding to \$10 million, raised the minimum B/C to 5.0 for a project to be considered in the selection process, identified 18 countermeasures which are now 100% federal eligible.
- 2) **I see the min \$100K and max at \$10M. Is there an average size you might anticipate or sweet spot for the project size?** The Benefit/Cost (B/C) of the project proposal is going to dictate if the project is going to be funded or not, so agencies should keep the project scope focused on safety in order to be competitive and keep the B/C as high as possible.
- 3) **How many cities in the last cycle did that entail?** For Cycle 6, 159 of 231(68%) HSIP projects are from cities, which are using \$90 million, or 60% of the federal funds.
- 4) **Will these slides/ presentation be available online?** Yes, they will be posted at the following website: http://www.dot.ca.gov/hq/LocalPrograms/HSIP/prepare_now.htm
- 5) **Does delivery flag apply only to HSIP-funded projects?** Yes
- 6) **What are HR3 projects?** HR3 is an acronym for “high risk rural road” and it refers to safety projects on rural major collectors, rural minor collectors or rural local roads.
- 7) **What countermeasures will receive 100% Federal HSIP funding?** The countermeasures are listed in Appendix B of the LRSM, which can be accessed by clicking on the link below and then on “Draft Appendix B: Table of Countermeasures and Crash Reduction Factors.”
http://www.dot.ca.gov/hq/LocalPrograms/HSIP/prepare_now.htm
- 8) **It was mentioned that Site Analysis and Systemic Approach will require 3 data types. What are those?** Crash data, Roadway data and Exposure data
- 9) **What is B/C?** Benefit to cost ratio (B/C). The benefit is the collision costs savings (using the crash reduction factor) that a project would have over the life of the project. The cost is the cost of the project including support. The B/C is used to prioritize projects competing for HSIP funds
- 10) **Is there a defined “area of influence” for intersections?** The area of influence is typically 250 feet from the middle of the intersection.
- 11) **What about RFA packages due for other Caltrans programs?** Red flagging of projects only applies to HSIP projects. No other program has this requirement.
- 12) **How does the B/C for collection, analysis, and improvement of safety data get calculated?** It doesn't. At this time, Local HSIP funds are for infrastructure projects only. You can try applying to the Office of Traffic Safety (OTS) for grants to obtain the collection, analysis and improvement of safety data.
<http://www.ots.ca.gov/Grants/Apply/default.asp>

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- 13) What crash period do you look at?** 5 years of the latest available crash data is required.
- 14) Are capital and non-capital projects eligible for HSIP funding?** The countermeasures listed in Appendix B of the LRSM are the capital project proposals eligible for HSIP funding at this time. Please note that some of countermeasures have been removed for consideration but are still listed (they are identified with a '0' in the CRF and life column). They are kept on the list to keep the countermeasure numbers the same through the cycles for study purposes. Please refer to question 16 on how Non-Infrastructure (NI) elements are handled.
- 15) For the Nevada County Roadway Safety Signing Audit project, was the analysis conducted before submitting HSIP application or was it conducted during the design phase?** The analysis was done during the PE phase of the project.
- 16) What about NON-INFRASTRUCTURE (NI) ELEMENTS?** How do you count those towards your B/C ratio? All Non-Infrastructure element costs will be added to the cost of the project. Keep in mind that at this time no benefit is calculated for these items so adding these elements will lower the B/C for the project.
- 17) Is there HSIP applications online for us to see?** Yes, there are a number of successful Cycle 5 examples posted at the following link:
<http://www.dot.ca.gov/hq/LocalPrograms/HSIP/HSIPHR3Examples.pdf>
- 18) When calculating B/C for multiple countermeasures, is the effectiveness additive? i.e, two countermeasures with 15% reduction give a 30% reduction?** Yes, they are additive. It is possible that one set of crashes can have three countermeasures applied to those crashes. At this time, the B/C allows up to an 80% reduction in that set of crashes. However I would caution that there needs to be a pattern of crashes and project cost associated with each countermeasure or the application will be questioned and possibly not considered in the selection process. Also, each countermeasure's scope of work needs to be at least 15% of the total project cost before that countermeasures can be used. Please contact the Local HSIP managers in headquarters should there be any questions.
- 19) Is it possible to obtain HSIP funding to develop a countywide inventory database for existing traffic control devices to monitor and improve existing safety conditions? Any appropriate CM for that?** At this time, only the countermeasures listed in the Appendix B of the LRSM are eligible. Applying for an OTS grant for this type of work would be our recommendation.
<http://www.ots.ca.gov/Grants/Apply/default.asp>
- 20) What were the average B/C of projects awarded in previous cycles?**
Rural Roadway Projects: 11.9; Non-motorized projects: 11.5; Systemic projects: 11.6; Spot locations: 8.3; Roadway Segment: 11.2; Intersection: 8.9
- 21) Where can I find an updated list of CMs?** They can be found on the following Local Assistance HSIP website with the name "Appendix B: Table of Countermeasures and Crash Reduction Factors" http://www.dot.ca.gov/hq/LocalPrograms/HSIP/prepare_now.htm

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- 22) There are no matching funds required for Cycle 7, correct?** No. All the countermeasure require a 10% local match, except for the 18 countermeasures noted in the Appendix B of the LRSM. Please see web link in questions 21 to download the list.
- 23) Does providing a higher local fund match give you any scoring benefit?** No. All costs, no matter what the source is, are included in the project costs and are used in the B/C calculation. The reason for this is to keep the project costs related to the countermeasure so it can be delivered as efficient as possible.
- 24) When will projects be approved for funding?** It is estimated that local agencies will be notified in October 2015 whether their projects were approved for funding, and once they are amended in the FTIP/FSTIP, work can begin.
- 25) Are there funds set aside for the proactive safety program in this cycle?** No. For this cycle, all the federal funds will distributed based on the B/C selection process.
- 26) Can we mix different CM's which are all 100% eligible in one project?** Yes. It is recommended that this be done for efficiency. However, if a project proposal has countermeasures that are mixed between 100% federally eligible and those that are not, the project will be treated as a 90/10 split funded type of project
- 27) Are there any limitations on number of applications from each individual agency?** No limitation.
- 28) For successful applications, what is the timeline for project delivery?** An RFA for PE needs to be submitted within 6 months after the FTIP approval date. The next milestone is the project's RFA for CON, which needs to be submitted for Construction authorization within 30 months after the FTIP approval date.
- 29) Could you please give an example of when more than two countermeasures are incorporated into a project.** At a non-signalized intersection, installing intersection lighting (NS1) and a left-turn lane (NS15). For the lighting countermeasure, only night crashes would be counted. For the left-turn lane countermeasure, all the crashes would be counted.
- 30) Is engineering and admin included in federally funded costs?** Yes. Part of the HSIP applications have support percentages for each phase which are rolled up into the final project costs.