



Local Highway Safety Improvement Program (HSIP)

California Transportation Commission
March 2021





Program Purpose



To achieve a **significant reduction in fatalities and serious injuries** on all non-state-owned public roads and roads on tribal land

23 USC 148

23 CFR 924 & 490



Examples



**Ped Activated Beacon,
Elk Grove**



**New Signal,
Citrus Heights**



**Curve Warning Signs,
Nevada City**



**New Signal,
Butte County**



**Right Turn Lane,
City of Sacramento**



**Bike Lane,
City of Sacramento**



Advisory Committee

Provide high-level balanced strategic guidance to Local HSIP

RTPAs & MPOs 06

FHWA & Caltrans 01

League of Cities 02

Rural County Task Force 05

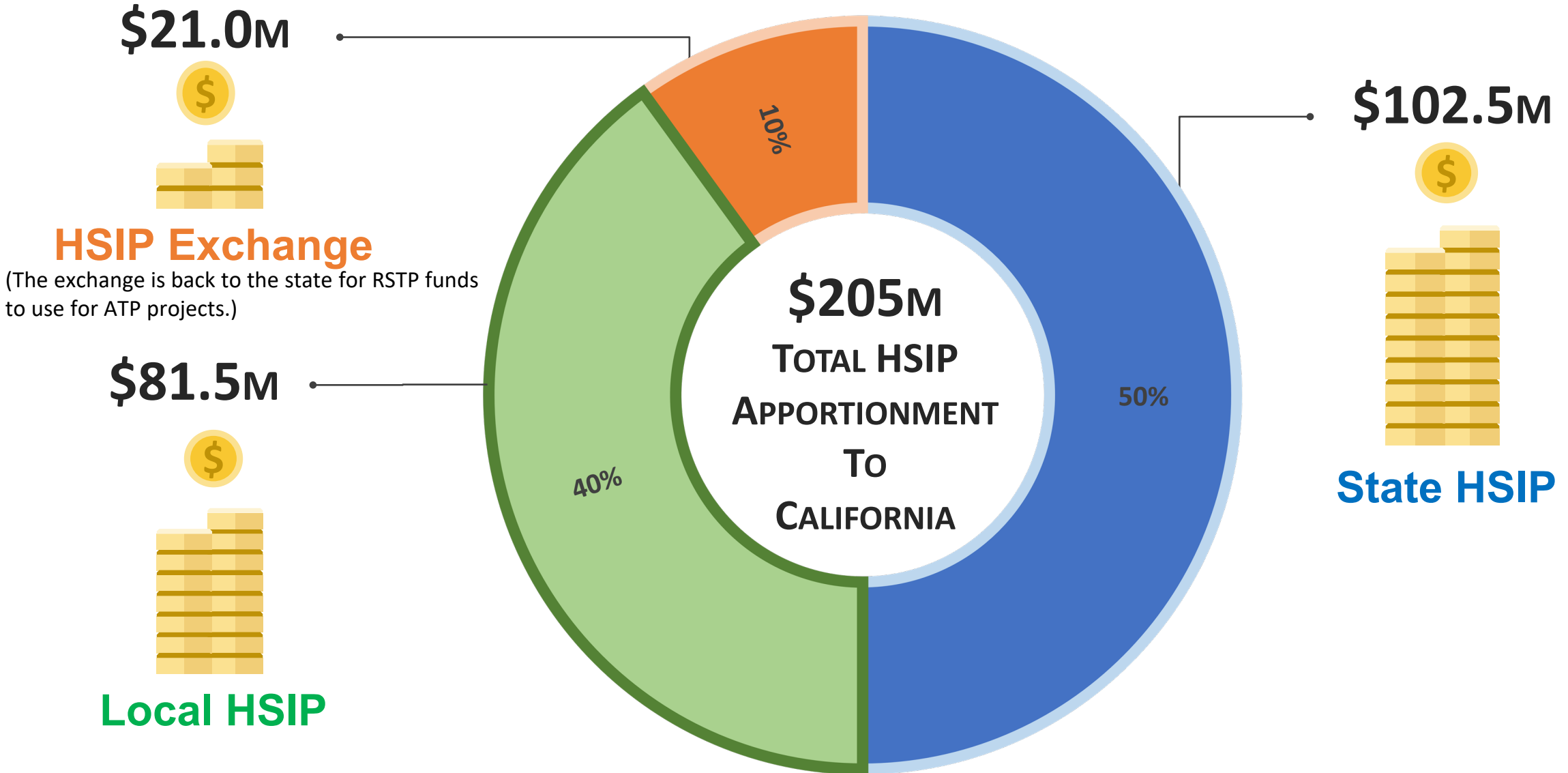
Association of Counties 03

CA Transportation Cooperative Committee 04





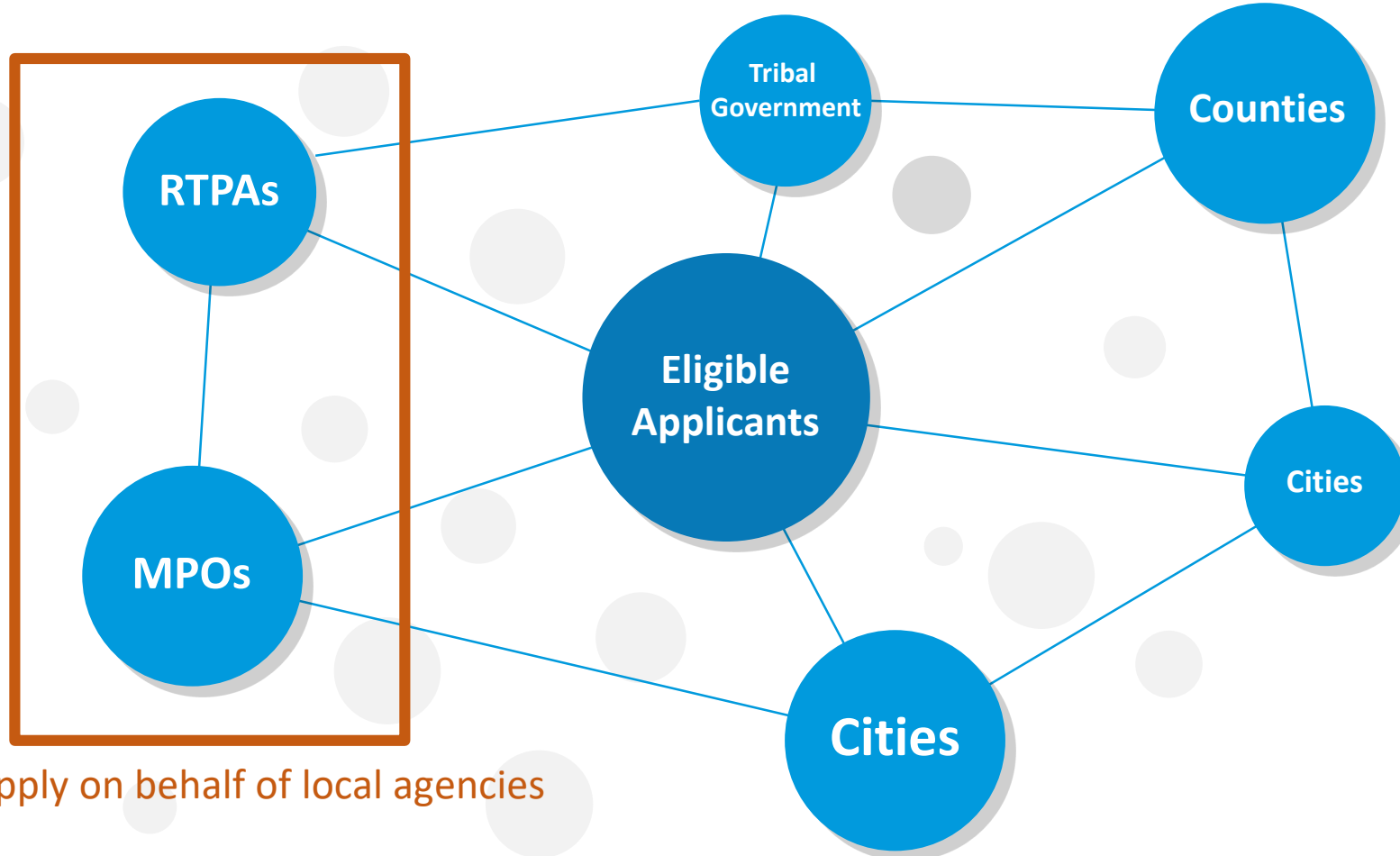
HSIP Funding for FFY 20/21





Eligible Applicants

Any local agency that owns, operates, and maintains public roadways



can apply on behalf of local agencies

01

Benefit Cost Ratio (BCR)

- About **75%** of the total funding
- Projects with **higher BCRs** are selected.
- Applications are reviewed for completeness

02

Set-Asides

- About **25%** of the total funding
- **HSIP Advisory Committee** approves the funding and countermeasures for each set-aside.
- Each agency can only submit one project for any set-aside.
- The **maximum funding** for a set-aside project is capped by the committee.
- **Cycle 10:** Ped-Crossing enhancements, Guardrail upgrades, Edge-line installation and Tribal Governments



Project Delivery Process

01 FTIP Programming

Approve project list incorporated within **4-year** FTIP

02 PE- Authorization

Within **9 months** of programming

03 CON- Authorization

Within **36 months** of programming

04 De- Programming

Risk of having project deprogrammed beyond **60 months** of programming



Program Performance

No. of Projects

1466 projects were delivered with \$1.12B HSIP funding. Average Benefit-Cost Ratio is 11.8.
297 active projects are in progress.

Agency Compliance - Delivery

95% of projects were delivered into **CON-phase** on time.



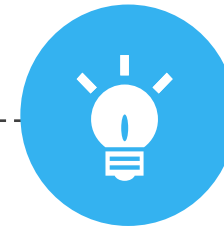
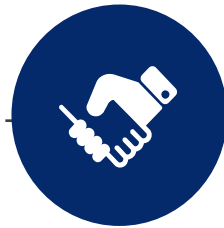
Program Establishment

Local HSIP was established in **2005** and has gone through **10 funding cycles**.



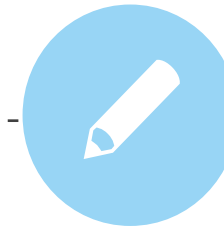
Agency Compliance - Deadline

95% of projects met **authorization** deadlines.



Current Cycle

State funding for **Cycle-10** via SB 137, **266 projects** were selected for funding.





Upcoming Improvements



Require each local agency to have a **Local Road Safety Plan (LRSP)** or an equivalent in order to apply for HSIP funding starting with Cycle-11 (2022)



Provide **training** for local agencies as needed to **develop a LRSP**



Provide **training** on proven **safety countermeasures** (in collaboration with FHWA and Local Technical Assistance Program)



Update **posting/procedures /safe-system approach** as needed for effectively implementing safety projects





Success Stories



**Rectangular Rapid Flashing Beacon,
City of Elk Grove**



**Pedestrian Countdown Signal,
City of Chico**



**Signal Upgrades,
City of Sacramento**



**Widen & Pave Shoulders,
Yuba County**



**High Friction Surface Treatment,
Placer County**



**Curb Ramp/Signal Upgrades,
City of Sacramento**



Success Stories



**Sidewalk,
Sacramento County**



**Pedestrian Scramble,
Downtown Santa Monica**



**Curve & Advisory Speed Signs,
Nevada City**



**Sidewalk,
Citrus Heights**



**New Signal,
Butte County**



**Roundabout,
City of Sacramento**



CALTRANS DIVISION OF
LOCAL ASSISTANCE



The logo for the Caltrans Division of Local Assistance. It features a circular emblem with a handshake in the center, surrounded by the text 'Caltrans Division of Local Assistance' at the top and 'Federal • State • Local • Private • Partnerships' at the bottom. The background of the emblem is divided into yellow and purple sections. To the right of the emblem, the text 'CALTRANS DIVISION OF LOCAL ASSISTANCE' is displayed in a black, sans-serif font, with a small Caltrans logo below it.



Thank You

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