

# Summary of Local HSIP Cycle 11 Projects

## Division of Local Assistance

Project Selection Criteria: All proposed projects, except set aside projects, are evaluated based on the Benefit/Cost Ratios (BCRs). All completed applications are prioritized in descending order by the BCRs. Projects with the highest BCRs are selected for funding and a cutoff line is established when the available HSIP funding capacity is reached. All project's related costs including support are included in the calculation. No more than 25% of HSIP funds are dedicated to set aside applications. For cycle 11, 16.7% of HSIP funds are being used for the five funding Set-asides: Pedestrian Crossing Enhancements, Guardrail Upgrade, Installing Edgelines, Bike Safety Improvements and the Set-aside for Tribes.

### Applications received:

- Number of applications received: 434;
- Number of local agencies who submitted applications: 206;
- Total HSIP funds requested by all applications: \$521.1 million.

### Applications selected for funding:

- Number of applications selected for funding: 282 or 65%;
- Number of local agencies with projects selected for funding: 155;
- Total HSIP funds for the selected applications: \$225.6 million.
- Out of the 282 applications selected for funding,
  - 162 applications, totaling \$187.8 million of HSIP funds, were selected based on their Benefit Cost Ratios (BCRs). The BCR cutoff for an application to be selected for funding is 18.0. The average BCR of the selected applications is 35.5;
  - 120 applications, totaling \$37.7 million of HSIP funds, were selected for funding under the set-asides for Pedestrian Crossing Enhancements, Guardrail Upgrade, Installing Edgelines, Bike Safety Improvements and Tribes.
  - 216 applications (77%), totaling \$193.8 million of HSIP funds (85.9%), are within Disadvantaged Community (DAC) vicinities (Note: a project is considered within DAC vicinities if the applicant has DAC's within its boundaries, though the project locations may not be in a DAC).

### Types of safety projects include but are not limited to:

- Safety improvements at signalized and non-signalized intersections:
  - new signals: 8;
  - Signal hardware improvements: 3,001 intersections;
  - Install/upgrade signs at non-signalized intersections: 1,102 intersections;
  - Install/upgrade intersection pavement markings: 482 intersections;
  - Signal timing improvement: 492 intersections;

- Providing left-turn phases/lanes or other left turn improvements: 91 intersections;
- Install lighting: 185 intersections;
- Install flashing beacons: 436 intersections;
- Installing median island approaches: 64 intersections;
- Friction improvements: 23 intersections;
- Install transverse rumble strips on approaches: 57 intersections;
- Converting signals from pedestal mounting to master arm: 14 intersections;
- Installing emergency vehicle pre-emption systems: 159 intersections; and
- Improving sight distance: 23 intersections.

➤ **Pedestrian/bike projects:**

- Pedestrian hybrid beacons: 15 intersections;
- Pedestrian countdown signal heads: 933 intersections;
- Leading Pedestrian Interval (LPI) implementation: 1,374 intersections;
- Bike lanes: Class II 20.9 miles, Class IV 6.68 miles, and Separated/buffered bike lanes 7.2 miles;
- New sidewalk: 34.7 miles;
- New pedestrian crossing: 351 locations;
- Upgrade signing and markings for existing crosswalks: 408 intersections;
- Install raised medians/refuge islands: 59 intersections;
- Upgrade existing or install new mid-block pedestrian crossing covering 38.1 miles of roads;
- Other safety enhancements of pedestrian crossings such as installing Rectangular Rapid Flashing Beacon (RRFB), installing advance stop bar, etc.: 922 locations.

➤ **Roadway safety improvements**

- Curve/speed warning signing: 671.0 miles;
- Install/upgrade signs with new fluorescent sheeting: 3,040.9 miles;
- High Friction Surface Treatment (HFST) installation: 42.5 miles;
- Rumble strips/strips: 457.1 miles ;
- Install edge/center lines: 226.6 miles;
- Installed raised medians/median barrier: 9.6 miles;
- Install new guardrail or guardrail upgrades: 71.8 miles;
- Install roadway lighting: 31.5 miles; and
- Install delineators, reflectors and/or object markers: 92.0 miles.

The below table provides a summary of HSIP Cycle 11 Funding Distribution by Caltrans Districts.

**HSIP Cycle 11 Funding Distribution**

| <b>Caltrans District</b> | <b>Number of Projects</b> | <b>HSIP Funds (\$ million)</b> |
|--------------------------|---------------------------|--------------------------------|
| 1                        | 16                        | \$8.1                          |
| 2                        | 1                         | \$0.3                          |
| 3                        | 29                        | \$18.0                         |
| 4                        | 60                        | \$50.0                         |
| 5                        | 17                        | \$8.6                          |
| 6                        | 31                        | \$11.5                         |
| 7                        | 53                        | \$55.8                         |
| 8                        | 43                        | \$44.1                         |
| 9                        | 1                         | \$0.2                          |
| 10                       | 12                        | \$14.1                         |
| 11                       | 9                         | \$7.2                          |
| 12                       | 10                        | \$7.5                          |
| <b>Total</b>             | <b>282</b>                | <b>\$225.6</b>                 |