

Memorandum

*Making Conservation
a California Way of Life*

To: DEE LAM, CHIEF
Division of Local Assistance

Date: March 26, 2021

From: ROBERT W. PETERSON
Chief, Office of Federal Programs
Division of Local Assistance

Subject: **HIGHWAY SAFETY IMPROVEMENT PROGRAM CYCLE 10 PROJECTS**

Attached is the list of the projects selected for Cycle 10 funding of the Highway Safety Improvement Program (HSIP). These 266 projects, totaling approximately \$227.6 million in HSIP funds, will be funded with state-only funds due to the funding exchange allowed by Senate Bill (SB) 137.


Among the 429 applications that were received from local agencies and tribes, 266 applications are selected for funding, either based on the Benefit Cost Ratio (BCR) ranking, or under the set-asides for Pedestrian Crossing Enhancements, Guardrail Upgrade and Installing Edgelines. Based on the amount of HSIP funding available, the BCR cutoff for the BCR applications to be selected for funding is 12.0. The remaining 163 applications were not selected for funding either due to their low BCRs or their ineligibility for funding because of their respective embedded flaws within the applications. The review selection process was carried out in accordance with the program guidelines and application instructions.

Upon your approval, the applicants will be notified of the project selection results. The local agencies will then be able to request the DLA for funding allocation for their successful projects.

It is recommended that you approve the attached list of HSIP Cycle 10 projects for funding.

DEE LAM, DIVISION CHIEF
March 26, 2021
Page 2 of 2

APPROVAL RECOMMENDED

 for Robert Peterson
ROBERT W. PETERSON
Chief, Office of Federal Programs
Division of Local Assistance

3/30/2021

Date

APPROVED


DEE LAM
Chief, Division of Local Assistance

3/26/2021

Date

Attachments

1. Approved Project List, Highway Safety Improvement Program Cycle 10
- c: DLAEs, Caltrans Districts
Robert Peterson, Chief, Office of Federal Programs, Caltrans HQ
April Perez-Hollins, Chief, Office of State Programs, Caltrans HQ
Sujaya Kalainesan, Chief, Office of Project Impl. - South, Caltrans HQ
Felicia Haslem, Chief, Office of Project Impl. - North, Caltrans HQ
Chiu Liu/Richard Ke, HSIP Managers, Caltrans HQ

DEPARTMENT OF TRANSPORTATION

DIVISION OF LOCAL ASSISTANCE

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*Making Conservation
a California Way of Life.*

March 26, 2021

Highway Safety Improvement Program (HSIP) Cycle 10 Awardee

Dear Recipient:

Congratulations! Your HSIP application has been selected for funding.

The complete list of funded projects in HSIP Cycle 10 Call for Projects is available online at <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/approved-project-lists>.

The agency's first step is to contact the appropriate District Local Assistance Engineer (DLAE) who can assist with the funding allocation process and other project management requirements. The DLAE contact information is available at <https://dot.ca.gov/programs/local-assistance/other-important-issues/local-assistance-contacts>.

To help in the success of your project, here are some important items to note:

1. All HSIP Cycle 10 projects will be funded with State-only funding.
2. The HSIP is a reimbursement program. Reimbursable work cannot commence on your project until:
 - a. You receive an allocation from Caltrans Division of Local Assistance (DLA) for this project;
 - b. You have a State-only Funds Master Agreement for your agency; and
 - c. You have a Program Supplement Agreement (PSA) for this project.

For implementation guidance, allocation request form and other documents, please visit <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/state-funded-hsip>.

Please note:

- a. the funding allocation process for HSIP projects with State-only Funding is different from projects in other programs such as ATP/STIP and SB1. The funding allocation for HSIP projects is processed through Caltrans DLA, not the CTC.
 - b. The funding allocation request is Phase specific, i.e. Preliminary Engineering (PE), Right of Way (ROW) or Construction (CON).
3. The delivery of the HSIP Cycle 10 projects must meet the below milestones:
 - a. The PE phase (if applicable) must be allocated by 12/31/2021;
 - b. The Construction (CON) phase must be allocated by 3/31/2024.
 - c. The project must be completed and closed out by 3/31/2026.

You may submit your funding allocation for PE to the DLAE now. Allocation request for CON may be submitted after 3/1/2022.

HSIP project delivery requests and status of the projects are available at <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/delivery-requirements-status-approved-projects>.

4. It is the agency's responsibility to review their project scope throughout the project delivery process and confirm that HSIP funding is used to fund the approved eligible scope as defined in your HSIP application. In case that any scope or cost change is needed, please contact your [DLAE](#).
5. Prior to engaging in any Architectural and Engineering (A&E) contract procurement(s), agencies should reference Chapter 10 (Consultant Selection) of the Local Assistance Procedures Manual (LAPM), located at: <https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm>.

For more guidance on implementing State-funded HSIP projects, please visit <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/state-funded-hsip>.

If you have any questions about your project, please contact your [DLAE](#).

Sincerely,



DEE LAM
Division of Local Assistance, Chief

- c: DLAEs and HSIP Coordinators, Caltrans Districts
Chiu Liu/Richard Ke, HSIP Managers, Caltrans HQ
Robert Peterson, Chief, Office of Federal Programs, Caltrans HQ
Sujaya Kalainesan, Chief, Office of Project Implementation - South, Caltrans HQ
Felicia Haslem, Chief, Office of Project Implementation - North, Caltrans HQ

Project List for Highway Safety Improvement Program (HSIP) Cycle 10
(Sort by Caltrans District and Agency Name)

* Application Category: BCR = Benefit-Cost Ratio; SA = PedCrossing = Set-aside for Pedestrian Crossing Enhancements; SA-Guardrail = Set-aside for Guardrail Upgrade; SA-Edgeline = Set-aside for Installing Edgelines.

No.	Unique Project ID	Original Application ID	Caltrans District	Agency Name	MPO	Project Title	Location of Work	Description of Work	Project Cost	Federal Funds	Application Category*
172	H10-07-038	07-Thousand Oaks-2	7	Thousand Oaks	SCAG	Crosswalk Improvements - Rectangular Rapid Flashing Beacons (RRFBs)	Ten intersections throughout the City.	Install RRFBs at nine existing marked crosswalks and include advanced flashing beacons; and upgrade an existing equestrian crossing equipped with flashing beacons to RRFBs, add a marked pedestrian crosswalk, and provide advanced warning beacons.	\$ 207,000	\$ 179,000	SA-PedCrossing
173	H10-07-039	07-Thousand Oaks-4	7	Thousand Oaks	SCAG	Upgrade Guardrail Citywide	10 segments of guardrail and their posts throughout the City.	Replace approx. 2,000 linear feet of guardrail and 205 anchor posts with new guardrail and new anchor posts.	\$ 535,500	\$ 512,500	SA-Guardrail
174	H10-07-040	07-Torrance-1	7	Torrance	SCAG	Traffic Signal at Lomita Boulevard at Madison Street	Intersection of Lomita Boulevard and Madison Street.	Install new traffic signal, including curb ramps, crosswalks, and all traffic signal equipment.	\$ 537,800	\$ 537,800	BCR
175	H10-07-041	07-Ventura-1	7	Ventura	SCAG	City of Ventura Communications System Upgrade for Signal Timing and Coordination Improvements	All signalized intersections in the City of Ventura.	Implement traffic signal coordination for 136 city-maintained intersections. Improvements include a new fiber-optic interconnect communications system that allows for consistent and reliable traffic signal coordination.	\$ 3,925,200	\$ 1,963,100	BCR
176	H10-07-042	07-Ventura-2	7	Ventura	SCAG	City of Ventura Traffic Signal Controller Upgrades for Future Leading Pedestrian Interval (LPI)	All signalized intersections in the City of Ventura.	Install new traffic signal controllers and switches for implementation of Leading Pedestrian Intervals (LPIs).	\$ 1,570,700	\$ 1,570,700	BCR
177	H10-07-043	07-Ventura County-1	7	Ventura County	SCAG	County of Ventura, Set-aside for Pedestrian Crossing Enhancements	Various Locations Throughout the County of Ventura.	Install Rectangular Rapid Flashing Beacons (RRFBs).	\$ 250,000	\$ 250,000	SA-PedCrossing
178	H10-07-044	07-Ventura County-2	7	Ventura County	SCAG	County of Ventura, Set-aside for Guardrail Upgrades	Various Locations along Las Posas Road; Pleasant Valley Road; Potrero Road; Rose Avenue; Santa Clara Avenue; Telegraph Road; and Victoria Avenue.	Upgrade an Old Guardrail System to a Midwest Guardrail System. Upgrade the Guardrail, Terminals, and Transition railings, in addition to installing Butterfly Guardrail Reflectors.	\$ 1,000,000	\$ 1,000,000	SA-Guardrail
179	H10-07-045	07-Ventura County-3a	7	Ventura County	SCAG	County of Ventura, Systemic Signalized Intersection Improvement Project	All signalized intersection maintained by Ventura County.	Install Retroreflective Back-Plates to all signal heads. Install Advance Dilemma Zone Detection at all intersections, and add High Friction Surface Treatment to all intersections with an approach speed over 35 MPH.	\$ 4,905,300	\$ 4,905,300	BCR
180	H10-07-046	07-Ventura County-4	7	Ventura County	SCAG	County of Ventura, Systemic Rumble Strip and High Friction Surface Treatment Project	Balcom Canyon Road, Central Avenue, Creek Road, Foothill Road, Huente Road, Pleasant Valley Road, Potrero Road, Rose Avenue, and Telegraph Road.	Install edgeline and centerline rumble strips or High Friction Surface Treatment.	\$ 3,844,700	\$ 3,844,700	BCR
181	H10-07-047	07-West Covina-1	7	West Covina	SCAG	West Covina Citywide Signalized Intersection Safety Improvement Project	Various signalized intersections throughout the City.	Install left turn phasing at signalized locations with existing left turn pockets, and install signal hardware improvements to the lenses, back-plates with retroreflective borders.	\$ 3,184,700	\$ 3,184,700	BCR
182	H10-07-048	07-West Hollywood-1	7	West Hollywood	SCAG	Sunset/Santa Monica Fiber Loop Project in the City of West Hollywood	Along Sunset Bl, Fountain Ave, Doheny Dr, La Cienega Bl, Harper Ave, Fairfax Ave, and La Brea Ave.	Update signal timing for 34 signalized intersections; install a fiber optic system loop to connect traffic signals along 7 corridors; implement LPI timing on 34 signalized intersections; and install retroreflective backplates on 34 signals.	\$ 5,849,400	\$ 2,924,700	BCR
183	H10-08-001	08-Banning-1	8	Banning	SCAG	Omar/Ramsey Intersection Improvements and Sidewalk	The intersection of Ramsey Street with Omar Street and 1,000 feet west of intersection along eastbound Ramsey St.	Install sidewalk, curb and gutter, curb ramps, signage and striping; modify existing median to limit left turns from eastbound Ramsey Street only; install left-turn pocket, and improve sight distance.	\$ 418,500	\$ 376,650	BCR
184	H10-08-002	08-Banning-2	8	Banning	SCAG	Banning Ramsey Street Pedestrian Safety Improvements	Four non-signalized intersections on Ramsey Street at Martin Street, 2nd Street, 6th Street, and 16th Street.	Install/upgrade pedestrian crossings at uncontrolled locations; install Rectangular Rapid Flashing Beacon (RRFB).	\$ 282,900	\$ 250,000	SA-PedCrossing
185	H10-08-003	08-Cathedral City-02	8	Cathedral City	SCAG	HAWK Signal at Ramon Road and Avenida La Paloma	Intersection of Ramon Road and Avenida La Paloma.	Install a Pedestrian Hybrid Beacon (HAWK) signal.	\$ 776,600	\$ 776,600	BCR
186	H10-08-004	08-Chino Hills-1	8	Chino Hills	SCAG	Backplate Signal Improvement Project	Chino Hills Parkway at Walnut Creek and at Eucalyptus Ave; Peyton at Rock Springs Drive and Beverly Glen Drive; Soquel Canyon at Butterfield Ranch Road, Pomona Rincon Ave, and Pinehurst Drive; Butterfield Ranch Road at Pine Ave and at Brookwood Lane.	Improve traffic signals with backplates that include retroreflective borders.	\$ 122,800	\$ 122,800	BCR
187	H10-08-005	08-Cotton-1	8	Cotton	SCAG	Guardrail Replacement and Improvement Project	Various locations citywide including Mt. Vernon Ave., La Cadenena Dr. and Barton Rd.	Replace damaged guardrails and improve existing guardrails.	\$ 110,200	\$ 110,200	SA-Guardrail
188	H10-08-006	08-Eastvale-2	8	Eastvale	SCAG	Traffic Signal Dilemma Zone Detection and Mitigation - 16 Intersections	16 signalized intersections along major corridors: Limonite Ave, Schleisman Rd, Hammer Ave and Archibald Ave.	Install advanced dilemma zone detection system and associated equipment in existing traffic signal cabinets, and modify signal timing to improve safety.	\$ 702,300	\$ 702,300	BCR

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No.	Unique Project ID	Original Application ID	Caltrans District	Agency Name	MPO	Project Title	Location of Work	Description of Work	Project Cost	Federal Funds	Application Category*
155	H10-07-021	07-Long Beach-1	7	Long Beach	SCAG	Protected Left-Turn Signalization at 8 Intersections City-Wide	8 Intersections: South St & Downey Ave, Carson St & Orange Ave, Clark Ave & Alherton St, Cherry Ave & Bixby Rd, Bellflower Blvd & Wardlow Rd, Willow St & Studebaker Rd, Willow Rd & Magnolia Ave, Willow St & Easy Ave.	Provide protected left turn phase.	\$ 927,500	\$ 927,500	BCR
156	H10-07-022	07-Los Angeles-2	7	Los Angeles	SCAG	Los Angeles Citywide Safety and Guardrail Improvements Project	Various locations throughout the City of Los Angeles.	Upgrade existing obsolete guardrail with metal beam guardrail compliant with current standards and Method for Assessing Safety Hardware (MASH).	\$ 1,000,000	\$ 1,000,000	SA-Guardrail
157	H10-07-023	07-Los Angeles-3	7	Los Angeles	SCAG	Retroreflective backplate upgrades	200 locations across the City.	Upgrade backplates to retroreflective.	\$ 1,884,000	\$ 1,884,000	BCR
158	H10-07-024	07-Ojai-01	7	Ojai	SCAG	Pedestrian Improvements at Canada, Blanche and Ventura Streets	On State Route 150 (Ojai Ave.) at Canada, Blanche and Ventura Streets (post mile marker 17.3 to 17.5).	Install curb extensions at NW and NE corners and a median, and related striping (Canada St); install curb extension at NE corner and related striping (Blanche St); and install curb extensions at NE and SE corners and related striping (Ventura St).	\$ 307,500	\$ 242,500	SA-PedCrossing
159	H10-07-025	07-Oxnard-1C	7	Oxnard	SCAG	Citywide Intersection Improvements - Left Turn Phasing Improvements at Ten Intersections	Ten intersections including: Gonzales & Lombard, Gonzales & Soler, Rice & Camino Del Sol, Rose & Bard, Saviers & Huemene, Ventura Rd & Dorns, Vineyard & Esplanade, Pleasant Valley & C St, Harbor Blvd & 5th, and Saviers Rd & Laurel St.	Construct traffic signal improvements, including upgrading standards, mast arms, protected-left turn phasing, street lighting, emergency vehicle preemption, and accessible crossing.	\$ 2,998,600	\$ 2,998,600	BCR
160	H10-07-026	07-Oxnard-3	7	Oxnard	SCAG	Ramona Elementary School Pedestrian Crossing Enhancements	4 intersection crossings adjacent to Ramona Elementary School, along Bonita Ave from 1st St to Cooper Rd and Cooper Rd from Bonita Ave to Juanita Ave.	Install Rectangular Rapid Flashing Beacons (RRFBs), curb extensions, high visibility crosswalks, pedestrian signage and advance pavement markings.	\$ 276,600	\$ 249,936	SA-PedCrossing
161	H10-07-027	07-Paramount-1c	7	Paramount	SCAG	Paramount Traffic Signal Installation	Unsignalized intersection at Alondra Boulevard and Passage Avenue.	Install traffic signal.	\$ 331,900	\$ 331,900	BCR
162	H10-07-028	07-Paramount-2	7	Paramount	SCAG	City of Paramount Crosswalk Upgrades	Seven crosswalks citywide: San Mateo St & Orange Ave, San Miguel St & Orange Ave, Myrrn St & Orange Ave, San Juan St & Gundry Ave, San Miguel St & Gundry Ave, Jackson St & Texaco Ave, and Flower St & Passage Ave.	Upgrade uncontrolled crosswalks with Rectangular Rapid Flashing Beacons (RRFBs), high visibility striping, and ADA accessible curb ramps.	\$ 250,000	\$ 250,000	SA-PedCrossing
163	H10-07-029	07-Pasadena-1	7	Pasadena	SCAG	Installation of Rectangular Rapid Flashing Beacons at various intersections	Glenarm St at Euclid Ave, Raymond Ave at Grandview St, and Orange Grove Blvd at Sunnyslope Ave.	Install Rectangular Rapid Flashing Beacons (RRFBs), striping and signs.	\$ 244,500	\$ 244,500	SA-PedCrossing
164	H10-07-030	07-Pasadena-2	7	Pasadena	SCAG	Installation of Leading Pedestrian Interval (LPI) at selected corridors and intersections.	94 Intersections along 8 corridors: Colorado Blvd, Lake Ave, Fair Oaks Ave, Los Robles Ave, Marengo Ave, Walnut St, Washington Blvd, and Lincoln Ave.	Modify traffic signals to include a leading pedestrian interval and install audible pedestrian signal.	\$ 1,357,500	\$ 1,357,500	BCR
165	H10-07-031	07-Rancho Palos Verdes-1	7	Rancho Palos Verdes	SCAG	Guardrail Safety Improvement Project	Palos Verdes Drive East between Palos Verdes Drive South and Palos Verdes Drive North.	Upgrade approx. 4,400 linear feet of guardrails.	\$ 999,900	\$ 999,900	SA-Guardrail
166	H10-07-032	07-Santa Clarita-1	7	Santa Clarita	SCAG	Pedestrian Safety Enhancements	Nine intersections near Placerita Junior High School and William S. Hart High School in the Newhall area of Santa Clarita.	Install curb extensions at one intersection, school continental crosswalks at six intersections, and upgrade existing crosswalks to school continental at two intersections.	\$ 274,600	\$ 250,000	SA-PedCrossing
167	H10-07-033	07-City of Simi Valley-1	7	Simi Valley	SCAG	Signal Head Replacements and Retroreflective Backplates at 30 Intersections	30 major signalized intersections on Alamo Street, Cochran Street, Easy Street, Los Angeles Avenue, Madera Road, Royal Avenue and Wood Ranch Parkway.	Replace seventy-eight (78) 8"-section signal heads with 12"-section signal heads and install high visibility retroreflective tape on 443 signal heads.	\$ 157,700	\$ 157,700	BCR
168	H10-07-034	07-South El Monte-1	7	South El Monte	SCAG	South El Monte Citywide Signalized Intersection Safety Improvement Project	Various signalized intersections throughout the City.	Install left turn phasing at signalized locations with existing left turn pockets, and install signal hardware improvements to the lenses, back-plates with retroreflective borders.	\$ 653,000	\$ 653,000	BCR
169	H10-07-035	07-South Gate-1	7	South Gate	SCAG	Southern Avenue and California Avenue Corridor Improvements	7 intersections including Southern Ave & Victoria Ave, Southern Ave & Elizabeth Ave, Southern Ave & Kaufman Ave, California Ave & Duane Way, California Ave & Michigan Ave, California Ave & Tenaya Ave, and California Ave & Santa Ana St.	Install enhanced crosswalk features at 6 uncontrolled crosswalks, and install protected left-turn phasing at 1 signalized intersection.	\$ 1,761,300	\$ 1,761,300	BCR
170	H10-07-036	07-South Gate-2	7	South Gate	SCAG	Twedy Boulevard Crosswalk Upgrades	Four uncontrolled crosswalks at Twedy Boulevard and Virginia Avenue, Twedy Boulevard and San Antonio Avenue, Twedy Boulevard and Washington Avenue, Twedy Boulevard and Walnut Avenue.	Upgrade 4 uncontrolled crosswalks with enhanced crosswalk features including in-roadway warning lights, high visibility striping and striping, and ADA curb ramps.	\$ 250,000	\$ 250,000	SA-PedCrossing
171	H10-07-037	07-Thousand Oaks-1	7	Thousand Oaks	SCAG	Retroreflective Backplates City of Thousand Oaks	Thirty-five signalized intersections in the City of Thousand Oaks.	Install retroreflective backplates (yellow borders).	\$ 143,300	\$ 123,300	BCR

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No.	Unique Project ID	Original Application ID	Caltrans District	Agency Name	MPO	Project Title	Location of Work	Description of Work	Project Cost	Federal Funds	Application Category*
138	H10-07-004	07-Culver City-2	7	Culver City	SCAG	Overland Avenue Corridor HFST-Maytime Lane to Northgate Street	Overland Avenue Corridor, Maytime Lane to Northgate Street.	Install High Friction Surface Treatment (HFST) pavement on curved segment of Overland Avenue Corridor, Maytime Lane to Northgate Street.	\$ 677,000	\$ 677,000	BCR
139	H10-07-005	07-Culver City-4	7	Culver City	SCAG	Intersection Safety at a total of 10 Signalized Intersections in Culver City	10 signalized intersections: Washington Blvd(4); Culver Blvd(1); Overland Ave(2); Jefferson Blvd(1);Centinela Ave(1); Sepulveda Blvd(1).	Improve signal hardware; provide protected left turn phase; and modify signal phasing to implement a Leading Pedestrian Interval (LPI).	\$ 2,766,700	\$ 2,766,700	BCR
140	H10-07-006	07-Culver City-5	7	Culver City	SCAG	Intersection Safety at Non-Signalized Intersections in Culver City	12 non-signalized intersections: 8 on Washington Blvd, 2 on Sepulveda Blvd, 1 on Washington Pl and 1 on Higuera St.	Add intersection lighting, install/upgrade stop signs and other warning and regulatory signs, and upgrade intersection pavement markings.	\$ 1,545,700	\$ 1,545,700	BCR
141	H10-07-007	07-EI Monte-1	7	EI Monte	SCAG	Peck Road and Santa Anita Avenue Traffic Signal Improvements	18 signalized intersections along Peck Road and 11 signalized intersections along Santa Anita Avenue.	Upgrade signal hardware and pedestrian countdown heads.	\$ 1,756,000	\$ 1,756,000	BCR
142	H10-07-008	07-EI Monte-2	7	EI Monte	SCAG	Garvey Avenue and Durfee Avenue Traffic Signal Improvements	7 signalized intersections along Garvey Avenue and 7 signalized intersections along Durfee Avenue.	Upgrade signal hardware and install pedestrian countdown heads.	\$ 958,300	\$ 958,300	BCR
143	H10-07-009	07-EI Monte-3	7	EI Monte	SCAG	Garvey Ave Pedestrian Improvements with RRFB	4 uncontrolled crosswalks at Garvey Ave and Edwards Ave; Garvey Ave and Gage Ave; Garvey Ave and Nevada Ave; and Garvey Ave and Condit Ave.	Install Rectangular Rapid Flashing Beacons (RRFB), high visibility signing and striping, and ADA curb ramps.	\$ 250,000	\$ 250,000	SA-PedCrossing
144	H10-07-010	07-Glendale-2	7	Glendale	SCAG	City of Glendale Pedestrian Crossing Flashing Beacons Installation Project	Pedestrian crossing flashing beacons will be installed at three intersections in the City: Wilson at Belmont, Lincoln at Colorado, and Colorado at Porter. Each intersection has a minimum of three recent vehicle/pedestrian collisions.	Installation of pedestrian crossing flashing beacons at three high collision intersections throughout the City.	\$ 376,900	\$ 376,900	SA-PedCrossing
145	H10-07-011	07-La Canada Flintridge-2	7	La Canada Flintridge	SCAG	Citywide Pedestrian Crossing Upgrades	6 intersections along Foothill Blvd (Lishear Dr, Alta Canyada Rd, La Canada Plaza Rd, Castle Rd, Ocean View Blvd and Union St), and 2 intersections along Verdugo Blvd (Alta Canyada Rd and La Tour Wy).	Install pedestrian signals and pedestrian push-buttons; and upgrade the uncontrolled crosswalk on Foothill Blvd at Union St with overhead flashing beacons, bulb-outs and ADA curb ramps.	\$ 250,000	\$ 250,000	SA-PedCrossing
146	H10-07-012	07-La Habra Heights-1	7	La Habra Heights	SCAG	Guardrail Upgrades in the City of La Habra Heights	Various Locations Throughout the City (Hacienda Rd, East Rd, West Rd, Encanada Dr, Skyline Dr, and Repasado Dr).	Replace damaged guardrail as well as those not meeting standards.	\$ 473,500	\$ 473,500	SA-Guardrail
147	H10-07-013	07-La Habra Heights-2	7	La Habra Heights	SCAG	Hacienda Road Safety Improvements	Hacienda Road within the City of La Habra Heights	Safety improvements along Hacienda road including signalization of Hacienda Road and Avocado Crest Road intersection and installation of edge lines.	\$ 524,600	\$ 524,600	BCR
148	H10-07-014	07-Lakewood-1	7	Lakewood	SCAG	Lakewood Signal Hardware and Advanced Dilemma Zone Detection at 12 Intersections	12 Intersections: Del Amo/Downey, Del Amo/Greywood, Del Amo/Clark, Del Amo/Palo Verde, Paramount/Candlewood, Paramount/Cover, Centralia/Pioneer, Centralia/Norwalk, Centralia/Clairetta, Centralia/Bloomfield, Paramount/Del Amo, and Paramount/Carson.	Provide advanced dilemma zone detection at 12 intersections, upgrade and improve signal hardware at 10 intersections and upgrade pedestal mounted median signals with mast arms at 2 intersections.	\$ 2,243,900	\$ 2,243,900	BCR
149	H10-07-015	07-Lancaster-1a	7	Lancaster	SCAG	Systemic Signalized Safety Upgrades (28)	28 signalized intersections within the city limits of Lancaster.	Systemically upgrade vehicle detection to include advanced dilemma-zone detection, bike recognition and detection, as well as upgrading existing signal equipment.	\$ 2,908,000	\$ 2,908,000	BCR
150	H10-07-016	07-Lancaster-2	7	Lancaster	SCAG	Systemic Commercial Driveway Access Modifications	7 commercial driveways in the City of Lancaster.	Create directional median openings to restrict left-turns and U-turns.	\$ 339,500	\$ 305,550	BCR
151	H10-07-017	07-Lancaster-4	7	Lancaster	SCAG	2-Way Stop Roundabout Conversion	Five (5) intersections: Avenue K-8 & Challenger Way, Valley Central Way & Central Court, Valley Central Way & Commercial Driveways (650 ft South of Lancaster Blvd), Avenue J & 25th Street East, and Avenue K & 25th Street East.	Install low-cost, quick build roundabouts.	\$ 2,129,200	\$ 2,129,200	BCR
152	H10-07-018	07-Lancaster-5	7	Lancaster	SCAG	High-Visibility Crosswalk Standardization Project	53 signalized intersections within the city limits of Lancaster.	Upgrade existing crosswalks to high-visibility continental-style crosswalks using thermoplastic material.	\$ 646,900	\$ 250,000	SA-PedCrossing
153	H10-07-019	07-Lancaster-6	7	Lancaster	SCAG	Edgeline Refresh Project	7 segments: Ave I, 37th St E to 40th St E; Ave J, 32nd St E to 50th St E; Ave J, 50th St E to 85th St E; Ave K, 35th St E to 107th St E; 60th St W, Ave J to Ave E; Ave I, 70th St W to 30th St W; and Ave G, 70th St W to 59th St W.	Upgrade and refresh 48 miles of roadway edgelines with thermoplastic material.	\$ 337,300	\$ 250,000	SA-Edgeline
154	H10-07-020	07-Lancaster-7	7	Lancaster	SCAG	Guardrail Improvement Project	4 locations within Lancaster: 40th Street West and Avenue J, 50th Street West and Avenue I, 60th Street West and Avenue I, and Sierra Highway and Avenue L.	Replace approx. 1,100 feet of existing damaged guardrail with new guardrail.	\$ 226,900	\$ 226,900	SA-Guardrail

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No.	Unique Project ID	Original Application ID	Caltrans District	Agency Name	MPO	Project Title	Location of Work	Description of Work	Project Cost	Federal Funds	Application Category*
120	H10-06-009	06-Kern County-2a	6	Kern County	KCOG	Striping Safety Improvements on Multi-Lane Roads	All Kern County-maintained multi-lane roads and Wheeler Ridge Road (single lane).	Upgrade striping of centerlines/edgelines, left or right turns, & lane drops. Improve safety of curve on Wheeler Ridge Rd with chevron signs. Add new raised pavement markers on all roads. 80 miles of roadway; 226 miles of striping.	\$ 1,394,700	\$ 1,317,467	BCR
121	H10-06-010	06-Kern County-2b	6	Kern County	KCOG	Bike Lane Striping on Multi-Lane Roads	Several Kern County-maintained multi-lane roads.	Improve the safety of several multi-lane roads county-wide by upgrading approximately 27 miles of bike lane striping over 22 miles of roadway.	\$ 375,200	\$ 247,620	BCR
122	H10-06-011	06-Kern County-3	6	Kern County	KCOG	Guardrail Upgrade	Various locations throughout the County of Kern.	Upgrade guardrail.	\$ 653,700	\$ 626,450	SA-Guardrail
123	H10-06-012	06-Kern County-4	6	Kern County	KCOG	Wolford Boulevard Pedestrian Crossing Enhancement	Intersection of Wolford Boulevard & Panorama Drive in the community of Wolford Heights.	Install flashing beacons, radar speed feedback signs, sidewalk, curb & gutter, ADA ramps, thermoplastic markings and signs at the uncontrolled multi-lane crosswalk.	\$ 221,700	\$ 221,700	SA-PedCrossing
124	H10-06-013	06-Kern County-5	6	Kern County	KCOG	Cuddy Valley Road Edgeline & Safety Improvement	Cuddy Valley Road between Ivin Road and Obrien Drive, near the community of Frazier Park.	Upgrade existing edgelines and install rumble stripes. Install recessed reflective pavement markers on the centerline.	\$ 158,800	\$ 158,800	SA-Edgeline
125	H10-06-014	06-Kings County-1	6	Kings County	KCAG	Upgrading Signs for Arterial and Collector Roadway Segments	Arterial and Collector roadway segments within the County of Kings.	Evaluate roadway signing upgrades; install, upgrade and replace signs.	\$ 4,055,600	\$ 4,055,600	BCR
126	H10-06-015	06-Kings County-3	6	Kings County	KCAG	Flashing Beacons at Intersections and/or as Advanced Warning	Intersections: 21st Ave & Fremont Ave, 14th Ave & Fargo Ave, 16th Ave & Hanford Armona Rd, 22nd Ave & Excelsior Ave, 18th Ave & Kansas Ave, 12 3/4 Ave & Excelsior Ave, Avenal-Cutoff Road & Jackson Ave, 17th Ave & Lacey Blvd.	Install advanced warning flashing beacons; install flashing beacons on stop signs.	\$ 436,900	\$ 436,900	BCR
127	H10-06-016	06-Lemoore-2	6	Lemoore	KCAG	City of Lemoore Pedestrian Safety Improvements	Intersection at Bush Street and Champlon Street.	Install Rectangular Rapid Flashing Beacon (RRFB) and pedestrian crossing at uncontrolled location with enhanced safety features.	\$ 250,000	\$ 250,000	SA-PedCrossing
128	H10-06-017	06-Madera-1	6	Madera	MCTC	Granada Drive Pedestrian Improvements	Granada Drive north of Industrial Avenue.	Install curb ramps, concrete median island refuge area, high visibility crosswalk, RRFBs and sidewalk.	\$ 141,500	\$ 113,760	SA-PedCrossing
129	H10-06-018	06-McClainland-1	6	McClainland	KCOG	Signage and Marking Upgrades to Uncontrolled Crosswalks	Uncontrolled crosswalks at the intersections of W Perkins Avenue and 3rd Place, E Perkins Avenue and San Lucas Street, E Perkins Avenue and San Pedro Street, E Sherwood Avenue and Browning Road, and W Kern Avenue and 4th Street.	Install warning signs and upgrade markings to high-visibility. Install curb ramps where missing, and add enhanced safety features.	\$ 249,900	\$ 249,900	SA-PedCrossing
130	H10-06-019	06-Parlier-3	6	Parlier	FCOG	City of Parlier Pedestrian Safety Improvement Project	Intersection of Tuolumne Street and I Street.	Install pedestrian activated crosswalk lighting including Rectangular Rapid Flashing Beacon with LED pedestrian sign, and in-roadway warning lights.	\$ 250,000	\$ 250,000	SA-PedCrossing
131	H10-06-020	06-Porterville-1	6	Porterville	TCAG	Olive Avenue & Porter Road Protected Left Turn Signal Phasing	Olive Avenue & Porter Road/Cloverleaf Street Intersection.	Replace existing traffic signal, add protected left turn phasing for all intersection legs, provide accessible curb ramps at all corners, and add/modify signs.	\$ 666,000	\$ 579,420	BCR
132	H10-06-021	06-Tulare County-4	6	Tulare County	TCAG	Earlham Sutter Avenue Pedestrian Crossing Improvements	Sutter Avenue Pedestrian Crossing to Earlham Middle School.	Relocate existing crosswalk along Sutter Avenue to the North Spring Road Intersection; install Rectangular Rapid Flashing Beacon (RRFB) system with advance warning beacons; upgrade markings; and install curb ramps.	\$ 179,300	\$ 179,300	SA-PedCrossing
133	H10-06-022	06-Tulare County-5	6	Tulare County	TCAG	Road 100, Road 140, and Road 192 Striping Enhancement Project	Road 100 from Visalia City Limits to 0.50-mile south of Avenue 256 (3 miles); Road 140 from Avenue 256 to Avenue 280 (3 miles), and Road 192 from Avenue 120 to Avenue 144 (4 miles).	Install/Upgrade edgelines and centerlines stripe with thermoplastic stripe with enhanced wet night visibility. Upgrade pavement marking with thermoplastic pavement marking.	\$ 308,600	\$ 249,966	SA-Edgeline
134	H10-06-023	06-Tulare County-6	6	Tulare County	TCAG	Guardrail Upgrades (Various Locations)	Eight locations along Road 226, Avenue 144, Road 196 north and south of Lori Drive, Road 12, Road 228, and at Road 140/Avenue 272, and Burnett Road/Avenue 152.	Replace existing non-standard, damaged, or obsolete guardrails.	\$ 981,800	\$ 981,800	SA-Guardrail
135	H10-07-001	07-Baldwin Park-1	7	Baldwin Park	SCAG	Merced Avenue and Vineland Avenue Traffic Safety Project	Intersection of Merced Ave and Vineland Ave.	Modify signal system to provide left-turn phasing; and improve signal hardware.	\$ 381,000	\$ 281,940	BCR
136	H10-07-002	07-Commerce-1	7	Commerce	SCAG	Commerce Signalized Intersection Safety Improvement Project	Various signalized intersections throughout the City.	Install left turn phasing at signalized locations with existing left turn pockets, and install signal hardware improvements to the lenses, back-plates with retroreflective borders.	\$ 1,200,000	\$ 1,200,000	BCR
137	H10-07-003	07-Covina-1	7	Covina	SCAG	HSIP In-Pavement Flashing Crosswalk Phase II	Various uncontrolled crosswalk locations throughout the City of Covina.	Install in-road warning lights and/or rapid flashing beacons, signage, pavement markings; high visibility crosswalk and curb ramps.	\$ 282,500	\$ 250,000	SA-PedCrossing

Summary of Local HSIP Cycle 10 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 10, 18.9% of HSIP funds are being used for three set aside countermeasures as noted below.

Applications received:

- Number of applications received: 429;
- Number of local agencies who submitted applications: 193;
- Total HSIP funds requested by all applications: \$489.8 million;

Applications selected for funding:

- Number of applications selected for funding: 266 or 62%;
- Number of local agencies with projects selected for funding: 154
- Total HSIP funds for the selected applications: \$227.6 million (available funding capacity).
- Out of the 266 applications selected for funding,
 - 147 applications, totaling \$184.6 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 12.0. The average BCR of the selected applications is 24.3;
 - 119 applications, totaling \$43.0 million of HSIP funds, were selected for funding under the set-asides for Pedestrian Crossing Enhancements, Guardrail Upgrade and Installing Edgelines.

Types of safety projects include but are not limited to:

- **Safety improvements at signalized and non-signalized intersections:**
 - 6 new signals;
 - 7 roundabouts;
 - Converting 27 signals from pedestal mounting to master arm;
 - Installing dilemma zone detection at 306 intersections;
 - Providing left-turn phases/lanes or other left turn improvements at 119 intersections;
 - Signal hardware improvements for 1,295 intersections;
 - Install lighting at 71 intersections;

- Install flashing beacons at 53 intersections;
- Installing median island approaches at 15 intersections;
- Friction improvements at 46 intersections;
- Signal timing improvement at 629 intersections;
- Installing emergency vehicle pre-emption systems at 40 intersections;
- Improving sight distance at 9 intersections; and
- Other intersection safety improvements (such as signing/marketing/upgrade) at 157 intersections.

➤ **Pedestrian/bike projects:**

- Pedestrian countdown signal heads at 357 intersections;
- Pedestrian hybrid beacons at 17 crossings;
- New sidewalk-3.5 miles combined;
- Bike lanes for 32.9 miles combined;
- Installing Rectangular Rapid Flashing Beacons (RRFBs) at 198 pedestrian crosswalks;
- Leading Pedestrian Interval (LPI) implementation at 604 intersections;
- New or upgrade crosswalks signing and markings at 346 intersections, and
- Other safety enhancements of existing pedestrian crossings at 711 intersections

➤ **Roadway safety improvements**

- Curve/speed warning signing encompassing 110.3 miles of roadway;
- Install/Upgrade signs with new fluorescent sheeting encompassing 2410.1 miles of roadway;
- High Friction Surface Treatment (HFST) installation for 61.7 miles;
- Rumble strips/stripes for 422.5 miles;
- Install edge/center lines for 596.1 miles;
- Installed raised medians/median barrier for 3.2 miles;
- Install new guardrail or guardrail upgrades for 90.6 miles; and
- Install roadway lighting for 2.5 miles

The below table provides a summary of HSIP Cycle 10 Funding Distribution by Caltrans Districts.

HSIP Cycle 10 Funding Distribution

Caltrans District	Number of Projects	HSIP Funds (\$ million)
1	7	\$5.2
2	3	\$2.2
3	32	\$30.6
4	48	\$42.4
5	21	\$16.5
6	23	\$13.4
7	48	\$54.1
8	26	\$14.9
9	10	\$4.3
10	23	\$29.6
11	20	\$11.6
12	5	\$2.7
Total	266	\$227.6

A Quick Guide to Implementing State Funded HSIP Projects

Senate Bill (SB) 137 allows the exchange of the federal Highway Safety Improvement Program (HSIP) funds for State Highway Account (SHA) funds. This makes it possible to fund HSIP safety projects with state funds.

After an HSIP application has been selected for state funding, the local agency proceeds to implement the safety project by following the applicable provisions of the Local Assistance Procedures Manual (LAPM). The intention of this document is to provide a quick reference to local agencies in implementing state funded HSIP projects.

1 FUNDING ALLOCATION:

The local agency initiates the project by submitting the Request for Funding Allocation to District Local Assistance Engineer (DLAE). This request serves as the basis for allocating the funding, preparing the project agreement(s) and setting up the project in the accounting system.

The funding allocation process for state funded HSIP projects is different from that for projects in other programs such as Active Transportation Program (ATP), State Transportation Improvement Program (STIP) and Senate Bill 1 (SB1). The funding allocation for HSIP projects is processed through Caltrans Division of Local Assistance (DLA), not the California Transportation Commission (CTC).

The funding allocation request is Phase specific, i.e. Preliminary Engineering (PE), Right of Way (ROW) or Construction (CON). The local agency must submit a separate Request for Funding Allocation prior to starting each phase of the project. The requested HSIP funding amount for a phase should be no more than the amount for the phase as listed as in the approved project list unless an amendment has been requested by the local agency and approved by the HSIP managers.

The following documents are required in the funding allocation request package:

- Request for Funding Allocation Form;
- State-only Finance Letter;
- A detailed Engineer's Cost Estimate for construction items (for CON allocation request only); and
- Printout of the page from the list of selected projects containing the project for which the allocation is being requested (please mark the project).

The templates for the Request for Funding Allocation Form and State-only Finance Letter as well as the list of selected projects can be downloaded from [the website for state funded HSIP projects](#).

Additional requirements for CON funding allocation request:

When requesting a construction allocation for a state funded HSIP project, the implementing local agency must certify the PS&E completion, Right of Way Clearance and CEQA compliance. In the Allocation Request Form, checkboxes must be marked to verify the local agency has self-certified the PS&E completion, Right of Way Clearance and CEQA compliance.

PS&E Completion:

The implementing agency must certify the project Plans, Specifications and Estimate (PS&E) package is complete and consistent with the scope of work identified in the original project application or approved scope amendment. As part of certifying the PS&E package, it is the responsibility of the implementing agency to make sure the PS&E package is complete, adequate for its purpose, accurate, free of defects and inaccuracies, and unambiguous.

Although Caltrans may not be performing a full review of the PS&E package at time of construction allocation, the implementing agency is reminded all documents relating to the project are subject to review by Caltrans.

Right of Way Clearance:

When requesting construction allocation for a state funded HSIP project, the implementing agency must self-certify the Right of Way clearance.

CEQA compliance:

Local HSIP projects must meet the requirements of the California Environmental Quality Act (CEQA). The implementing agency is the lead agency under CEQA and provides CEQA approvals and clearances. Caltrans is only involved in the review of the local agency's CEQA documents when the project impacts a state route.

After the complete Request for Funding Allocation package has been submitted, the request will be reviewed and processed by the DLAE and Caltrans DLA Headquarters (HQ).

- The DLAE's review and action:

The DLAE reviews the allocation request package, assigns a project number and its Advantage IDs and forwards the request to the DLA HQ Area Engineer for allocation.

Project Delivery Requirements for Local HSIP Projects

Caltrans Division of Local Assistance

Original Date: 4/23/2010
Last Update: 8/1/2019

Project Delivery Requirements for Local Highway Safety Improvement Program (HSIP) Projects

The reasons of establishing project delivery requirements for HSIP projects and encouraging the expeditious delivery are:

- a. Fixing identified roadway safety issues should be a priority for local agencies;
- b. The delivery history of the local safety improvement projects has been unsatisfactory; and
- c. The completion of existing HSIP projects releases FTIP capacity for new safety improvement projects.

1. Definition

Delivery Milestone - E-76 with PE: Request for Authorization to Proceed (E-76) with Preliminary Engineering (PE). For the purpose of this document, this milestone is considered having been met when the local agency submits the request package to the DLAE, the DLAE reviews and accepts the package.

Delivery Milestone - E-76 with CON: Request for Authorization to Proceed (E-76) with Construction (CON). For the purpose of this document, this milestone is considered having been met when the local agency submits the request package to the DLAE, the DLAE reviews and accepts the package.

Start date for the delivery requirements to apply: For the simplicity of tracking, January 1 of the year following the release of the HSIP cycle in which the project is selected for HSIP funding is used as the start date for the delivery requirements.

2. Delivery Requirements

The project delivery requirements for local safety programs are as follows:

- The milestone of E-76 with PE is met within 9 months; and
- The milestone of E-76 with CON is met within 36 months (3 years).

Exceptions are:

- a. The milestone of E-76 with PE does not apply if the project does not need E-76 with PE, e.g. not using HSIP funds for PE.
- b. For a project that a consultant is used for the PE work, an additional time of 6 months is allowed for meeting the CON E-76 milestone. The additional time is for the agency to advertise and select the consultant for the work of the PE phase.

3. Expedited Project Selection Procedures (EPSP)

HSIP projects are programmed in FTIP on a lump-sum basis. It is a misunderstanding that the federal HSIP funding for each HSIP project can only be requested in the year it is programmed. Local agencies are highly encouraged to request for federal HSIP funding in **any year of the current FTIP cycle**, using Expedited Project Selection Procedures (EPSP). Please see [the HSIP delivery web page](#) for more details regarding EPSP.

4. Tracking of the Delivery Requirements

Office of Bond, Bridge and Safety Programs (OBBS) tracks the delivery of the local HSIP projects and post online a quarterly report showing the delivery performance of each project.

5. Consequence for Not Meeting the Delivery Requirements

If a project fails to meet the delivery requirements, the consequence includes:

- a. The local agency (project sponsor) will not be eligible to submit new project applications in future HSIP calls for projects, until the delivery issue is resolved.
- b. If the E-76 with CON milestone is still not met within 5 years, the project will be removed from the HSIP Program. Expended federal funds on the early phases of the project are required to be paid back per federal regulations.

A HSIP project that has been removed may still compete for future HSIP Program cycles.

6. Extension Request

Extension to the delivery milestones may be considered and the requests will be reviewed on a case by case basis. A one-time extension is allowed for a project. If an extension is granted, the delivery requirements will be tracked based on the extended delivery milestone deadlines. Penalties as detailed in (5.a) will not be applied until the project fails to meet the extended delivery milestone deadlines.

The request should be submitted to the District Local Assistance Engineer (DLAE) prior to the current delivery milestone deadlines. Local agencies must provide the status of the project and the reasons why an extension should be granted.

An allocation request will be rejected if the scope or requested amount does not match the application or its approved amendment. Any change to the scope of work needs to be approved by the HSIP managers in advance of the allocation.

- The DLA HQ Area Engineer’s review and action:
 - Prepare an allocation letter which serves as the authorizing document for the implementing agency to begin reimbursable work. A copy of the allocation letter and Finance Letter will be distributed to the implementing agency, DLAE, the HSIP managers and Local Programs Accounting (LPA). **Note that any work performed prior to the effective date of the allocation letter for the phase is not eligible for reimbursement.**
 - Prepare a Program Supplement Agreement (PSA) and send it to the local agency for execution. If the local agency does not have a “State-only Funds Master Agreement” on file with Caltrans, one will need to be executed in conjunction with the PSA.

2 PROJECT DELIVERY REQUIREMENTS

The delivery of the HSIP Cycle 10 projects must meet the below milestones:

- The PE phase (if applicable) must be allocated by 12/31/2021;
- The Construction (CON) phase must be allocated by 3/31/2024; and
- The project must be completed and closed out by 3/31/2026.

Please contact the [DLAEs](#) if time extension is needed.

3 PROJECT COST REIMBURSEMENT

All eligible costs incurred by the local agency will be reimbursed in arrears. The local agency invoices Caltrans (Refer to [LAPM](#) Chapter 5 and Exhibit 5-C). For the project to remain active, the local agency must submit invoices to Caltrans at least every six (6) months after funds are allocated.

DLAE reviews invoices for payment. Invoice payment will be rejected if the scope of the project has been changed without prior notification and approval of Caltrans District and the HQ HSIP managers.

If local agency intends to claim reimbursement for Indirect Costs, they must comply with Section 5.3, LAPM, prior to submitting first invoice.

4 INFORMATION AND CONTACT

- Website for state funded HSIP projects:
<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/state-funded-hsip>.

This website provides instructions for implementing state funded HSIP projects. It also provides the list of state funded HSIP projects and templates for funding allocation request documents.

- For other information such as field review, consultant selection and invoicing, please refer to the applicable chapters in the Local Assistance Procedures Manual (LAPM):
<https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm>.
- During the project implementation process, local agencies may contact the respective District Local Assistance Engineer (DLAE) who can assist with the funding allocation process and other project management questions. The DLAE contact information is available at <https://dot.ca.gov/programs/local-assistance/other-important-issues/local-assistance-contacts>.

Guidelines for HSIP Project PE/CON RFA Time Extension Requests

The following bullet points are general guidelines to help local agencies get their time extension requests approved in a timely manner. Any questions concerning these guidelines should be directed to the DLAE and/or HSIP Coordinator and if needed, the district will work with a DLA HSIP Manager to answer questions.

There are 4 milestones associated with RFAs for each project: Two of the milestones, PE and CON are established by HSIP as written in the "Project Delivery Requirements for Local HSIP Projects". The other two milestones are proposed by the agency in the HSIP application. In the HSIP database, all these dates are recorded. At times, the RFAs that the local agency proposed match the RFAs required by HSIP.

- An RFA extension request will not be approved by an HSIP Manager if the District Local Assistance HSIP Coordinator or the DLAE doesn't recommend the extension request.
- Any RFA time extension request must be signed by the project manager's supervisor or above.
- Time extension requests for CON RFA will be considered a one-time (drop-dead) extension, so the agency should be aware that the project may be deprogrammed if the agency fails to submit the CON RFA on or before the approved extended deadline.
- A second-time extension request will be approved only on a case by case basis and the local agency will likely be asked to make the request to the Local HSIP Advisory Committee.
- If the deadline proposed in the initial application for submitting an CON RFA was set before the date required by the HSIP guidelines, the agency must still request an extension.
- Any CON RFA extension requests exceeding 5-years from the time when the project's initial application for funding was approved and listed in the official HSIP Backup List for FTIP (posted in the DLA website), will not be approved. However, the agency may request an extension at a HSIP Advisory Committee Meeting. This committee will then decide whether the requested extension will be granted.
- All emails or documents related to the extension must be kept and cc the District Local Assistance HSIP project Coordinator, if the coordinator isn't directly communicating with the agency requesting the extension. The HSIP Coordinator should keep the DLAE informed.

Requesting Substantial Scope Change

In general, the agency needs to provide the district an official letter to describe:

1. The same as items 1, 2 and 3 and
2. A new BCR calculation. This evaluation is required regardless of the project cost because the project footprint may have changed, costs for proposed items can be different, and the collision data may not remain the same as before. This may help the agency to gain additional HSIP support if additional severe injury collisions over a 3- to 5-yr span have taken place since the project application was approved for HSIP funding.

All BCR calculations must be submitted with collision diagrams, stamped by a CA PE/TR with the engineer's signature. In order for the Local HSIP Manager to approve the additional funding and prevent scope creep, the revised BCR for each proposed CM must exceed the cut-off BCR for the approved safety projects in the most recent HSIP Cycle.

HSIP funding increase beyond \$500K due to the proposed project scope change, will not be approved by HQ local HSIP unless both the DLAE and the district HSIP coordinator recommend and agree with the request, and/or the Office Chief overseeing the HQ Local HSIP program concur with the cost increase request.

Any delivery delay exceeding 5-yr beyond the initial project approval date will not be approved; but the agency may present the project and request such a long time delivery extension at the Local HSIP Advisory Committee meeting. The committee will then decide whether the requested extension should be granted.