

Summary of Key Results

2012 HSIP/HR3 Call for Projects

Final HSIP & HR3 funding levels

- The final HSIP and HR3 funding levels are: \$19M of HR3 and \$92M of HSIP
- 276 total applications were received
- 221 applications were funded

Overall Expected Transportation Benefits from the funding of these projects:

- The overall B/C ratio for this call is 13.4 (Almost twice as high as the HSIP Cycle 4 Call!)
(The California public should receive 13 times more benefit from these projects in comparison to their costs)
- Total expected transportation safety benefit expected from this call is \$1,900,000,000.
This benefit will be realized from reductions in future fatalities, serious injuries, and other crash related costs.
- “Systemic” projects’ B/C was 240% higher than “Spot Location” projects (**19.64 vs. 8.42**)
- “Roadway Segment” and “Intersection” projects’ B/C were more similar (**14.97 vs. 11.71**)

Rural Roadway Funding

- Primarily “Rural” projects received 25% of the overall funding
- The average B/C for “Rural” projects was 13.7
- “HR3” eligible projects received 17% of the overall funding (These are a subset of “Rural”)
- The average B/C for “HR3” projects was 17.6
- The average cost of these Rural/HR3 projects was more than the HSIP (Non-HR3) projects
- 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 26% of the overall funding
- The average B/C for these “Non-Motorized” projects was 16.7
- The percent of funding going towards Non-Motorized project elements was significantly higher in Caltrans’ more urban districts, with 41% in District 4 and 41% in District 7.