

Caltrans, Division of Local Assistance (DLA)

Recommended Preparations for future Calls for Projects

Next HSIP and HRRR Calls for Projects:

The HRRR call is planned for spring of 2012 and the HSIP call is planned for summer of 2012.

The primary factors driving the timing of these calls are as followings: 1) Caltrans DLA wants to build on the successes of the HSIP Cycle 4 call. 2) The Lessons Learned from Cycle 4 suggested major program improvements can be realized in future calls by changing aspects of the tool and providing local agencies with more overall safety analysis guidance. 3) In the summer of 2011, Caltrans initiated a new contract with University of California, Berkeley (UCB) to make major changes to the Cycle 4 HSIP Tool. The changes are expected to take 6 months or more to complete. 4) Having the calls for projects in Spring/Summer of 2012 will allow Caltrans to program additional projects based on the new 2013 FSTIP programming capacity.

Recommended Planning for Local Agencies to complete:

Between now and the next HSIP and HRRR calls for projects, Caltrans DLA has several recommendations for local agencies to consider in preparing for the next calls for projects and to continually improve the safety of their roadways:

1. Develop, improve and/or utilized traffic collision data analysis tools to assess the High Collision Concentration Locations (HCCLs) within their jurisdiction on a quarterly or annual basis. These locations will vary from small spot-locations to long corridors.
 - o If agencies don't possess their own data analysis tools to identify HCCLs, they are encouraged to try the Transportation Injury Mapping System (TIMS) recently established by researchers at the Safe Transportation Research and Education Center (SafeTREC) at UCB to provide data and mapping analysis tools and information for traffic safety related research, policy and planning. Caltrans expects to increase and improve the interface between TIMS and future versions of the HSIP (and HR3) Application Tool. Another great set of tools is FHWA's manuals for Local Rural Road Owners. This set of three manuals includes references to "rural" road owners, but the principles can be applied to most small rural or urban agencies.
2. Once the HCCLs have been identified, the local agencies should consider ways to make low-cost improvements to the locations that will result in a reduced number of future collisions.
 - o If agencies do not possess their own methodology for applying countermeasures with Crash Reduction Factors (CRFs), then they are encouraged to use the HSIP application tool or identify another tool - even when a call is not ongoing.
 - o Highway Safety Manual, recently developed by FHWA and AASHTO, allows local agencies to assess the safety of their roadways and maximize the safety benefits of future projects. Local agencies are encouraged to familiarize themselves with this new manual and consider selecting at least one sample project to apply its methodologies.
3. As agencies identify HCCLs in their jurisdiction and identified low-cost improvements to reduced future collisions, they will need to prioritize these potential projects and begin to seek funding. Projects that are not funded immediately will likely be great candidates for future HSIP and HRRR calls for projects. The projects should have high B/C ratios, which will increase their probability of receiving funding.
4. Given that agencies can submit multiple HSIP and HRRR applications during a call for projects, agencies that are proactively assessing the safety of their roadways and focusing on low-cost improvements to maximize the benefits will likely be rewarded with increased safety funding.