



*Expires – When LPP is issued*

## **HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)**

### **I. BACKGROUND**

Previous program guidelines for the Highway Safety Improvement Program (HSIP) and High Risk Rural Roads Program (HR3) were issued under Office Bulletin (OB) 12-02. The HSIP guidelines issued in this Office Bulletin incorporate changes from the new federal transportation act, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) which was signed into law on July 6, 2012, and will be in effect until a formal Local Program Procedures (LPP) is issued at a later date.

### **II. POLICY**

Major policy changes from the previous HSIP and HR3 guidelines and call for project documents include the following:

- The HR3 Program is no longer a separate funded program as in the previous federal transportation act. Now HR3 is an eligible category of funding under the HSIP.
- Safety education, enforcement, and emergency medical services are eligible non-infrastructure elements and are intended to be combined with and support infrastructure projects by providing a more comprehensive approach to safety.
- The maximum federal HSIP funding for any one project is increased from \$0.9 million to \$1.5 million.
- The Engineer's Estimate was updated to make distribution of costs among countermeasures, other safety improvements, and non-safety improvements more straightforward and accurate. The UC Berkeley TIMS Benefit/Cost (B/C) Calculation tool was also modified to incorporate this update.
- The Local Roadway Safety Manual for California Local Road Owners was updated to clarify current methodologies in selecting and applying countermeasures.

### **III. PROCEDURE**

Upon execution of this Office Bulletin, the District Local Assistance Engineers (DLAE) will notify all local agencies that Caltrans is soliciting HSIP projects for the Cycle 6 call-for-projects under the guidelines in this OB and the application, instructions and other documents posted on the Local Programs HSIP website. Applicants will be asked to submit their applications to the DLAE within 3 months. The project review and selection process will be a joint effort by Headquarters and District Local Assistance offices. When the recommended list of projects is developed and approved for funding, the Districts will notify applicants of the results.



#### IV. APPLICABILITY/IMPACTS

The attached HSIP guidelines have been updated to reflect the latest information available from FHWA on MAP-21 requirements. Future HISP calls-for-projects are expected to use the same guidelines contained in this OB. However, within 18-months of enactment of MAP-21, federal performance measures will be released that the State will need to implement. These additional requirements may require an update to this office bulletin.

Recommended:	<u>Original Signed By</u> Ted Davini, Safety Program Coordinator	<u>4/29/2013</u> Date
Approved:	<u>Original Signed By</u> James R. Anderson, Office Chief Office of Bridge and Safety Programs	<u>4/29/2013</u> Date

Attachments:

- 1) Attachment 1 – HSIP Guidelines