

Question and Answers from the March 11th SRTS/HSIP Webinar

#	Question	Answer:
1	Will the PowerPoint slides from the webinar be made available?	Yes, please access the slides at: http://www.casaferoutestoschool.org/wp-content/uploads/2013/03/SRTS-HSIP-Webinar_final-3-11-20131.pdf
2	Can Community Colleges and Universities apply for funding?	A College or University may be eligible if the project scope involves work on a public road that they own, operate, and are responsible for maintaining the safety.
3	Are crashes averaged out per year when calculating the benefit cost ratio? For example, why not look at 10 years worth of crash data versus 3? What time frame is reasonable for accident/collision data? We had a death 8 years ago at a location that'd obviously be beneficial to our benefit cost ratio.	Up to 10 years of crash data may be considered in the analysis of the project. However, the 10 years has to be applied to the entire project scope. A minimum of 5 years is required.
4	Are separated bicycle/pedestrian/multiuse paths eligible?	Yes this type of improvement may be eligible. However, any HSIP project application requires a Benefit to Cost ratio of 1.0 or more to be eligible. The B/C ratio is based on past crash data. Without crash data, the B/C ratio will be 0.
5	Can we fund a police officer to enforce school safety? If not, then what type of enforcement is eligible?	Yes, a police officer to enforce school safety specific to roadway school zone safety is eligible. The staff hours associated with this work would be documented as part of the project cost.
6	Are sharrows eligible for funding for bicycle routes? If so, what countermeasure is that?	Yes, sharrows are eligible for bicycle routes, but Caltrans is not aware of a nationally recognized Crash Reduction Factor (CRF) for the installation of sharrows. The work is added to the cost of the project in the B/C calculation of the project.
7	Can we include a non-infrastructure component to a HSIP application?	Yes, non-infrastructure elements in an HSIP application specific to safety education, enforcement or emergency medical services are eligible for reimbursement. The work is added to the cost of the project in the B/C calculation of the project. Any HSIP project with a B/C over 1.0 is eligible.
8	Can recent data be added to TIMS, since it only goes to 2011?	Yes, on an individual crash basis, recent data may be added as long as there is documentation of the crash attached and submitted with the HSIP application. As a whole, TIMS relies on updated SWITRS data from CHP. This data is currently taking 18 to 24 months for CHP to process and provide to TIMS.

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9	Can you please provide the link to the LRSM?	The LRSM is the Local Roadway Safety Manual. It is posted on the HSIP website located at: http://www.dot.ca.gov/hq/LocalPrograms/HSIP/prepare4nextcall.html
10	Can you use vehicle accident data for a bicycle/pedestrian project if the project will provide traffic calming and reduce vehicle traffic accidents in addition to bicycle/pedestrian accidents?	Yes, but the crash data used must be related to the type of improvement or countermeasure. It is recommended in this case to work closely with the City/County Traffic Engineer in this process. CM #36 and R15 are good examples.
11	Do we know if the State will still have a Safe Routes to School program?	The Safe Routes to School Program may or may not continue as a separate funded program, and would be dependent on the State budget process for FY 2013-14.
12	Does the 10% city match need to be cash or can it be services, or in-kind? Is staff time considered a cash match?	Typically, the 10% match is considered local cash. For third party donation of funds, materials, or services, please contact your District Local Assistance Engineer in the District Office in which your project would be located to determine the requirements for this option. In addition, an agency may choose to fund the engineering element of their project. This is allowed, but each phase of work that is being requested for reimbursement does require a 10% local match.
13	Does the CRF or countermeasure chart deal with bicycle paths that are OFF the main roadways?	Since the HSIP Program goal is to reduce fatalities and serious injuries on public roadways, the use of a CRF for off roadway improvements must relate directly to past crashes. If a new path is constructed adjacent to an existing roadway, it may be possible to use past crashes on that roadway. Engineering judgment is needed.
14	Can someone explain a little more about Emergency Medical Services as part of a project?	Emergency Medical Services are to improve response time to crashes so that the loss of life doesn't occur. The specific countermeasure that is available for this type of work would be S5.
15	For the example on the screen did the City enter the accident data for all 22 intersections combined?	Please reference the full application on the HSIP website located at: http://www.dot.ca.gov/hq/LocalPrograms/HSIP/prepare4nextcall.html

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16	How do we assign a severity level to collisions if we are using our own collision database? What do we do with crash reports from citizens that are not reported to the police (i.e. bicycle or pedestrian fall)? Can we use these as part of our crash data?	Crash data has to be verified by local law enforcement in order to be validated. The severity of the collision is at the discretion of local law enforcement.
17	How many years of crash data from the TIMS site can we use for the benefit cost ratio analysis?	A minimum of 5 years and a maximum of 10 years of crash data may be used in the B/C calculator.
18	Please discuss how specific collisions need to be selected for the type of countermeasure chosen. Such as need for a recovery area for cars, for a shoulder widening project.	Analyzing roadways based on crash data requires multiple factors to determine the appropriate countermeasure. Please refer to the Local Roadway Safety Manual for further information.
19	If the systemic application is for sidewalk infills around schools, can we only use the pedestrian/bicycle accidents that have occurred where the missing sidewalks are? Sometimes these missing sidewalks are only for 100-200 feet and there may not be any accidents within this gap but there may be accidents nearby at the school frontage (where sidewalks actually exist)	Up to three countermeasures or improvements may be included in an overall B/C calculation, but if crash data doesn't occur at the location of improvement, then it only adds to the cost of the project and not the benefit. In this case, the crashes may not have been directly related to the missing sidewalk; therefore, it would only be considered in an HSIP project if it was combined with other locations of improvement(s) where there was crash data.
20	When using a systemic approach, how similar should the roadway classifications of the different roadways be? Can we combine thoroughfares with arterials and collectors under one application?	The key is applying the CM correctly. Most CMs used in the local HSIP can be applied to all roadway classifications.
21	If you can only apply with 3 countermeasures per application, can you submit multiple applications? For example, if you are applying for 3 pedestrian countermeasures, but also want to add one for bicyclists, would it be necessary or allowed to submit another application?	Only one HSIP application per location of work is eligible for each "call for projects". Each of these projects may be eligible, but it would be advised to submit them under separate call for projects and therefore separate applications.

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22	What is considered to be a "high" or competitive benefit cost ratio?	The determination of a competitive benefit to cost ratio is dependent on the application B/Cs that are submitted for funding and the maximum funds available for the funding cycle. The lowest B/C would be 1.0. Cycle 4 funded a minimum statewide B/C cut-off of 4.7.
23	Is our agency at a disadvantage because we only report injury collisions and not PDO's?	Not really, PDO (property damage only) have a low crash "cost" associated to them. See the LRSM Appendix D for more info.
24	Could landscape be a non-reimbursable part of the project and therefore not be included in the benefit cost ratio, yet included in the construction contract?	No. The "Cost" of an HSIP project as defined by the Benefit to "Cost" ratio is that the entire cost of the project be included. The higher the safety benefits of the project and the lower the overall cost, the more competitive the project.
25	Is the anticipated \$150 million in available HSIP funding entirely for California?	Yes
26	It is my understanding that rural communities are going to have a lower benefit cost ratio. Will anyone discuss projects in rural communities today?	In Cycle 5 of HSIP, rural projects had an average B/C higher than the overall average B/C for the call. Please refer to the specific materials available regarding rural communities in the HSIP Program posted on the HSIP website located at: http://www.dot.ca.gov/hq/LocalPrograms/HSIP/training.html
27	MAP-21 was passed, but is not being fully funded. The continuing resolution passed by Federal Government only partially funds MAP-21. How does this affect Federal SRTS funding?	MAP-21 consolidated programs and the SRTS Program was consolidated into the Transportation Alternatives Program (TAP) of MAP-21. Currently in California, the TAP Program will be consolidated further into an Active Transportation Program which is being considered as part of the Governor's proposed budget for 2013-14 FY.
28	When will we know the benefit cost cutoff ratio?	The cut-off ratio will not be known before the Call for Projects closes and will only be known when all applications have been reviewed.

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29	If an agency is eligible for up to \$3 million, is the allocation still based upon benefit cost cutoff ratio? Follow-up: I don't understand how the \$3 million or population allocation plays with the benefit cost cutoff ratio, but aren't I guaranteed \$3 million if I have projects with a benefit cost ratio > 1?	An agency can receive up to \$3 million if the HSIP applications submitted have a B/C ratio of greater than the statewide cut-off and there are no fatal flaws in the applications being submitted.
30	What's TARC's website?	www.casaferoutestoschool.org
31	The countermeasures seem to box in the applicant. Are sidewalks a countermeasure?	Yes, sidewalks are a specific countermeasure. Please refer to the Local Roadway Safety Manual (LRSM) located at: http://www.dot.ca.gov/hq/LocalPrograms/HSIP/training.html
32	Comment: The SR2S program has traditionally been a "build it and they will come". We don't necessarily have crash data because parents aren't letting their children walk to school for safety reasons.	The HSIP Program is not the SRTS Program. This webinar is helping to explain an additional opportunity for funding safety projects in school zones.
33	What are collision factors based on? How do they relate to crashes per so many miles, as I've seen in planning documents?	Please refer to Section 4 of the LRSM located at: http://www.dot.ca.gov/hq/LocalPrograms/HSIP/training.html
34	How do Crash Reduction Factor relate to accidents per miles? This would be helpful in advocating for certain types of improvement projects if we can translate the information to reduction in crashes. This will help our communities to better evaluate and advocate for taking on recommended improvements.	Please refer to Section 4 of the LRSM located at: http://www.dot.ca.gov/hq/LocalPrograms/HSIP/training.html

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35	There is a limit to the number of countermeasures; is there a limit to the number of locations a countermeasure can be applied?	No, there are no limits to the number of locations. The limiting factor would be the cost of the number of locations that are being improved.
36	Can you use data from a similar site within your city (but not the one at which you are applying for money) for countermeasure placement?	No. A countermeasure must have specific crash data associated with it, but it may not be at all locations that the countermeasure is being applied. Please refer to the webinar case studies that provided this type of an approach.
37	Can you include costs covering staffing in your application? Or only actual countermeasures?	An overall cost of a project includes the staff time to complete the entire project. Please refer to the Local Assistance Procedures Manual for further information on this topic. HSIP \$ are not intended to hire program coordinators only staff time to complete the specific project elements.
38	Many SRTS projects are based on perceived safety but don't have a history of crashes. Do locations with no collisions score low? Can they be funded?	Although a SRTS project may also be based on perceived safety, most of the projects have associated crashes related to the actual project scope. In the case of HSIP, crash data is required in the B/C calculation. Please refer to the systemic approach to funding improvements without crash data in the case studies presented in the webinar.
39	Can locations that have no crashes get funded?	Yes, please see answer to question 38 above.
40	Are there any special resources a small City can use to help complete an application, or decide if our benefit cost ratio is anywhere close? For instance a list of small consultants specializing in this grant, or special assistance from Caltrans to roughly analyze.	Yes, please reference the application development flow chart that is posted on the HSIP website located at: http://www.dot.ca.gov/hq/LocalPrograms/HSIP/training.html
41	When calculating collision rates do agencies count the number of collisions or number of persons? I.e. Two crashes with four total injuries. Is that 2 collision or four injuries?	Please refer to page 26 in the Local Roadway Safety Manual located at: http://www.dot.ca.gov/hq/LocalPrograms/HSIP/safetymanual-2012-04-22.pdf . The rate is based on # of crashes (not # of injuries/parties)

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42	Will a red flag on an SRTS project affect eligibility on this HSIP call?	No, but a red flag on previous HSIP or HRRR projects will.
43	What types of non-infrastructure components will be considered/accepted as part of an HSIP application?	Please refer to response # 7 above.
44	You said there was a minimum project cost of \$100,000. Is there a max?	The maximum amount of an HSIP Project for Cycle 6 funding will be determined and announced with the "call for projects".
45	Are battery backup system installations at traffic signals an approved countermeasure?	Only past crashes that can be used are those that are not functioning due to lack of power. In most cases, this will result in a B/C of less than 1.0, but some locations may have these types of crashes.