



## Legislation Details (With Text)

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**Title:** RESOLUTION - Authorizing the Submission of Grant Applications Requesting up to \$2.25 Million in Funding for Pedestrian Countdown Heads and Rectangular Rapid Flashing Beacons (RRFB) from the California Department of Transportation (Caltrans) Highway Safety Improvement Program (HSIP) Cycle 10 and Authorizing the Execution of All Application Related Documents by the Public Works Director or Designee (Citywide)  
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Date	Ver.	Action By	Action	Result
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## REPORT TO THE CITY COUNCIL

**September 24, 2020**

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## SUBJECT

RESOLUTION - Authorizing the Submission of Grant Applications Requesting up to \$2.25 Million in Funding for Pedestrian Countdown Heads and Rectangular Rapid Flashing Beacons (RRFB) from the California Department of Transportation (Caltrans) Highway Safety Improvement Program (HSIP) Cycle 10 and Authorizing the Execution of All Application Related Documents by the Public Works Director or Designee (Citywide)

## RECOMMENDATION

Staff recommends that the City Council authorize the submission of grant applications requesting up to \$2.25 million in funding for pedestrian countdown heads and Rectangular Rapid Flashing Beacons (RRFB) from the California Department of Transportation (Caltrans) Highway Safety Improvement

Program (HSIP) Cycle 10 and authorize the execution of all application related documents by the Public Works Director or designee.

## **EXECUTIVE SUMMARY**

Staff is requesting authorization to submit grant applications requesting up to \$2.25 million in funding for roadway safety improvements from Caltrans' HSIP Cycle 10 Call for Projects. A list of projects for which funding will be sought is attached to this staff report. The proposed projects were selected based on HSIP cost benefit ratio calculations, citywide accident and fatality data from the last 3 to 5 years and the City of Fresno Uncontrolled Crosswalk Policy.

## **BACKGROUND**

On May 5, 2020 Caltrans released a Call for Projects for Cycle 10 of HSIP. An HSIP call for projects typically occurs every two years. Authorizing legislation for HSIP comes from the Fixing America's Surface Transportation Act (FAST) which was signed into law on December 4, 2015. Under FAST, the HSIP program, codified as Section 148 of Title 23, United States Code (23 U.S.C §148), is a core federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Projects submitted to the HSIP program must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means. A total of approximately \$220 million in state funds are available this cycle. In cycle 10, the state will be exchanging federal local assistance funds for non-federal state highway account funds. State funds will be used for all projects selected for funding which simplifies project delivery. The application submittal deadline is October 19, 2020.

HSIP guidelines prioritize funding for projects which improve roadway safety using the most cost effective methods feasible, with minimal need for right of way acquisition. The selection of HSIP projects is a data driven process based on collision history. Applicants are directed to review roadway network collision data to select projects, pairing appropriate Local Roadway Safety Manual (LRSM) countermeasures to areas with high rates of severe accidents or fatalities. A safety countermeasure is an improvement to a roadway that has a demonstrated effectiveness in reducing specific collision types. For example, according to the LRSM, adding pedestrian countdown equipment to a signalized intersection that has a history of pedestrian involved collisions may reduce the likelihood of future (non-DUI) collisions by 25%.

A project's eligibility for funding is based on the following variables: recent accident type(s), severity of accidents, project costs, proposed countermeasure(s), crash reduction factors and the expected "life" of the countermeasures selected. A Benefit Cost Ratio (BCR) calculation based on these variables is performed using a formula provided in the grant application package to determine final eligibility for HSIP funding. In Cycle 10, a BCR score of 3.5 or greater is required to apply for funding. This is a minimum threshold, and projects with a higher BCR are more likely to be funded.

The HSIP program also provides set-aside funding for four project types: guardrail upgrades, pedestrian crossing enhancement projects, installing edge lines and a set aside for Tribes. Projects sought under this cycle's set-aside categories do not require BCR calculations or accident review, but are limited to no more than one application per agency and set aside type. The maximum amount of funding is also limited to \$1 Million for guardrail upgrades and \$250,000 for all other set-aside types. Minimum project costs of \$100,000 apply to all projects.

Based on crash patterns and benefit cost ratio analysis, the City will be applying for RRFB and Pedestrian Countdown Equipment. A list of project locations is attached to this staff report. Improvements will be strategically grouped to maximize BCR scores and increase the likelihood of funding. Due to the uncertainty of the BCR cutoff in selecting applications for funding (last cycle's BCR score cut off was 17.7), it is allowed to submit multiple applications for a project of systemic type. Multiple applications combining proposed projects may be submitted to increase competitiveness. The total costs for the projects will be up to \$2.25 Million.

The City Attorney's office has reviewed and approved the resolution as to form.

## **ENVIRONMENTAL FINDINGS**

A resolution applying for grant funding is not a project for the purposes of the California Environmental Quality Act.

## **LOCAL PREFERENCE**

Local preference is not implicated because this resolution does not include a bid or award of a construction or services contract.

## **FISCAL IMPACT**

This resolution will have no immediate impact on the General Fund. Generally the maximum federal reimbursement ratio for an HSIP project is 90%. This ratio can be 100% if all countermeasures of the project are eligible for 100% federal reimbursement per LRSM. If grant funds are awarded, local matching funds will be identified through future fiscal year capital budgets if applicable.

Attachments:

HSIP Project Area Map

HSIP Project List

Resolution