



WRONG
WAY

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HSIP Off-System Project Call

Texas Department of Transportation
Dallas and Fort Worth Districts

July 14, 2020



Overview

- Based on Emphasis Areas from the Texas SHSP
 - Intersection Safety
 - Older Road Users
 - Pedestrian Safety
 - Roadway and Lane Departures
- New HSIP Guidance Document
- New work codes
- Projects are selected based on crash history,
 - Traffic volumes, and roadway geometrics are also considered.
- SII (Safety Improvement Index) Score is used a guide to rank projects
- Crash Costs
 - \$3,600,000 for Fatal (K) and Suspected Serious Injury (A)
 - \$500,000 for Non-Incapacitating (B)



Overview

- Dedicated funding allocation for off-system projects
- Targeted locations with a crash history
- Dallas District Funding Allocation for Off-System
 - FY 2022: \$3,722,970
 - FY 2023 / FY 2024: \$7,678,626
- Fort Worth District Funding Allocation for Off-System
 - FY 2022: \$925,930
 - FY 2023 / FY 2024: \$1,909,730
- Off-system projects must be let by TxDOT's competitive bid process
- Not eligible for local letting
- Off-system project proposals will be submitted through local district office.



Funding Coverage

- Only construction costs
- Does not cover PS&E preparation costs, R.O.W., and utilities
- Federal funding covers 90%. Local governments match 10% of project cost
- Local governments are responsible for all costs after federal funding has reached its maximum programmed amount.

2020 HSIP Call for Off-System Projects



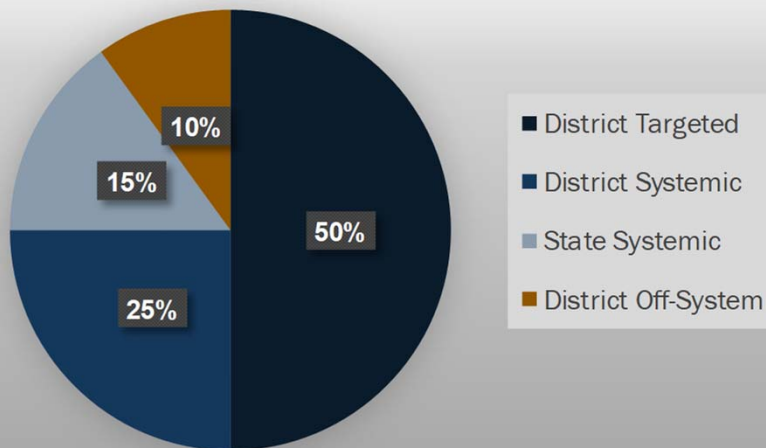
FY 2022 Programming Projection

Dollar amount: \$ 160,000,000

% of Overall Funding: 50% 10% 40%
 \$ from Overall Funding: \$ 80,000,000 \$ 16,000,000 \$ 64,000,000

District Name	Total On-System Targeted	Total Off-System Targeted	District Systemic	District Expected Program Total
Abilene	\$ 784,369	\$ 69,398	\$ 2,560,000	\$ 3,413,767
Amarillo	\$ 625,222	\$ 164,008	\$ 2,560,000	\$ 3,349,230
Atlanta	\$ 1,696,308	\$ 184,544	\$ 2,560,000	\$ 4,440,852
Austin	\$ 4,469,574	\$ 1,628,926	\$ 2,560,000	\$ 8,658,500
Beaumont	\$ 4,389,764	\$ 426,352	\$ 2,560,000	\$ 7,376,116
Brownwood	\$ 420,363	\$ 35,451	\$ 2,560,000	\$ 3,015,814
Bryan	\$ 2,593,623	\$ 153,447	\$ 2,560,000	\$ 5,307,070
Childress	\$ 648,032	\$ 23,133	\$ 2,560,000	\$ 3,231,165
Corpus Christi	\$ 1,340,871	\$ 172,116	\$ 2,560,000	\$ 4,072,987
Dallas	\$ 13,813,668	\$ 3,722,970	\$ 2,560,000	\$ 20,096,639
El Paso	\$ 2,109,728	\$ 563,408	\$ 2,560,000	\$ 5,233,136
Ft. Worth	\$ 4,495,399	\$ 925,930	\$ 2,560,000	\$ 7,981,328
Houston	\$ 10,835,676	\$ 2,474,872	\$ 2,560,000	\$ 15,870,548

Breakdown of Funding



FY 2022

- Not fully funded (already significantly programmed)
- Remainder split across District Targeted, District Systemic, and District Off-System

FY 2023 and beyond

- Split based on ratios of fatalities and progress toward reducing KA crashes
- Specific program levels for off-system and systemic work



HSIP documents

- Documents are on TxDOT website
- HSIP guidance and program information is all in one document
- HSIP Project Submittal Form electronic updates

Work codes

- Several work codes removed or noted as not a stand alone project
- Revised reduction factors and service life

Average bid prices

- Use district averages rather than statewide



SII (Safety Improvement Index) Score

- Does not establish need or lack of need for a project.
- Benefit/Cost analysis
- Takes into account cost of crashes, crash reduction factors, construction costs, maintenance costs, service life, and traffic volumes.
- SII may be more difficult to obtain for off-system projects. It is optional for localities to calculate. Please use spreadsheet provided by TxDOT to calculate if done so.
- It is OK to leave blank if there is not enough data to calculate SII.
- Traffic Safety Division is able to calculate SII score for off-system projects.



Past Program Calls ISSUES

- Statewide competitive process resulted funding being focused on only reactive projects
- Difficult to address district specific crash trends
- Funding per district was the result of # of projects submitted
- 50% of submittals not funded
- Few districts submitted very little or no projects
- Limited off-system projects submitted

Future HSIP Process BENEFITS

- Focuses funding to balance proactive and reactive projects within each district based on fatal and serious injury crash trends
- Removes competitive process allowing districts to focus and prioritize best safety projects within the district
- Allows districts to better plan projects in advance and address immediate problem locations
- Districts accountable to meet the funding amounts provided to reduce fatal and serious injury crashes
- Dedicated off-system funding within each district



Recent Calls for Projects

- 2017
 - FY 19-21
 - Dallas: 22 off-system projects; \$7,205,825
 - Fort Worth: 5 off-system projects; \$1,513,616
- 2018
 - FY 20-22
 - Dallas: 28 off-system projects; \$8,343,882
 - Fort Worth: 2 off-system projects; \$883,727
- 2019
 - No call

Prominent Crash Issues

- SVROR (Single Vehicle Run-Off-The-Road)
- Signalized Intersections
- Pedestrians



Submittals Due October 1st

- Submit to District Point of Contacts
- Approved projects will be confirmed by March 1st.

Naming Convention

- District Abbreviation_Street Name_Sequence Number (if necessary)
- Examples:
- DAL_BigTownBlvd_1
- DAL_BigTownBlvd_2
- DAL_LaPradaDr



Supporting Documentation

- HSIP Form
 - Click “Save A Copy”, DO NOT Print to PDF)
 - Crash info is optional
- Location Map (Google Maps satellite view)
- Detailed Estimate
- Existing and Proposed Typical Sections (if applicable)
- Intersection Layouts (if applicable)
- Traffic Signal Warrant Forms (if applicable)
- Pictures
- Other Supporting Documentation As Needed



Estimates

- Account for all work
- TxDOT uses estimate to compare to PS&E
- Only work types programmed can be part of safety project
- Use district average bid prices

Letting

- Projects must let in FY chosen
- Make sure utilities and ROW are clear



Resources

- [TxDOT.gov Highway Safety Engineering Website](#)
 - HSIP Guidance Document, HSIP Submission Form, SII Calculator
- [Texas State Highway Safety Plan \(SHSP\) \[TexasSHSP.com\]](#)

Highway Safety Engineering

[Texas Department of Transportation](#) > [Inside TxDOT](#) > [Forms & Publications](#)

Highway Safety Engineering uses crash data to research, design and implement projects that save lives and reduce the number of crashes on Texas roadways. Key initiatives include the [Strategic Highway Safety Plan \(SHSP\)](#), [Highway Safety Improvement Program \(HSIP\)](#) and the [Systemic Widening Program \(SSWP\)](#). The materials listed below support these initiatives.

2020 HSIP Program	Format
2020 HSIP Guidance Program	
HSIP Submission Form	
2020 SII Calculator	



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