



City Council Memorandum

City of Arts & Innovation

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TO: HONORABLE MAYOR AND CITY COUNCIL DATE: SEPTEMBER 17, 2024

FROM: PUBLIC WORKS DEPARTMENT WARDS: ALL

SUBJECT: AUTHORIZATION OF GRANT APPLICATIONS TO THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR FISCAL YEAR 2024 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) CYCLE XII FUNDING FOR A TOTAL PROJECT COST OF \$12,000,000 INCLUDING A 15% REQUIRED LOCAL MATCH OF \$1,800,000

ISSUE:

Authorize the submittal of a grant application requesting up to \$12 million in grant funding for a Fiscal Year 2024 Highway Safety Improvement Program (HSIP) Grant Program offered by the California Department of Transportation (CALTRANS) to construct traffic safety improvements at various locations citywide including the installation of install audible pedestrian push button systems, high visibility crosswalks, bike facility enhancements, pedestrian median fencing, guardrail, stop sign compliance improvements and new traffic signal controllers. The total project cost is estimated at \$12 million with a grant funded component of \$10.2 million and a required 15% City match of approximately \$1.8 million.

RECOMMENDATION:

That the City Council:

1. Authorize the submittal of a Fiscal Year 2024 HSIP Cycle XII grant application to the California Department of Transportation (CALTRANS) for a total estimated project cost of \$12 million (including approximately \$1.8 million in required City match funds), to construct traffic safety improvements at various locations citywide including the installation of install audible pedestrian push button systems, high visibility crosswalks, bike facilities enhancements, pedestrian median fencing, guardrail, stop sign compliance improvements and new traffic signal controllers; and
2. Authorize the City Manager, or designee, to sign grant related documents, including making minor and non-substantive changes as necessary.

BACKGROUND:

The purpose of the Federal Highway Safety Improvement Program (HSIP) is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Agencies are eligible to receive up to \$10 million in grant funds for Benefit-Cost Ratio (BCR) applications and up to \$350K to \$1 million in grant funds for multiple Set-Aside applications through this program. The HSIP grant allows the installation of Proven Safety Countermeasures determined by the Federal Highway Administration (FHWA) and the California Local Roadway Safety Manual.

On May 6, 2024, the California Department of Transportation announced the HSIP Cycle XII Call for Projects. Applications are due September 9, 2024. HSIP Cycle XII is expected to award approximately \$252 million in federal grant funds statewide. Projects will be selected based on a Benefit Cost Ratio (BCR) Analysis, and some projects may be funded through set-aside programs. The maximum amount an agency can be awarded is \$10 million for a BCR application and there are set-aside applications available for Guardrail Upgrades (\$1 Million), Pedestrian Crossing Enhancements (\$350,000), and Bike Safety Improvements (\$350,000).

The City of Riverside has participated in the HSIP grant program since 2010, seeking funding for important traffic safety projects through the submission of multiple grant applications during the calls for projects. To date, the city has been successful in securing millions of dollars in HSIP grants benefiting the city and its residents by constructing critical vehicular, pedestrian and cyclist safety enhancements.

In May 2023, the City accepted \$7.8 Million dollars in HSIP grant funds (total project cost of \$9 Million dollars) for the installation of citywide yellow reflective signal backplates, leading pedestrian interval, and a raised median with high-friction surface treatment along Mission Inn Avenue. The Public Works Department plans to implement a similar strategy for this round of funding.

The 2024 HSIP Cycle 12 grant application submittal has a deadline of September 9, 2024 at 5:00 PM (Pacific Time).

DISCUSSION:

To apply for HSIP funds, agencies are required to have a Local Road Safety Plan (LRSP), or equivalent document. The City of Riverside LRSP was formally adopted in 2022 ensuring the eligibility for this grant application and subsequent revisions were completed in 2024. The LRSP creates a framework to systematically identify and analyze roadways and recommend safety enhancements. The development of the LRSP consisted of collaboration with local agency partnerships and resulted in a prioritized list of improvements and actions that can demonstrate a defined need and contribute to the citywide traffic safety plan. The LRSP offers a proactive approach to addressing safety needs and demonstrates agency responsiveness to safety challenges.

The stakeholders who participated in the LRSP program include the following:

1. Riverside Police Department
2. University of California, Riverside
3. Riverside Unified School District
4. Alvord Unified School District
5. Riverside University Health Systems
6. Riverside Bike Club
7. Riverside Transit Authority
8. Center for Environmental Research & Technology
9. Riverside Community Health Foundation
10. Riverside Downtown Partnership

The LRSP must be updated and validated at least every five years. When the City submits future HSIP funding applications (including this round HSIP Cycle XII), the agency must self-certify that an LRSP or equivalent has been completed.

The projects included in the proposed grant application are additionally supported by the Riverside PACT (Pedestrian Target Safeguarding Plan, Active Transportation Master Plan, Complete Streets Ordinance, and Trail Master Plan), and both Community Pedestrian Bicycle Safety Training (CPBST) School Reports prepared for Arlanza and Liberty Elementary Schools.

The proven traffic safety countermeasures that are included in the grant application funding request include, but are not limited to, the following:

1. One hundred sixty-four (164) Signalized Intersections Improvements (signal controllers, high visibility crosswalks & audible ped push buttons)
2. Thirteen (13.2) miles of new bike lane improvements from the Riverside P.A.C.T.
3. Thirty-five (35) multi-lane multi-way stops sign intersections with increased conspicuity and regulatory compliance requirements
4. Sixteen (16) locations with eligible existing guardrail repair and replacements
5. Two (2) roadway segments with pedestrian median fencing access restrictions

While the recommended components have been discussed with the community as part of the citywide Riverside PACT and LRSP planning processes, staff plans to engage the community to discuss the project specifics if the grant application is successful.

The project locations are close to schools, parks, medical facility, employment centers, and commercial retail shopping centers. The recommended improvements support community requests received from public outreach efforts to improve traffic safety and sidewalk connectivity.

If the project is awarded, the safety countermeasures are expected to reduce the frequency and/or severity of traffic collisions as well as improve sidewalk connectivity, enhance safety and mobility for residents, and improve public health by encouraging increased walking, biking, and a more active lifestyle. The combined effects would also reduce greenhouse gas emissions as residents would be afforded amenities to walk or bike for the shorter trips.

City Staff is requesting authorization from the City Council to submit one (1) BCR application and up to three (3) Set-Aside applications under the HSIP grant program, with a combined project total amount up to \$12,000,000.

STRATEGIC PLAN ALIGNMENT:

This item supports **Strategic Priority 6 – Infrastructure, Mobility, and Connectivity** and aims to ensure safe, reliable infrastructure that benefits the community and facilitates connection between people, places, and information. The proposed CALTRANS FY 2024 HSIP Cycle XII funded projects align with the goals below:

Goal 6.1 – Provide, expand and ensure equitable access to sustainable modes of transportation that connect people to opportunities such as employment, education, healthcare, and community amenities.

Goal 6.2 – Maintain, protect, and improve assets and infrastructure within the City’s built environment to ensure and enhance reliability, resiliency, sustainability, and facilitate connectivity.

Goal 6.3 – Identify and pursue new and unique funding opportunities to develop, operate, maintain, and renew infrastructure and programs that meet the community’s needs.

Furthermore, this project aligns with each of the five Cross-Cutting Threads as follows:

1. **Community Trust** – The proposed improvements are part of a more significant endeavor to improve the City’s transportation network and increase the traffic safety of residents and visitors along city streets. The proposed improvements are identified in the Local Roadway Safety Plan (LRSP), the Riverside P.A.C.T. Plan, and Community Pedestrian & Bicycle Safety Training (CPBST) Reports for both Arlanza Elementary School and Liberty Elementary School. The city will submit the BCR and Set-Aside HSIP applications with the goal of serving public interest, benefiting the City’s diverse populations, and meeting the needs of the community based on their feedback.
2. **Equity** – All Wards will benefit from the proposed improvements which will enhance safety for non-motorized roadway users; according to the California Healthy Places Index Map households in Riverside disadvantaged communities are more often reliant on non-motorized transportation to access employment, institutions, and recreation.
3. **Fiscal Responsibility** – Riverside is a prudent steward of public funds and ensures responsible management of the City’s financial resources by awarding construction and consultant services contracts to the lowest responsive bidders and utilizing available grant funding from the Highway Safety Improvement Program.
4. **Innovation** – The proposed HSIP grant application features innovative transportation practices currently used in the City of Riverside and supported by the California Department of Transportation (CALTRANS). The proposed traffic signal controllers aim to improve traffic flow, safety, air quality, and fuel efficiency when moving people and goods by improving the traffic signal system communications network and providing real-time data and monitoring capabilities directly from the Traffic Management Center (TMC).
5. **Sustainability & Resiliency** – The proposed HSIP application will improve safety for non-motorized forms of transportation; pedestrian and bicycle safety enhancements can encourage mode shift and reduce greenhouse gas emissions.

FISCAL IMPACT:

The total estimated fiscal impact of this recommendation is up to \$12,000,000, which is comprised of \$10,800,000 in HSIP grant funds, and an additional \$1,800,000 in local matching funds to complete the HSIP infrastructure improvements as listed in Table 1.

Table 1 – Project Costs:

Grant Program Type	Highway Safety Improvement Program (HSIP) Cycle XII Grant Program Funds Requested (maximum)	Local Match Funds (10% or 50%) ¹	Total Project Cost
Benefit Cost Ratio (BCR) Application:			
1. Audible Pedestrian Push Buttons, High Visibility Crosswalks, Bike Lanes, Pedestrian Median Fencing, Multi-Way Stop Sign Improvements	\$7,920,000	\$880,000	\$8,800,000
Signal Controllers Upgrade (Phase 2)	\$750,000	\$750,000	\$1,500,000
Set-Aside Applications:			
2. Guardrail Upgrades 3. Bike Safety Improvements 4. Pedestrian Crossing Enhancements	\$1,530,000	\$170,000	\$1,700,000
Estimated HSIP Cycle XII Grant program Total:			\$12,000,000

¹ All improvements are eligible for 90% reimbursement ratio except for signal controllers which has a 50% reimbursement ratio. When combined, the total project equates to an estimated 85% reimbursement ratio.

If any of the applications are awarded, staff will return to the City Council to receive and appropriate funding and will make a recommendation for allocating the required 10% or 50% matching funds in the amount of up to \$1,800,000, from potential funding sources that may include Special Gas Tax, Measure A, or other funding sources.

Prepared by: Philip Nitollama, City Traffic Engineer
 Approved by: Gilbert Hernandez, Public Works Director
 Certified as to availability of funds: Kristie Thomas, Finance Director/Assistant Chief Financial Officer
 Approved by: Kris Martinez, Assistant City Manager
 Approved as to form: Phaedra A. Norton, City Attorney

Attachments:

1. HSIP Cycle 12 Project Location Map