



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

February 1, 2013

CIRCULAR LETTER 2013-03

FY 2014 HIGHWAY SAFETY IMPROVEMENT PROGRAM

COUNTY ENGINEERS/SUPERINTENDENTS OF HIGHWAYS
METROPOLITAN PLANNING ORGANIZATIONS - DIRECTORS
MUNICIPAL ENGINEERS/PUBLIC WORKS DIRECTORS
CONSULTING ENGINEERS

The Illinois Strategic Highway Safety Plan (SHSP) outlines a mission to develop, implement, and manage an integrated multi-stakeholder process to improve the attributes of roads, users, and vehicles to reduce traffic-related deaths and life-altering injuries. The Bureau of Safety Engineering is responsible for oversight and implementation of the SHSP. As part of this plan, we are requesting candidate projects for the Highway Safety Improvement Program (HSIP) that will be initiated in FY 2014.

FUNDING

The Highway Safety Improvement Program is a core federal-aid funding program with the goal of achieving a significant reduction in traffic fatalities and serious injuries on all public roads. Fatalities on the local roadway system have increased. Highway safety improvement projects correct, or improve, a location or feature, or address a highway safety problem that is contributing to severe crashes on the roadway. Specific site or system-wide improvements that reduce severe crashes are eligible for funding. Funds may be used to address safety issues independently without completely reconstructing entire roadway segments or intersections to all of the latest policies and standards.

The anticipated funding level for the local highway system is approximately \$14.9 million for HSIP and will be available in July 2013. The new Moving Ahead for Progress in the 21st Century (MAP-21) federal highway bill does not contain a separate funding set-aside for a High Risk Rural Roads Program (HRRRP). However, the roadways that were previously eligible for HRRRP funding are eligible under the current HSIP.

The federal funding level is a maximum 90 percent of the total improvement cost for the project with the local agency responsible for the ten percent matching funds. All phases of a safety improvement project are eligible for this program, including preliminary engineering, land acquisition, construction and construction engineering. The required benefit/cost ratio calculation should include all phases for which HSIP funds are requested. The project should be ready to utilize funds in state fiscal year 2014, but multi-year

requests will be considered. A proposed funding schedule, including all phases of the project with the anticipated funding year, must be included with the application. Any later phases of the project, for which funds are requested from future fiscal years, should be clearly indicated on the application. Information regarding local matching funds, or additional funds that will be used to fund each candidate, should also be provided in the application. This will allow the department to effectively program HSIP funds and maximize the selection of safety projects. If a project is selected for funding, the notification letter will indicate for which fiscal year each phase has been approved. Local agencies are expected to have these funds obligated within two years of the appropriate fiscal year.

APPLICATION PROCESS

Detailed guidelines for the HSIP can be found in the Program Planning and Selection of HSIP Candidate Projects section of the IDOT HSIP policy effective November 1, 2006. This document is not included with this letter, but can be found online at <http://www.dot.il.gov/illinoisSHSP/hsip.html> (by clicking on the HSIP Policy: Safety 1-06 link). Please note that this IDOT Bureau of Safety Engineering policy will be updated soon to reflect the new information in the MAP-21 federal authorization bill.

This website also contains the appendices to the HSIP policy describing the process and requirements to apply for local HSIP funding. Appendix F contains the BSE HS1 HSIP Candidate Form that is required for application submittals. The Benefit/Cost methodology (in an Excel spreadsheet format) is available under Safety Analysis Tools.

The following options are available to determine the optimal crash locations to target when applying for HSIP funds. Please contact your applicable IDOT District Local Roads office for further assistance with these options.

- County Data Trees and Heat Maps will help a local agency determine crash trends for their roadways. These color-coded maps showing locations where fatalities and severe injuries have occurred have been distributed to each IDOT District office. If you would like to review these maps, please contact your applicable District office.
- Local crash analysis with documented crash data, trends, problem identification and appropriate safety countermeasures.
- External Safety Data Mart: Contact Lori Midden at IDOT's Division of Traffic Safety (217/785-2736 or Lori.Midden@illinois.gov) for further information regarding access.
- Coordinate with the appropriate district office for assistance.

EVALUATION

Local agencies are expected to cooperate with IDOT in evaluating the effectiveness of selected projects. It is anticipated that IDOT's Bureau of Safety Engineering will conduct the detailed evaluation and reporting for selected HSIP projects to the Federal Highway Administration. The local agency should not assume significant cost for evaluation of the project.

Circular Letter 2013-03
Page 3
February 1, 2013

Questions should be directed to your District Local Roads Engineer. We encourage you to submit electronic copies of your applications (either via e-mail or on a CD) to your appropriate district to the IDOT District Bureau of Local Roads and Streets office no later than April 15, 2013. Local agencies will be notified of their selection by the department.

Sincerely,



James K. Klein, P. E.
Acting Engineer of Local Roads and Streets



Priscilla A. Tobias, P. E.
State Safety Engineer

cc: Alan Ho, FHWA
Jeff South