Local Highway Safety Improvement Program (HSIP) and Cycle 13 Call for Projects

Richard Ke, Caltrans Local Assistance

Local Assistance Day

August 11, 2026

Overview

01 – Local HSIP Purpose

02 – Eligible Applicants

03 – Local HSIP Funding

04 – Call for Project Cycle Summary

05 – Project Delivery Requirements and Status

06 – Cycle 13 Call for Projects

Local HSIP Purpose

To achieve a significant reduction in fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land.

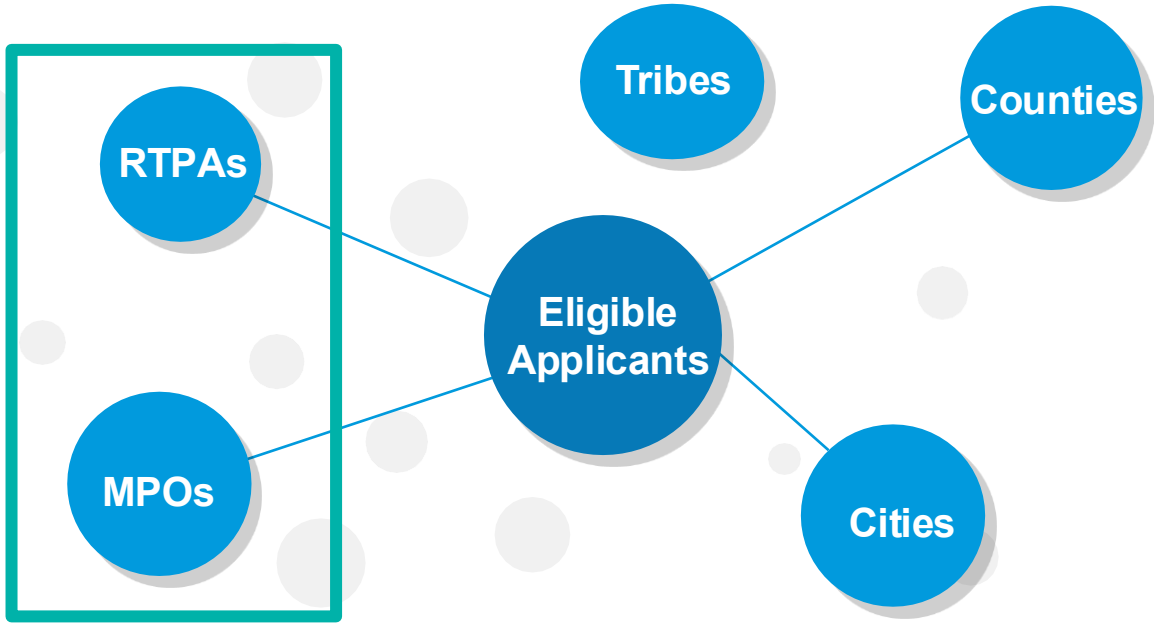
- Title 23 US Code 148 Highway Safety Improvement Program
- 23 Code of Federal Regulations, 924 & 490 HSIP Implementation Guidance

Eligible Applicants

ANY LOCAL AGENCY THAT OWNS, OPERATES, AND MAINTAINS PUBLIC ROADWAYS

RTPAs and MPOs can apply on behalf of local agencies

- RTPA: Regional Transportation Planning agency
- MPO: Metropolitan Planning Organization



Local HSIP Funding

CALIFORNIA HSIP: 50/50 SPLIT BETWEEN STATE HSIP AND LOCAL HSIP

- Local HSIP: $120 Million/year
- State funding made possible via SB 137 funding exchange

State Highways **Local Roads**

Call for Project Cycle Summary

Cycle	1	2	3	4	5	6	7
Year	2007	2008	2010	2011	2012	2013	2015
Cycle	**8**	**9**	**10**	**11**	**12**	**13**	
Year	2016	2018	2020	2022	2024	2026	

Call for Project Cycle Summary

Cycles 8 to 12:

- $1.2 billion awarded to 1,287 projects

Cycle	Release Date	Number of Applications	Number of projects selected	HSIP funds approved ($M)	BCR Cutoff	Average BCR of selected projects
8	11/21/2016	247	225	$216.9	3.5	10.3
9	12/12/2018	351	220	$180.8	7.5	17.7
10	3/30/2021	429	268	$238.3	12.0	24.0
11	3/9/2023	434	286	$231.6	18.0	35.5
12	2/21/2025	330	288	$299.6	7.0	28.3
	Total	1,791	1,287	$1,167.2		23.2

Project Delivery Requirements

Established to ensure safety projects are delivered in a timely manner:

Must meet two delivery milestones:

- Preliminary Engineering (PE) Authorization - within 9 months; and
- Construction (CON) Authorization - within 36 months

Time extension may be requested via District Local Assistance Engineer (DLAE):

- 2nd time extension request of the phase: need to present at a Local HSIP Advisory Committee meeting

Project Delivery Status

CYCLE 8 -12 PROJECT DELIVERY STATUS (AS OF 6/30/2026)

Status	Number of Projects	Percentage
No Authorization	108	9%
Preliminary Engineering (PE) or Right-of-Way (ROW)	290	24%
In Construction (CON)	382	31%
Completed	452	36%
Total	1232	100%

- 84 projects delayed (14 on PE; 70 on CON)

Cycle 13 Call for Projects

Timeline

- Announcement – July 1, 2026
- Applications Due – November 2, 2026
- Applications will be reviewed by Caltrans Headquarters – November 2026-February 2027
- Develop the list of recommended projects and secure approval by Caltrans and CalSTA – March 2027-April 2027

https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now

General Information

- Total funding: $370 million
- Expected to use both federal and state funds
  - State funding made possible via SB 137 funding exchange
  - Federal funding is for larger projects and High-Risk Rural Roads (HRRR)/Vulnerable Road User (VRU) Special Rule projects
- Fund Reimbursement Ratio: 90%
- Application categories:
  - Benefit Cost Ratio (BCR) Applications and Funding Set-asides

Eligible Applicants

- Applicants: Cities, Counties, Tribes and Other (RTPAs and MPOs)
  1. Local Roadway Safety Plan (LRSP) requirement:
     - Applicants must have completed LRSP or equivalent
     - LRSP > 5 years; Update or validate or being worked concurrently with application
  2. Agencies with delivery delays on their current HSIP projects must resolve the delays by 11/30/2026
     - District Local Assistance Engineer (DLAE) must receive the Request for Authorization package by 11/30/2026 and verify it is complete; or
     - An extension is granted
  3. Agencies with one active HSIP projects that is still not in construction after 5 years from project selection are not eligible to apply

Local Roadway Safety Manual (LRSM)

- LRSM outlines the basic elements:
  - Analyzing safety data and identifying safety issues
  - Selecting safety countermeasures
  - Calculating the BCR and comparing projects
  - Appendix B: Detailed Tables of Countermeasures
  - Appendix C: BCR Calculations

Application Categories

- Benefit Cost Ratio (BCR) Applications
  - Majority of the applications ($306 million)
  - BCR calculation is required. Project selection based on BCR
  - Application minimum BCR: 5.0
  - Maximum $10 million per agency
  - Number of applications per agency: no limit
- Funding Set-asides
  - $64 million for all set-asides
  - No BCR required
  - Number of applications per agency: 1 for each set-aside

Benefit Cost Ratio (BCR) Applications

- Work must be related to the safety countermeasures as listed
- Prefer projects that can be delivered quickly and have minimal Right-Of-Way (ROW) and environmental impacts
- BCR applications are selected for funding based on the BCRs
- Applications will be ranked per BCRs from highest to lowest
- BCR cutoff is unknown at the time of application submittal
- BCR must be at least 5.0 for submitting

BCR Applications: Safety Countermeasures

- Safety improvements must be related to the 86 safety countermeasure (CMs) with established Crash Reduction Factors (CRF)
- CMs by location types
  - Signalized Intersection (SI): 22
  - Non-Signalized Intersection (NS): 25
  - Roadway (R): 39
- CMs by Crash types (for applying CRFs)
  - All: 63
  - Pedestrians and Bicyclists: 18
  - Night: 3
  - Emergency vehicle involved: 1
  - Animal involved: 1

BCR Applications: Safety Countermeasures

- CM List Example - CMs for Signalized Intersections:

Table 1. Countermeasures for Signalized Intersections

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
SI01NT	Lighting	Add intersection lighting (S.I.)	Night	40%	20	90%	Medium
SI02	Signal Mod.	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	All	15%	10	90%	Very High
SI03	Signal Mod.	Improve signal timing (coordination, phases, red, yellow, or operation)	All	15%	10	50%	Very High
SI04EV	Signal Mod.	Install emergency vehicle pre-emption systems	Emergency Vehicle	70%	10	90%	High
SI05	Signal Mod.	Install left-turn lane and add turn phase (signal has no left-turn lane or phase before)	All	55%	20	90%	Low
SI06	Signal Mod.	Provide protected left turn phase (left turn lane already exists)	All	30%	20	90%	High
SI07	Signal Mod.	Convert signal to mast arm (from pedestal-mounted)	All	30%	20	90%	Medium
SI08	Operation/ Warning	Install raised pavement markers and striping (Through Intersection)	All	10%	10	90%	Very High
SI09	Operation/ Warning	Install flashing beacons as advance warning (S.I.)	All	30%	10	90%	Medium
SI10	Operation/ Warning	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	90%	Medium
SI11	Geometric Mod.	Install raised median on approaches (S.I.)	All	25%	20	90%	Medium
SI12PB	Geometric Mod.	Install pedestrian median fencing on approaches	P & B	35%	20	90%	Low
SI13	Geometric Mod.	Create directional median openings to allow (and restrict) left-turns and u-turns (S.I.)	All	50%	20	90%	Medium
SI14	Geometric Mod.	Install right ‾ turn lane (S.I.)	All	15%	20	90%	Medium
SI15	Geometric Mod.	Reduced Left-Turn Conflict Intersections (S.I.)	All	50%	20	90%	Medium
SI16RA	Geometric Mod.	Convert intersection to roundabout (from signal)	All	Varies	20	90%	Low
SI17RA	Geometric Mod.	Convert intersection to compact roundabout (from signal)	All	Varies	20	90%	Low
SI18PB	Ped and Bike	Install pedestrian countdown signal heads	P & B	25%	20	90%	Very High
SI19PB	Ped and Bike	Install pedestrian crossing (S.I.)	P & B	25%	20	90%	High
SI20PB	Ped and Bike	Pedestrian Scramble	P & B	40%	20	90%	High
SI21PB	Ped and Bike	Install advance stop bar before crosswalk (Bicycle Box)	P & B	15%	10	90%	Very High
SI22PB	Ped and Bike	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	P & B	60%	10	90%	Very High

BCR Applications: Safety Countermeasures

- Incremental approach
  - For certain high-cost safety improvements:
    - R15 (Widen shoulder)
    - R16 (Curve shoulder widening (outside only))
    - R17 (Improve horizontal alignment (flatten curves))
    - R18 (Flatten crest vertical curve)
  - Need to show that low-cost improvements, e.g., additional signs or new curve warning signs, or High Friction Surface Treatment (HFST), have been tried

Funding Set-Asides

- Five Set-asides:
  - Guardrail Upgrades
  - Pedestrian Crossing Enhancements
  - Bike Safety Improvements
  - Tribes
  - Lane Departure Prevention
- Project selection criteria (priority in the below order):
  - Agencies with no funds awarded in Cycles 11&12
  - Agencies with no same set-aside funds awarded in Cycles 11&12
  - Agencies with more Fatal + Severe Injury (F+SI) crashes in the last 3 years

Funding Set-Asides

- Guardrail Upgrades
  - Total $22.5M; Max per agency: $1.125M
  - For upgrades of existing guardrails and end treatments; bridge rails are not eligible
- Pedestrian Crossing Enhancements
  - Total $23.4M; Max per agency: $360k
  - Install pedestrian countdown signal heads, Rectangular Rapid Flashing Beacons (RRFB) and other flashing beacons, pedestrian signal/crossing/signs, advanced yield lines/signs, and other signs/striping

Funding Set-Asides

- Lane Departure Prevention
  - Total $7.2M; Max per agency: $360k
  - Installing edgelines along roadways, remove and relocate fixed objects outside of the clear recovery zone, improve to high friction surface treatment, install chevron signs on horizontal curves, and install edge line and centerline rumble strips
- Bike Safety Improvements
  - Total $7.2M; Max per agency: $360k
  - Installing bike lanes / separated bike lanes. Removing objects and installing way finding signs for multi-use paths/trails

Funding Set-Asides

- Tribes
  - Total $3.6M; Max per agency: $360k
  - Applicants must be federally recognized tribes in California
  - For any work under the other 4 set-asides, and other low-cost roadway safety improvements (signs, pavement delineators, edgelines, centerlines, rumble strips/stripes, etc.)

Application Preparation

- For BCR applications
  - Use safety countermeasures that target the crash types at the project locations.
  - Use crashes within the influence area of the CMs.
  - Special requirements:
    - Incremental approach for certain CMs; Warrant requirement for signals; projects involving state highways, etc.
  - Maximize project benefit:
    - Select locations with high number of crashes; select effective CMs; Use multiple CMs when applicable.
  - Lower project cost:
    - Use low-cost CMs; Minimize non-safety related components.

Application Preparation

- For set-aside applications
  - Select project locations systemically.
  - Make sure the work is eligible for the respective set-asides.

Multiple Applications for the Same Project

- Two situations when multiple applications may be submitted for the same project:
  - Two applications: one as BCR, the other applying for a funding set-aside
  - The BCR one will be considered first
- For a "systemic approach" project (i.e. locations with similar characteristics and crash types):
  - Less locations: higher BCR
  - More locations: lower BCR
  - BCR cutoff is unknown at application time
- To overcome this dilemma, you may develop multiple applications with different BCRs

Application Submittal

- Application Form is a savable PDF file
  - Adobe Acrobat Reader is required: https://www.adobe.com/acrobat/pdf-reader.html
- Submit electronically via Smartsheet
  - All required information and attachments must be added to the Application Form
  - Follow the form link to submit
    - (Link available at the Call for projects website)

Local Assistance HSIP Contacts

- District Contact: District Local Assistance Engineer (DLAE)
  - https://dot.ca.gov/programs/local-assistance/other-important-issues/local-assistance-contacts
- Richard Ke: richard.ke@dot.ca.gov
- Kelly Mar: kelly.mar@dot.ca.gov
- Simrit Dhillon: simrit.dhillon@dot.ca.gov

Questions