



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

7/21/2026 from 9:00 AM to 11:00 AM

Questions and Answers

Note: Some questions have been combined or edited.



General Questions

- 1. The installation of Accessible Pedestrian Signal (APS) push buttons is not listed as part of the pedestrian and bicycle safety countermeasures. Since APS is a critical safety feature for pedestrians with disabilities, how can we include it in the application without proposing a new or upgraded traffic signal project? Can the Pedestrian Crossing Enhancement Set Aside be solely audible ped push (APS) buttons (or equivalent ped signal countdowns)?**

APS has safety benefits and it can be included as an eligible safety item. You may use countermeasure "Install pedestrian countdown signal heads" if it is a new installation. However, we do not fund a project solely for upgrading existing pedestrian signals to APS. This is like how we do not fund a project solely for installing ADA compliant ramps.

- 2. If I include new pedestrian countdown signal heads as part of the project, would the installation of Accessible Pedestrian Signals (APS) also be eligible for funding as part of the same project?**

Yes.

- 3. Are projects consisting solely of Accessible Pedestrian Signals (APS) eligible for the Pedestrian Crossing Enhancements Set-Aside category? A previous question that was answered seemed to only apply for BCR applications.**

Projects that consist solely of APS are not eligible for funding under any application category. APS installations must be included as part of broader safety improvement projects to qualify for funding.

- 4. Some improvements may initiate ADA compliance. Will HSIP allow for these additional ADA improvements?**

ADA compliant ramps are an eligible item. A project solely for ADA compliant ramps is not eligible.



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- 5. Will this meeting be recorded (with transcript), and how would I be able to access it later? Where can we get these slides? Can you share the Q/A transcript after the meeting?**

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

- 6. A SHSP focus area is "Emerging Technologies" to prevent, identify, and respond to crashes. Is there opportunity for funding for red light collision avoidance technology? Would this fall under SI03 in the LRSM?**

In Cycle 13, we do not have a countermeasure for red light collision avoidance technology.

- 7. Are Tribes eligible?**

Yes. There is also a Tribe set-aside.

- 8. Are SS4A projects (planning and implementation) administered by Caltrans?**

The SS4A grant program is a direct recipient grant program administered by FHWA.

- 9. Question on bicycle set aside. It appears the focus is on bike lanes and class 1 barriers. How do we apply for street intersection improvements that are focused on improving bicycle safety?**

For street intersection improvements that are focused on improving bicycle safety, please submit a BCR application, not set-aside, using applicable countermeasures.

- 10. Does guard rail installation qualify for this grant? Can installing new guardrails fall under BCR?**

There is a guardrail set-aside for replacing old/damaged guardrails. Please use countermeasure R04 on BCR application for new guardrail.



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11. How can we access the delay project list?

The delayed projects list is located at: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/delivery-requirements-status-approved-projects>. The list is updated every quarter.

12. Is there a resource with the average award for HSIP competitive and HSIP set asides from the last few cycles?

Please refer to: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/approved-project-lists>. Website has funded project lists from Cycle 8 through Cycle 12.

13. If cost for HSIP project delivery turns out to be higher than what was approved, is there a process for requesting additional funding in addition to a time extension for project delivery?

Yes. Please refer to process at: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/delivery-requirements-status-approved-projects>

14. Does fund reimbursement ratio of 90% mean that there will be a local match required for 10%?

Correct.

15. With the change to S3 local match, is there a change to expected project definition?

No change to SI03 definition. Only the reimbursement ratio increased from 50% to 90%.

16. Did you say that HRRR special rule does not apply to HSIP Cycle 13?

The HRRR Special Rule is evaluated year by year. It was not triggered in California for FFY 26/27. However, it may come back any year afterwards. We still need to keep track of HRRR eligibility in the applications.



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17. Is the Vulnerable Road Users VRU special rule applicable for HSIP Cycle 13 applications?

Yes. The VRU identifier does not impact project selection. It may be used to determine funding type (state vs federal, or different Program Codes)

18. The LRSM mentions HSIP Call Cycle 12. Will it be updated?

It has been updated. Available at <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now>.

19. What is the soonest a local agency can receive funds?

Cycle 13 projects will be awarded in March or April 2027. If federally funded, then the projects must be programmed in the Federal Transportation Improvement Program (FTIP) before funds are available.

20. Can we send you our LRSP and proposed project to see if it is eligible? Will applicants receive an opportunity to correct a minor inconsistency, or will the application be evaluated strictly as submitted?

Yes, for the LRSP. For the proposed project, we may not have resources to review. If you can submit your application asap before the deadline, we may be able to review, and you may resubmit if needed.

21. Can exemptions be made for local agencies with good delivery records to apply for Cycle 13 even though local agency received Cycle 11 funding?

A local agency with good delivery record (no projects on the delayed project list) can apply for Cycle 13.

22. Can the same application be submitted for both BCR and set aside?

Yes. Please make sure to mark in the application form that they are alternatives. Use Application ID like - 1a, 1b, 1c - so we will make sure to select one at most to fund.



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23. In the Safety Countermeasures Table 1, how do we interpret the Systemic Approach Opportunity column? What does the High/Medium/Low/Etc. designation mean?

The Systemic Approach Opportunity column is for information when you develop your safety plan or consider project alternatives. It is not used in project selection for funding.

24. Does leading pedestrian interval (LPI) qualify for this grant?

Yes, there is a countermeasure for this.

25. To implement Leading Pedestrian Intervals (LPI) at our existing signalized intersections, we would need to upgrade the traffic signal controller and controller software to support the LPI operation. Would these controller and software upgrades be eligible for funding as part of the project if the proposed countermeasure is simply listed as "Install Leading Pedestrian Intervals (LPI)"?

Yes.

26. What about signal modification? Do we need to submit signal warrant calculation sheet?

No, if the signal exists.

27. For new signals, can Warrant 1, 2, or 3 be used?

Please use Traffic Signal Warrant 4, 5 or 7. Warrant 1, 2, or 3 is for installing a signal and not necessarily for safety improvement.



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28. Can a city apply for HSIP funding to implement incremental signal improvements at the same intersections across multiple HSIP cycles? For example, if a city got funding last Cycle to install retroreflective backplates, could they then apply for funding this cycle to install additional signal heads at those same intersections?

Yes. Please explain this when answering the narrative questions in the application. A common situation is when you include intersections for systemic improvements then need to do specific improvements later for some of the same intersections.

29. 9 countermeasures in an application? In the past it's been capped at 3. Why the change? Aren't there reducing benefits for each CM added?

Three countermeasures per category and there are three categories: Signalized Intersection, Non-Signalized Intersection, and Roadway Segment. Up to nine countermeasures for a project.

30. Does the crash data have to be from TIMS or can it be from agency's internal collision database systems?

It can be from any crash data source, but please attach relevant reports.

31. Does the appendix vary from the USDOT Proven Safety Countermeasures? USDOT recently removed bike lanes and road diets from their proven Safety Countermeasures. If can we still go with the appendix?

Yes, go with the appendix. We have more broad countermeasures. Also, some Proven Safety Countermeasures are not applicable since they are for design or for non-infrastructure.

32. Will lack of letters of support worsen eligibility if the city wasn't awarded in the last two calls?

Support letters are just for information. Only the BCRs are used in prioritizing the applications.



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33. Instead of emailing attachments, can we send a link with the attachments to download?

The attachments are not to be emailed. They are part of the application form (last page).

34. Cycle 13 application guidelines have the following eligibility regarding previous HSIP cycles projects: Local agencies who have at least one existing HSIP project that has not been in construction phase within five years of project selection (as of 11/30/2026), even if a time extension has been approved by Caltrans. This seems different from the statement on this webinar; can you please confirm the correct requirement?

The application instructions are correct.

35. I get this error on the application link, even though my adobe reader is up to date: Please wait...If this message is not eventually replaced by the proper contents of the document, your PDF viewer may not be able to display this type of document. You can upgrade to the latest version of Adobe Reader for Windows®, Mac, or Linux® by visiting http://www.adobe.com/go/reader_download. For more assistance with Adobe Reader visit <http://www.adobe.com/go/acrreader>.

We are using dynamic forms. Please right-click on the application link and use the save as function to save the application to your computer. Then open and enter data.

36. Are new traffic signals still required to be the only countermeasure at a location if selected?

Yes. Other improvements (left turn, ped crossing, etc.) are considered part of the traffic signal.

37. How many locations can you list?

No limit. But if there are a lot of locations, please group them and use one row for each group.



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38. We are only able to use the previous 5 years' worth of collision/crash data, correct?

Most recent 3-5 years with data availability. May exclude COVID period. Please refer to the BCR application manual.

39. What years are considered Covid years? Just 2020? What about 2021, 2022?

2020-2022.

40. If crash data is available for 2025 but it is provisional, are we allowed to include this data?

Yes.

41. Are signal upgrades such as new controller boxes/battery back up - to name a few eligibles as part of the grant?

Yes. However, a project just for battery backup is not eligible.

42. How long is the lifespan of the modular roundabout? How do they hold up if someone bumps into the vertical separators?

The modular product can be used for permanent installations, theoretically 20+ years. In the rare occurrence that a panel gets dislodged, it can be reset.

43. We have (1) left turn signal heads on pedestal pole in median and for (2) through traffic we have old type mast arm with one-signal head for three through lanes - We want to replace both with new signal poles/standards - which counter measure we have to use S102 or S107? I think we have to use S107. Can we use S107 (convert signal to mast arm from pedestal-mounted) for outdated mast arms that are much shorter than standard? Or is S102 (improved signal hardware) the CM we should use?

Countermeasure S107 is the most suitable option. Please review the information for each countermeasure in Appendix B of the LRSM to confirm appropriateness based on your specific intersection upgrades.



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44. Does NS13 (improve sight distance to intersection) include curb extensions to discourage parking by the crosswalk?

Yes, curb extensions can be used to improve sight distance at intersections and improve pedestrian safety and visibility.

Local Roadway Safety Plan (LRSP)

45. Does the agency need LRSP? Or Action Plan developed under SS4A Grant Program is also eligible for applying for HSIP?

In order to apply for HSIP funds, an agency must have completed their LRSP or an equivalent of the LRSP, such as a Systemic Analysis Report or Vision Zero Action Plan. An Action Plan developed with the SS4A grant is considered an equivalent of the LRSP.

46. What needs to be added to Safety Action Plan to be able to use in the HSIP application? Adelanto has council approved and adopted safety Action Plan. Adelanto LSRP was done in November 2021. Is it still valid what is better to use this LSRP or Safety Action Plan adopted on May 13, 2026?

Council approval/adoption is encouraged but not required. Please use the newly adopted Safety Action Plan. There is a self-certification template for the LRSP as one of the attachments. Please visit: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/local-roadway-safety-plans> for guidance for the LRSP. You may send a copy to Caltrans District DLAE for review if not sure.

47. Is there still a process in place to convert SSRAP to LRSP? Is there a timing requirement, i.e. the SSRAP can only be so old?

SSARP does not have to be converted to a LRSP. An SSARP satisfies the requirement if your agency reviews the document, then revise or revalidate the SSARP.



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48. How up to date does your LRSP have to be to apply for the cycle 13 HSIP? If our Safety Action Plan is over 5 years old but is in the process of being updated, does the Plan update need to be finalized by the application submittal date?

Within 5 years. Old LRSPs can be reviewed, revised, or revalidated by your agency. The plan does not need to be finalized by the application submittal date.

49. If an LRSP was modified with minor changes, does that restart the 5-year timer?

When the LRSP is revised or revalidated, it restarts the 5-year count.

50. Is the SS4A Action Plan equivalent to an LSRP?

Yes.

51. Can a Vision Zero Action Plan that includes collision analysis and improvement recommendations substitute the requirement for an LRSP that is older than 5 years old?

Your agency needs to review, revise, or revalidate since it is older than 5 years.

52. Can we use our Comprehensive Safety Action Plan (CSAP) in place of the LSRP?

Most likely but please send a copy to us to review.

53. If an LRSP was completed in early 2021, is it still considered within the 5-year window (i.e., does being several months over 5 years still count)?

Please review it and make sure it is still valid.

54. Is the 5-year LRSP cutoff based on when the LRSP was finalized or when it was formally adopted by local agency. For example, our report was completed in Dec. 2021 but formally adopted in August 2022.

It is acceptable to use the formal adoption date as the cutoff date.



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55. We are in the process of updating our agency's High Injury Network (HIN) roadways. Compared to our current HIN roadways in the LRSP, we expect several new roadways to be on the list of highest KSIs. If the anticipated new HIN roadways are not included in the current LRSP, do you see any issues with including those roadways as proposed locations in the application?

The new HIN roadways do not have to be directly listed in the LRSP. We understand the LRSP is a live document, and new safety needs may emerge as conditions change.

56. Our agency applied for the SS4A program to update our outdated local roadway safety/vision zero plan. Given it's possible we won't know the SS4A award list until after the HSIP deadline, are we still eligible to apply for HSIP cycle 13?

Please let us know the status update in the application. We may consider this as an exception.

57. Our LRSP completed in 2021 has crash data 2009 to 2020. Will the LRSP need revision or is it eligible for funding? Also, does the LRSP have Target Date for fatality reduction?

The LRSP needs review, but revision is not required if your agency revalidates it. Target Date for fatality reduction is not required.

58. If an agency has an LRSP that was prepared in 2020 (has exceeded 5-year period) but is currently working on an updated LRSP. Is this Agency still eligible to apply for Cycle 13 even though the updated LRSP has not been finalized? Is there any supporting documentation that needs to be submitted in this case?

Yes, your local agency is eligible to apply. Please attach the LRSP Certification template to your application.



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Funding Set-Asides

59. Is the maximum reimbursement rate for Set Asides also 90%? Or are any 100%? Can staff time be utilized as part of the 10% "match"? Are agencies able to apply for both SA and BCR?

The reimbursement ratio is all 90%. Staff time can be utilized as soft match which needs to be included in the Finance Letter during project implementation. Agencies can submit unlimited number of BCR applications and one application per set-aside.

60. Is there maximum amount of grant that each agency could apply for funding set-asides? Did you say that for Set-asides we can only submit 1 application?

A maximum of \$10 million for BCR applications. One application per set-aside type and each set-aside type has its own maximum awarded per agency. Also refer to the Funding Set-asides section in the application instructions.

61. Does the \$10 million max per agency include the funding set-asides?

No, only for BCR applications.

62. For set-asides, agencies are allowed a maximum of 1 application per category. Does this mean an agency can submit 5 applications (one per category)?

Correct. Please note there is a Tribes set-aside category where the applicant must be a federally recognized tribe in California.

63. For the pedestrian crossing set-aside, can a center pedestrian refuge island or curb extensions for a mid-block crossing be included in the application?

Pedestrian crossing islands and curb extensions are eligible for the Pedestrian Crossing Enhancement set-aside.



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64. In the Funding Set-Asides, for bike lane improvements, do they need to follow the 2019 FHWA Bikeway Selection Guidelines or current NACTO guidelines to be eligible for funding for HSIP?

Both guidelines are a great resource to help practitioners make informed decisions but are not required to apply for funding. Generally, for local projects, the approval of design alternatives is delegated to City and County Public Works Directors. For more details, please refer to Chapter 11 (Design Guide) of the Local Assistance Procedures Manual (<https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm>).

Benefit Cost Ratio (BCR) Applications

65. BCR cutoff is for eligibility for funding (as in, must be at least BCR of ____) or does it refer to guaranteed funding?

For Cycle 13, the BCR must be at least 5 to submit the application. The BCR cutoff is the lowest BCR for the project to be funded. The BCR cutoff is unknown (will be determined at project selection process). We are hoping we can fund all since this is a large call, which means the cutoff can be 5, since 5 is the lowest BCR to submit.

66. With an average BCR of 28 for cycle 12, how was the BCR cutoff of 7.0 established?

There were a lot of good applications with high BCRs, which is why the average was 28. Seven (7) was the lowest BCR to be funded.



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67. Can you submit multiple BCR applications for the same intersection? For example, an application with lower cost safety improvements and another with more expensive improvements (i.e. traffic signalization). If both applications are approved, but the two scopes are incompatible for the same location, would we only be awarded for the more expensive application scope?

Yes, you may submit multiple BCR applications for the same intersection. Make sure you mark them as alternatives. At most, one of these will be selected based on the BCR cutoff. The one of which the BCR is just above the BCR cutoff, if any, will be selected.

68. If we have multiple applications, do we need to prioritize/rank the applications?

No, we will use the BCR to prioritize.

69. Is the historical BCR cutoff data available anywhere? It's helpful for discussions with stakeholders when being asked if we think the application will be competitive or not.

It has varied a lot (3.5 many years ago; 18 in Cycle 11).

HSIP Cycle Number	Cycle Start Date	BCR Cutoff	BCR Average
12	3/31/2025	7.0	28.3
11	3/31/2023	18.0	35.5
10	3/31/2021	12.0	24.0
9	1/1/2019	7.5	17.7
8	11/21/2016	3.5	10.3

70. What is "influence area" where collisions can be counted toward the BCR? The LRSM does not define it for each countermeasure. Is it subjective for each countermeasure?

Please review the information for each countermeasure in Appendix B of the LRSM. Generally, the collisions should be within 250ft of the location.