

California Local HSIP Advisory Committee

Meeting Minutes

May 7, 2026 (1:00 pm – 3:00 pm) via Microsoft Teams

Attendees:

Kelly Mar, Simrit Dhillon, Colleen Vidinoff, Zhongren Wang, Rafael Cobian, Harsimran Bains, Jerry Barton, Angel Araiza, Melissa Savage, Quan Shelly, Karen Sampson, Blossom Scott-Heim, Mina Kim, Heba El-Guindy, Vaikunthan Renganathan, Ryan Mak, Rebecca Neves

Item 1: Welcome and Introductions

- Kelly welcomed the committee.
- Bill Sandhu retired and Heba El-Guindy will be representing the League of California Cities.

Item 2: Project Time Extension Request

2a. City of Placerville (H10-03-019) – 2nd Time Extension

- Cycle 10 set aside project for pedestrian safety improvements.
- State Funded - \$250,000 HSIP funds.
- Original CON milestone was March 2024 and first time extension ended March 2026.
- Project Background and Safety Concerns: Melissa Savage explained that the project originated in response to Caltrans' plan to increase the speed limit on route 50, from 40 mph to 50 mph, which raised concerns due to frequent pedestrian crossings and two nearby schools. In 2020, the city and Caltrans agreed on safety measures, including larger speed signs and radar feedback signs, to improve pedestrian safety and potentially avoid raising the speed limit.
- Project Delays and Staffing Changes: Melissa described significant staffing changes that led to initial project delays resulting in a previous two-year extension. The city hired a consultant to finalize plans and estimates, which were completed in November, and submitted an encroachment permit to Caltrans in December.
- Maintenance Agreement with Caltrans: Melissa reported that lengthy discussions with Caltrans about maintenance responsibilities concluded with Caltrans agreeing to maintain the radar feedback signs provided design requirements are met. The design team is updating plans to meet Caltrans' requirements which include a shift to solar-powered signs.
- Funding and Support: The project was funded through the local Transportation Climate Adaptation Program, and Jerry emphasized the importance of radar feedback signs as integral to Trip to Green, supporting both regular and emergency operations.
- Technical Integration with Safety Project: Melissa clarified that radar feedback signs will be installed in advance of the three traffic signals to alert drivers to speed changes and support Trip to Green by encouraging slower speeds even when signals are green.
- Timeline and Construction Details: Melissa requested a four-month extension to September 30th to re-submit the encroachment permit and finalize maintenance agreement while aiming to complete construction within a couple of months at three locations. Kelly will follow up with an email regarding the time extension request.
- Committee Feedback: 1. Zhongren asked if the extension would affect eligibility for new cycle funding, and Melissa confirmed it would not. 2. Heba El-Guindy inquired about the sign type and ordering process, and Melissa clarified that the main issue was Caltrans' maintenance requirements, not procurement delays. 3. Zhongren asked for information

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about Trip to Green. Jerry Barton discussed the integration of the Trip to Green project with the Placerville safety improvements by explaining the role in emergency preparedness and traffic flow, and how radar feedback signs will support both projects. Jerry Barton also described the Trip to Green project as an innovative initiative to hold traffic signals in Placerville in a solid green phase during peak travel and emergencies to improve evacuation and traffic flow where a pilot was conducted during the Caldor fire.

Item 3: Training Webinar: Mini and Modular Roundabouts

- An informative webinar with presentations from the cities of San Diego and Modesto, and Washington DOT presenting the benefits of roundabouts and increase the implementation.
- There were approximately 130 participants over the course of two days.
- Colleen shared that the roundabout webinar addressed countermeasures, BCR calculation, and suggested more education for local agencies on presenting safety measures to the public.
- Heba El-Guindy noted that roundabouts require specific roadway configurations and recommended information on other safety elements and complete street designs in future educational resources.

Item 4: HSIP Delivery Status (list of delayed projects)

- Report of Delayed projects as of April 7, 2026: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/delivery-requirements-status-approved-projects>
- Delayed Projects and Eligibility: Kelly explained that projects flagged as delayed on the HSIP list cannot apply for Cycle 13 funding and construction must start within five years of project selection to remain eligible.
- Federal Funds and Advanced Construction (AC) Projects: Colleen raised concerns about projects with federal funds that had to use AC and noting that some projects are listed as delayed despite having obligated funds. Kelly agreed to review the list and remove projects using AC.
- Committee Feedback: 1. Shelly and Colleen suggested sending direct reminders to HSIP coordinators and local agencies about milestones and delay status rather than relying solely on website postings. Kelly agreed to implement this approach. 2. Rebecca suggested incentivizing early project delivery by reducing or eliminating local match requirements, which could motivate agencies to expedite projects and retain buying power. Heba El-Guindy and Rebecca discussed how incentives might affect agencies of different sizes, with Heba noting challenges for smaller cities and Rebecca suggesting ways to leverage saved funds for additional staff or consultant support. Rebecca proposed raising the incentive idea at the League of California Cities meeting and drafting a policy outline for further discussion at the July committee meeting, with Zhongren considering sharing the concept with Federal Highway representatives.

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Item 5: HSIP Funding Use Status

Authorized FFY25/26:

- YS30: \$4,085,417
- YS60 (HRRR Special Rule): \$17,554,930 (authorized full amount)
- YS70 (VRU Special Rule): \$11,437,595
- State Exchange: \$80,000
- Total Apportionment Used: \$113,077,942
- Federal Funds Remaining: \$178,094,577 (includes previous FFY rollover balance)
- Allocated: \$22,485,293 Kelly noted that AC projects are difficult to track in current summaries, since they are not tied to specific federal program codes. AC projects will be converted to YS60 and YS70 in October.

Item 6: Cycle 13 Call for Projects

- Funding and Timeline: Zhongren announced that Cycle 13 will offer \$370 million, which is the largest call to date, with the release planned for May 11th and cycle closure in September. Award announcements in February 2027.
- Set-Aside Adjustments: Kelly noted a change in the set-aside structure. The Installing Edgelines set-aside will change to Lane Departure Prevention to allow more countermeasure options for local agencies.
- Application and Workshop Plans: Zhongren explained that the online application system is being tested and a virtual workshop is planned to assist applicants. Additional training will be provided if requested by local agencies.
- Participation and Communication: Committee members were encouraged to spread the word about the call for projects, and CalSTA may participate with two corridor-based projects while respecting the competitive process established by the committee.
- Committee Feedback: 1. Shelly, Kelly, and Zhongren discussed training opportunities for HSIP applicants, including virtual workshops, geographic-specific sessions, and the importance of community consultation. 2. Heba El-Guindy emphasized that community consultation conducted during plan development should be used for individual projects to streamline requirements for local agencies.

Next Meeting: July 2nd

Meeting Adjourned: 1:52pm