

Chapter 9 Local Highway Safety Improvement Program (HSIP)

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Exhibits

Exhibits applicable to this Chapter can be found at:

<https://dot.ca.gov/programs/local-assistance/forms/local-assistance-program-guidelines-forms>

Chapter 9 Local Highway Safety Improvement Program

9.1 Introduction

The Highway Safety Improvement Program (HSIP), codified as Section 148 of Title 23, United States Code (23 U.S.C. §148) is one of the core federal-aid programs. The purpose of the HSIP program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land.

California's share of HSIP funds are split between the State HSIP for state highways and the Local HSIP for local roads. This chapter contains general information for the Local HSIP program. For the announcement of calls for projects and their specific information, visit the Local HSIP website at: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program>.

9.2 Local HSIP Advisory Committee

The California Local HSIP Advisory Committee was established in 2015 in support of the local HSIP program. The committee is action oriented and supports the goal of reducing fatalities and serious injuries on all public roadways in California. The committee provides high-level balanced strategic guidance to California's Local HSIP and other safety programs and efforts regarding safety on California local roadways.

The members of the Committee are from local public agencies, as well as the Federal Highway Administration (FHWA) and Caltrans. It is the intent that Committee members must represent both urban and rural areas distributed geographically throughout the State.

The goals of the committee include but are not limited to:

- Ensure that California's Local HSIP and other safety programs and efforts are consistent with [California's Strategic Highway Safety Plan \(SHSP\)](#);
- Provide vision and strategic priorities for improving local safety programs and processes;
- Provide recommendation on California Local HSIP and processes;
- Provide recommendation to streamline decision-making, review and project delivery on safety projects;
- Identify funding opportunities to meet local roadway safety needs; and
- Encourage, improve and support traffic safety efforts at local agencies.

The committee meets six times annually. Additional meetings or workshops may be called as necessary. For more details regarding the committee and its meetings, visit the [Local HSIP Advisory Committee website](#).

9.3 Eligible Applicants

The applicant for HSIP funds is a Local Public Agency (LPA) that assumes responsibility and accountability for the use and expenditure of federal-aid highway funds. The applicant must be a city, a county, or a tribal government federally recognized within the State of California. Exceptions to this requirement will be reviewed by the Department of Transportation (Caltrans), Headquarters - Division of Local Assistance (HQ-DLA) on a case-by-case basis.

Local Public Agency with Delayed HSIP Projects

If an LPA has an active HSIP project that fails to meet the delivery requirements, the LPA is not eligible to submit new project applications in future HSIP calls for projects, until the delivery issue has been resolved.

Section 9.10 provides more details related to the project delivery requirements.

Local Roadway Safety Plan (LRSP)

A Local Roadway Safety Plan (LRSP) provides a framework for organizing stakeholders to identify, analyze, and prioritize roadway safety improvements on local and rural roads. The process of developing an LRSP can be tailored to local protocols, needs, and issues. An LRSP normally addresses the 5Es of safety strategies: Education, Enforcement, Engineering, Emergency Response and Emerging Technologies.

The LRSP can be a means for providing local and rural road owners with an opportunity to address unique highway safety needs in their jurisdictions while contributing to the success of the statewide Strategic Highway Safety Plan (SHSP). The process of preparing the LRSP creates a framework to systematically identify and analyze safety problems and recommend safety improvements. Preparing the LRSP facilitates the development of LPA partnerships and collaboration, resulting in a prioritized list of improvements and actions that can demonstrate a defined need and contribute to the statewide plan. The LRSP offers a proactive approach to addressing safety needs and demonstrates agency responsiveness to safety challenges.

In order to apply for the HSIP funds, an agency must have completed their LRSP or an equivalent of the LRSP, such as Systemic Safety Analysis Report (SSAR) or Vision Zero Action Plan. Other equivalents of the LRSP may be reviewed and determined on a case-by-case basis. The LRSP or its equivalent must be updated and validated at least every five years. When an agency submits an HSIP funding application, the agency must self-certify that an LRSP or its equivalent has been completed. The agency must provide a copy of the safety plan upon request.

It is strongly recommended that the LRSP (or its equivalent) and its update be approved by the agency's Board or Council. If an LPA has finalized their LRSP at the application due date of the call-for-projects but the LRSP has not yet been approved by the Board or Council, the LPA is eligible to submit project applications.

9.4 Eligible Projects

HSIP funds are eligible for work on any public road or publicly owned bicycle or pedestrian pathway or trail, or on tribal lands for general use of tribal members, that improves the safety for its users. There are twenty eight project categories identified as eligible as listed under 23 U.S.C. §148(a)(4)(B). No funding priority is assigned to the list.

The California Local HSIP program may place further restrictions on the eligibility of individual project categories to meet the most critical needs on California local roadways.

It is the intent of the HSIP program that the HSIP funds be expended on safety projects that can be designed and constructed expeditiously. Projects must not require the acquisition of significant rights of way (not more than 10% of the construction cost), nor must they require extensive environmental review and mitigation. Also, proposed projects such as horizontal and

vertical curve realignments, shoulder widenings, etc., that typically take the longest time to deliver will need to show that an incremental approach [has been followed, i.e.](#) lower cost countermeasures have been installed and have not proved to be effective before these types of [safety improvements \(realignments, shoulder widenings, etc.\)](#) are considered.

For a project to be eligible for HSIP funding, a specific safety problem must be identified, and the proposed countermeasure(s) must substantially address the condition. All proposed projects must lead to and complete the construction of safety improvements. The project must be consistent with [California's Strategic Highway Safety Plan \(SHSP\)](#).

HSIP Projects on High Risk Rural Roads (HR3)

High Risk Rural Road is defined as "any roadway functionally classified as a rural major or minor collector or a rural local road with significant safety risks." 23 U.S.C. §148 includes special requirements pertaining to HR3 eligible projects:

23 U.S.C. §148(g)(1): High-risk rural road safety. If the fatality rate on rural roads in a State increases over the most recent 2-year period for which data are available, that State shall be required to obligate in the next fiscal year for projects on high risk rural roads an amount equal to at least 200 percent of the amount of funds the State received for fiscal year 2009 for high risk rural roads under subsection (f) of this section ...

For this reason, HSIP projects on HR3 still need to be identified and tracked separately. See Section 9.8 for special project selection considerations for HR3 eligible projects.

9.5 Funding and Project Costs

Use of State Funds for HSIP Projects

Senate Bill (SB) 137 (Chapter 639 of the 2019 Statutes), effective October 8, 2019, added Section 182.85 to the Streets and Highways Code that authorizes Caltrans to allow up to \$100 million of federal local assistance funds be exchanged for non-federal State Highway Account (SHA) funds. The exchange requires funds be used by the city, county, or other eligible recipients on projects for purposes for which the federal local assistance funds being exchanged were originally intended in order to meet national transportation goals and performance management measures (23 U.S.C. Sec. 150), and must satisfy the intent of the Legislature, as described in Section 2333. This made it possible to use state funds in delivering HSIP projects. The use of federal or state funds should be determined when the projects are selected for funding.

The project selection process and the project delivery requirements apply to all HSIP projects, regardless of whether the projects are federal or state funded.

Eligible Project Costs

Project costs eligible for HSIP reimbursement include:

- Preliminary Engineering
 - Environmental Studies (NEPA Clearance required [for federally funded projects](#); CEQA Clearance required [for state funded projects](#)).
 - Preparation of Plans, Specifications and Estimates (PS&E)
- Right of Way (must be less than 10% of Construction)

- Engineering
- Appraisal and Acquisition
- Utility relocation
- Construction
 - Construction Engineering
 - Construction

Non-safety related construction items (such as: landscaping, highway beautification, preventative maintenance, etc.) may be included in an HSIP project but are considered incidental to the overall project and must not exceed 10% of the project construction costs.

HSIP Reimbursement Amount and Ratio

The maximum HSIP reimbursement amount for a single HSIP project is \$10 million. All project expenses that exceed the maximum HSIP reimbursement amount will be the responsibility of the project sponsor and will not be eligible for reimbursement.

The minimum HSIP reimbursement amount for any single HSIP project is \$100,000. This minimum dollar amount has been established to ensure the efficiency and cost-effectiveness of the overall program and individual projects. Exceptions to this requirement will be reviewed and approved on a case-by-case basis.

The maximum reimbursement ratio for an HSIP project [may be 100%, 90% or 50% per the project's safety countermeasure\(s\) as defined in Section 4.2 of the Local Roadway Safety Manual \(LRSM\)](#). If a project uses multiple countermeasures which have different maximum HSIP reimbursement ratios, the lowest ratio applies.

The actual project reimbursement ratio will be established during project implementation when the "Authorization to Proceed" is approved by the FHWA for federally funded HSIP project or when the funding allocation is approved by Caltrans DLA for state funded projects.

9.6 Projects Involving State Highways

Caltrans-Initiated Safety Projects

A Caltrans-initiated safety project on a state highway that involves local roads and requires financial participation by an LPA is eligible for funding. Typically, these types of projects involve new or upgraded traffic signals or a roundabout at an intersection. The cost sharing should be based on the ownership of the location, e.g. sharing the cost based on number of intersection legs owned by State (Caltrans) vs. the LPA. For other special financial arrangements, see Section 4B.104 (CA), Financing, of the [California Manual on Uniform Traffic Control Devices \(CA MUTCD\)](#).

The LPA may consult with the [District Local Assistance Engineer \(DLAE\)](#) to identify any planned and/or programmed state highway safety projects within the jurisdiction of the LPA. If Caltrans is developing a safety project that requires financial participation by the LPA, the LPA may consider submitting an HSIP application to compete for the HSIP funding. Submittal of an application does not guarantee that the project will be approved for funding. The financial and

project administration responsibilities of each agency must be outlined in the Cooperative Agreement between Caltrans and the LPA.

Local Public Agency-Initiated Safety Projects

The LPA may initiate a safety project that involves a state highway. However, due to the limited amount of local HSIP funding as compared to the statewide local safety needs, Local HSIP will only fund projects/improvements on the state highway system where the state highway acts as the “main street” for the LPA.

An LPA-initiated safety project that involves a state highway must include a written correspondence from Caltrans District Traffic Operations office in the application. This letter/email only intends to confirm that Caltrans is not initiating any project at this time within the project limits but supports the project and does not see issues with the proposed project that would prevent it from receiving an encroachment permit. If the project is likely to require financial participation by Caltrans, the applicant should include a formal letter of support and reasonable estimates of all cost sharing ratios, amounts, and funding schedule in the application.

For intersection improvements on state highways, an Intersection Control Evaluation (ICE) analysis and a cost sharing agreement with Caltrans are required. For more information regarding the ICE analysis, see Chapter 4C, Traffic Control Signal Needs Studies, of the [CA MUTCD](#).

9.7 Calls for Projects and Agency Application

Normally HSIP calls for projects are made at an interval of two years. The timing and size of the call is determined by the program apportionments, [current HSIP funding amounts](#), [the plan of exchange for state funds](#), and the delivery of the existing HSIP projects. Specifics such as the due date, the call size, the maximum HSIP funds an agency can receive, funding set-asides, the minimum Benefit/Cost Ratio (BCR) of an application to submit, etc. will be defined in the announcement of an HSIP call-for-projects. Please visit the [Local HSIP website](#) for specific information regarding calls for projects.

Prior to beginning the preparation of an HSIP application, agencies should ensure that [their LRSP \(or equivalent\) has been completed, and that](#) they are in good standing with respect to the Safety Program Delivery Requirements and are eligible to receive new HSIP funding. For more details, see Section 9.3, Eligible Applicants, and Section 9.10, Project Delivery Requirements, in these guidelines.

Agencies seeking HSIP funds are required to complete the HSIP Application Form in PDF format located on the [website](#). The application form and its instructions guide applicants through the process of entering the required data. Applicants must follow the instructions in preparing their applications. Failure to do so will result in their applications being rejected.

9.8 Application Review and Project Selection

After the application due date of an HSIP call-for-projects, HQ-DLA staff, the DLAE and the District HSIP Program Coordinator will first review all received applications for fatal flaws in the proposed projects. Applications that are determined to have fatal flaws will be rejected and dropped from consideration. “Fatal flaws” are defined in detail in the PDF application form and its instructions. Then the applications without fatal flaws will be further evaluated and prioritized based on the project selection criteria defined in the HSIP call-for-projects.

Approximately 3 to 4 months after the application due date, HQ-DLA will post the list of approved projects on the [Local HSIP website](#). The DLAE will notify all applicants of the results.

Project Selection Criteria

Generally the proposed projects are evaluated based on the Benefit/Cost (B/C) Ratios (BCRs). All applications without fatal flaws are prioritized in descending order, statewide, by the BCRs. Projects with the highest BCRs will be selected for funding.

For each HSIP call-for-projects, other project selection criteria not solely based on the project ranking by BCRs may be established:

- **Funding set-asides:** From time to time it may be necessary to have set-asides for certain safety countermeasures or improvements when common roadway safety concerns are identified statewide. The BCR calculation may not be required for those projects that meet the criteria of the set-asides. Details of the set-asides, if any, will be defined when a new cycle of the HSIP call-for-projects is announced.
- **HR3 eligible projects:** Due to the special rule pertaining to high risk rural road safety (see Section 9.4), it may be necessary to have a lower statewide BCR cutoff for HR3 eligible projects.
- **Maximum HSIP funding per agency per cycle:** In each HSIP call-for-projects, a maximum HSIP funding that an agency can receive may be established. If an agency submits multiple applications with a combined HSIP funding request exceeding the established maximum, their applications with the lowest BCRs will not be included in the selection process until their overall request is at or below the maximum HSIP reimbursement amount for the call.

Minimum BCR of the Applications

A minimum BCR may be established in each cycle of the HSIP call-for-projects. The project selection results from the previous HSIP cycles indicate that the cut-off BCR can be well above 1.0. By raising the minimum BCR to a number larger than 1.0, the local and state resources can be saved by minimizing the time spent on preparing and reviewing applications that will not be selected for funding. It will also encourage the local agencies to focus their efforts on locations/corridors with the greatest safety needs and countermeasures with lower costs.

9.9 Project Implementation

Federally Funded Projects

After being selected for funding, federally funded HSIP projects must be programmed in the Federal Transportation Improvement Program (FTIP) of the Metropolitan Planning Organizations (MPOs).

Caltrans HQ-Division of Transportation Programming will send the list of approved projects to the Metropolitan Planning Organizations (MPOs). The MPOs will amend the Federal Transportation Improvement Program (FTIP) to include their projects. Caltrans, acting as the MPO for the rural Regional Transportation Planning Agencies, will amend the Federal Statewide Transportation Improvement Program (FSTIP) accordingly. Once the FTIP/FSTIP is amended, the LPA may submit their request for authorization (E76) for their programmed HSIP projects.

Once programmed into the FTIP/FSTIP, projects must be processed and implemented in accordance with the federal-aid procedures contained in the [Local Assistance Procedures Manual \(LAPM\)](#) and the DLA Safety Program Delivery Requirements. Agencies are strongly encouraged to review the LAPM and Delivery Requirements before submitting new applications and/or proceeding with new projects, even if they have completed federally funded projects in the past, as these documents evolve over time.

Once programmed into the FTIP/FSTIP, projects are implemented by phases (Preliminary Engineering, Right of Way, or Construction). For each phase, federal funds are considered obligated to the project when the FHWA approves the 'Request for Authorization' (see [LAPM Chapter 3: Project Authorization](#)).

Agencies should not proceed with any phase of reimbursable work (Preliminary Engineering, Right of Way, or Construction) until the DLAE provides the LPA with the written "Authorization to Proceed" for each project phase.

All costs associated with any phase of work performed prior to receiving written "Authorization to Proceed" from the DLAE will not be eligible for reimbursement.

Use EPSP to Expedite the Delivery

Usually the FTIPs for local HSIP projects are developed in a way that older projects are programmed in the earlier years and the newer projects in the outer years of the current four-year FTIP cycle. However, the fact that a local HSIP project is not programmed in the current Federal Fiscal Year (FFY) should not hinder the LPA from requesting for authorizations in the current FFY when the LPA is ready to start the work for a project phase.

If an HSIP project is ready to move forward to the next phase and the project is not programmed in the current FFY, the LPA can and should use the Expedited Project Selection Procedures (EPSP) to advance the delivery of the project. Caltrans Districts and Headquarters will work with local agencies to ensure that the use of the EPSP and the authorization requests are approved as quickly as possible.

For more explanations regarding using the EPSP to expedite the delivery of local HSIP projects, please visit the [HSIP Project Delivery Status website](#).

State Funded Projects

Unlike federally funded HSIP projects, state funded HSIP projects are not programmed in the FTIP. Once a project is selected for state funding, the LPA submits funding allocation requests for the project to the DLAE.

For state funded HSIP projects, funding must be allocated to the project prior to the start of the reimbursable work. The funding allocation request is phase specific, i.e. Preliminary Engineering (PE), Right of Way (ROW) or Construction (CON).

The HSIP funding allocation requests must be submitted to the DLAE. After the DLAE's review and verification, the allocation requests are then forwarded to Caltrans Division of Local Assistance (DLA) Headquarters (HQ) for further processing and approval. Unlike some other programs, the HSIP allocation requests do not go through the California Transportation Commission (CTC).

For more information regarding the funding allocation process, please visit: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/state-funded-hsip>.

Consultant Selection and Contracting Procedures

If the LPA engages consultants in performing architectural, engineering, and related services in implementing an HSIP project, the LPA must follow the selection and contracting procedures detailed in LAPM Chapter 10: Consultant Selection.

9.10 Project Delivery Requirements

Delivery Requirements

To meet the program's intent for HSIP funds being expended on safety projects that can be designed and constructed expeditiously and to ensure that all selected projects are delivered in a timely manner, the DLA has created delivery requirements for all ongoing HSIP projects based on the following terms:

1. **Preliminary Engineering (PE) Milestone**: The PE E-76 approval date for a federally funded HSIP project, or the PE allocation effective date for a state funded HSIP project.
2. **Construction (CON) Milestone**: The CON E-76 approval date for a federally funded HSIP project, or the CON allocation effective date for a state funded HSIP project.
3. **Program Release Date**: The date that the list of funded projects is released in each cycle of the call-for-projects.
4. **Cycle Start Date**: The earliest date that an LPA can submit requests for funding for a funded project in each cycle of call-for-projects. For a cycle in which the projects are federally funded, the Cycle Start Date normally is January the 1st of the year following the Program Release Date of the HSIP cycle. For a cycle in which the projects are state funded, the Cycle Start Date usually falls within a few weeks from the Program Release Date of the HSIP cycle.

The Cycle Start Date is available in the notification letter to the awarded LPAs of each HSIP cycle.

The delivery requirements for the local HSIP projects are:

1. PE Milestone must be achieved within 9 months from the Cycle Start Date. This requirement does not apply if the project does not use HSIP funds for PE phase.
2. CON Milestone must be achieved within 3 years from the Cycle Start Date if a consultant has not been hired for the PE phase of the project, or within 3.5 years otherwise.

If a project fails to meet the delivery requirements, the consequence includes:

1. The LPA (project sponsor) will not be eligible to submit new project applications in future HSIP calls for projects, until the delivery issue has been resolved.
2. If the CON Milestone is still not achieved within 5 years from the Cycle Start Date, the project will be removed from the HSIP Program, unless a time extension has been approved by the Local HSIP Advisory Committee. Expended funds on the early phases of the project are required to be paid back per federal regulations.

See the 'Project Delivery Requirements for Local HSIP Projects' document posted on the [HSIP Project Delivery Status website](#) for further details. Agencies can also check current project milestone status under the "Project and Program Summaries" section on this website.

Time Extension for Delivery Requirements

If a project cannot meet the delivery requirements in unexpected circumstances, the LPA may request a time extension by completing the HSIP Project Time Extension Form, which can be downloaded at the Local HSIP website. The time extension should be requested prior to the due date of the project delivery requirement of the phase.

The LPA submits the time extension request to the DLAE. After review, the DLAE may reject the request, or recommend to approve the request and forward it to the HQ HSIP Managers for further review. For the first time extension request of the phase, the HQ HSIP Managers will make a decision. The DLAE will notify the LPA of the time extension approval or denial.

Normally, only one time extension is allowed for each phase of the project (PE or CON). If the extension request is not the first one for the phase of the project, or the CON Milestone will be beyond 5 years from the Cycle Start Date as a result of approving the time extension, the request will be reviewed by the Local HSIP Advisory Committee. The LPA may be required to present at one of the committee meetings. The DLAE will notify the LPA of the time extension approval or denial by the committee.

Project Inactivity

In addition to the above delivery requirements specifically for local HSIP projects, there are rules against 'inactive projects' that apply to all federally funded projects. Inactive projects tie up limited federal funds from being used by other local agencies for their needs. Federal-aid projects become 'inactive' when there have been no expenditures for 12 months. [Federally funded](#) HSIP projects that become 'inactive' can lose all federal funds that have been programmed, obligated, and expended. Go to the [DLA Inactive Projects website](#) for additional information.

9.11 Project Scope and Cost Change

Once an HSIP project is selected for funding, [the project must follow the proposed scope, and the HSIP amount shown in the approved project list is the maximum this project may have.](#) Requests for [a scope and cost change](#) will be granted only on a case by case basis. The total HSIP amount for any single HSIP project can never be more than the maximum HSIP reimbursement amount per project as defined in the call-for-projects in which the project has been selected for funding.

The LPA may request a project scope/cost change by completing the HSIP Project Scope/Cost Change Form, which can be downloaded at the Local HSIP website. The form must be signed by the LPA's person in responsible charge. A new project delivery schedule must be attached to the form if the project schedule changes.

The LPA submits the scope/cost change request to the DLAE. After review, the DLAE may reject the request, or recommend it to the HQ HSIP Managers for further review. The DLAE will notify the LPA of the approval or denial of the scope/cost change request.

For a BCR project, the scope/cost change must be justified by an updated BCR calculation using available crash data in the most recent 3 to 5 years, unless the project scope does not change, and the HSIP portion of the cost increase is no more than \$100,000. The updated BCR calculation must be stamped and signed by an active California-licensed Professional Engineer (PE) or Traffic Engineer (TE). The scope/cost change will be considered only if the updated BCR is no less than the average BCR cutoff of the most recent three HSIP cycles.

For a set-aside project, this scope/cost change request does not require any BCR calculation. The change in project scope must meet the requirements of the particular set-aside under which the project has been selected for funding. The project cost must not exceed the maximum allowed under this set-aside in the original call-for-projects. In order to justify the scope change and/or the cost increase beyond the set-aside's maximum, the LPA may choose to perform a BCR calculation using available crash data in the most recent 3 to 5 years. The updated BCR calculation must be stamped and signed by an active California-licensed Professional Engineer (PE) or Traffic Engineer (TE). The scope/cost change will be considered only if the updated BCR is no less than the average BCR cutoff of the most recent three HSIP cycles.

9.12 Design Standards

[LAPM Chapter 11: Design Guidance](#) describes statewide design standards, specifications, procedures, guides, and references that are acceptable in the geometric, drainage, and structural design of local assistance projects. The chapter also describes design exception approval procedures. These procedures must be used for all HSIP projects on the local road system.

If a project contains a bikeway component, it must be designed in accordance with the [Caltrans Highway Design Manual](#) and the [CA MUTCD](#). Exceptions to using these standards will be handled in accordance with the exception approval process described in the appropriate manual.

All projects must meet the requirements of the Americans with Disabilities Act of 1990 (ADA) and Section 504 of the Rehabilitation Act of 1973. For more information on ADA compliance, please refer to [LAPM Chapter 11: Design Guidance](#).

All projects must upgrade nonstandard safety features to the appropriate standard when those features are within the scope and work area of the project. Requests for exceptions to this requirement must follow all federal exception approval processes.

An LPA that proposes to install an experimental traffic control device on a public roadway must follow the process prescribed in Section 1A.10 of the California MUTCD and coordinate with the [California Traffic Control Devices Committee \(CTCDC\)](#). Given that this can be a time-consuming process, DLA does not recommend pursuing experimental traffic control devices unless the LPA is close to obtaining the approval to use the experimental device or unless the LPA is willing to accept the risk that the project might fail to meet the delivery requirements and the agency would be prevented from applying for future HSIP funding until the project is complete.

All projects containing Intelligent Transportation System (ITS) components must comply with federal ITS regulations. See [Local Assistance Program Guidelines \(LAPG\) Chapter 13: Intelligent Transportation Systems \(ITS\) Program](#).

All projects containing proprietary items must comply with related federal regulations. See [LAPM Chapter 12](#) (Section 12.11: Materials and Equipment).

9.13 Program Evaluation

Title 23, United States Code §148(h) and Title 23, Code of Federal Regulation Part 924.13 require that the HSIP program be evaluated for its effectiveness in reducing the number of crashes, fatalities, and serious injuries on the nation's roadways. Applicants that receive funding for a project may be asked to collect and submit data to Caltrans upon completion of the project.

Positive safety benefits documented on constructed projects can help justify continued funding at or above current funding levels.

9.14 References

Caltrans Highway Design Manual

<https://dot.ca.gov/programs/design/manual-highway-design-manual-hdm>

California Manual on Uniform Traffic Control Devices (California MUTCD)

<https://dot.ca.gov/programs/safety-programs/camutcd>

California Streets and Highways Code, Section 182.85 (Exchange of Federal Local Assistance Funds for Non-Federal State Highway Account Funds)

<https://leginfo.legislature.ca.gov/>

California Streets and Highways Code, Sections 2330-2334 (Federal Aid for Highway Safety Improvements)

<https://leginfo.legislature.ca.gov/>

California Traffic Control Devices Committee (CTCDC)

<https://dot.ca.gov/programs/safety-programs/ctcdc>

FHWA Highway Safety Improvement Program Manual

<http://safety.fhwa.dot.gov/hsip/resources/fhwasa09029/>

FHWA Local and Rural Road Safety Program

http://safety.fhwa.dot.gov/local_rural/

FHWA Road Diets Informational Guide

http://safety.fhwa.dot.gov/road_diets/info_guide/

FHWA Systemic Project Selection Tool

<http://safety.fhwa.dot.gov/systemic/fhwasa13019/>

HSIP – List of Approved Projects

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/approved-project-lists>

HSIP – Application, Application Instructions and related documents

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

Local Roadway Safety Manual for California Local Road Owners

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

Local Assistance Program Guidelines

<https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-program-guidelines-lapg>

Local Assistance Procedures Manual

<https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm>

Local HSIP Website

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

Local Programs – Disadvantaged Business Enterprise (DBE)

<https://dot.ca.gov/programs/local-assistance/guidance-and-oversight/disadvantaged-business-enterprise>

Local Programs – Inactive Projects

<https://dot.ca.gov/programs/local-assistance/projects/inactive-projects>

Safety Program Delivery Requirements and Delivery Status

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

Strategic Highway Safety Plan (SHSP)

<https://dot.ca.gov/programs/safety-programs/shsp>

Title 23, United States Code, Section 148

<http://uscode.house.gov/>

Title 23, Code of Federal Regulations, Part 924

<http://www.ecfr.gov/>

UC Berkeley, SafeTREC Transportation Injury Mapping System (TIMS)

<https://tims.berkeley.edu/>