Local Highway Safety Improvement Program (HSIP)
Cycle 10 Call for Projects

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

Announcement Date: Tuesday, May 5, 2020 **Application Due Date:** Friday, September 4, 2020

Call Size: Approx. $220 million of HSIP funds

Minimum Benefit Cost Ratio (BCR): 3.5

On Monday, May 4, 2020, Caltrans Division of Local Assistance (DLA) announced Cycle 10 Call for Projects for the Highway Safety Improvement Program (HSIP). The total funds available for HSIP Cycle 10 is estimated at approximately $220 million. The application submittal deadline is Friday, September 4, 2020 (midnight).

All applications will be submitted electronically with no hard copies. Applicants must submit the applications before the deadline. Any submittal after midnight of 9/4/2020 will not be accepted. It is highly recommended that you submit your applications as early as possible after completion.

Please contact your DLAEs if you have any questions regarding this Call for Projects. For DLAE contact information, go to: https://dot.ca.gov/programs/local-assistance/other-important-issues/local-assistance-contacts. For program guidelines, application form and other useful documents, please follow the link on top.

HSIP Cycle 10 specifics:

- There are two application categories in HSIP Cycle 10: Benefit Cost Ratio (BCR) and Funding Set-asides (SA). There are four (4) set-asides: Guardrail Upgrades, Pedestrian Crossing Enhancements, Installing Edgelines and Set-aside for Tribes. For Funding Set-aside applications, BCR calculation is not required.

Summary of Application Categories for HSIP Cycle 10

Application Category	Description	Max number of applications per agency	Max amount per agency
Benefit Cost Ratio (BCR)	Benefit Cost Ratio (BCR)	No Limit	$10 million
Funding Set-asides (SA)	Guardrail Upgrades	1	$1 million
	Pedestrian Crossing Enhancements	1	$250,000
	Installing Edgelines	1	$250,000
	Tribes	1	$250,000

- State funds will be used for all projects selected for funding in HSIP Cycle 10. Senate Bill (SB) 137 (Chapter 639 of the 2019 Statues) allows up to $100 million of federal local assistance funds being exchanged for non-federal State Highway Account (SHA) funds per year.

- HSIP Analyzer is required to be used for all applications. It is a PDF form-based software that streamlines the project cost estimate, safety improvement countermeasure evaluation, crash data input and Benefit Cost Ratio (BCR) calculation. For a funding set-aside application, the BCR calculation is not required and the HSIP Analyzer will be used for cost estimate only.

- Local agencies ineligible for applying HSIP funds in Cycle 10 include: (1) local agencies that have existing HSIP projects red-flagged for not meeting the HSIP delivery requirements and the red-flags cannot be resolved as of 9/30/2020; and (2) local agencies who have more than one existing HSIP projects that have not been in construction phase five years after the project selection (as of 9/30/2020), even if time extension has been approved by Caltrans.

- For a BCR Application, the minimum BCR to be submitted is 3.5.

- Due to the uncertainty of the BCR cutoff in selecting applications for funding, it is allowed to submit multiple applications for a project of systemic type. By including different number of locations that have similar characteristics, these applications will have different BCRs.

Please see the Application Form Instructions for more details.

Tips for a Successful Benefit Cost Ratio (BCR) Application

No flaws in the BCR calculation

1. The BCR is key for a project to be selected for funding. It is critical to make sure the BCR is calculated correctly. Please read through Manual for HSIP Analyzer before you start any calculation.
2. Do the safety countermeasures (CMs) selected target the particular crash types at the project locations? Are collisions used in the benefit calculation within the influence area of the CMs? The majority of the rejected applications in the previous cycles were due to:
    a. Misuse of CMs
    b. The use of crashes not in CM's influence area
3. For an application proposing shoulder widening or roadway realignments, documentation is required to show that an incremental approach has been tried but failed to reduce crashes. Incremental approach would entail installing/adding/upgrading warning signs, delineation, flashing beacons, installing high friction surface treatment, etc.
4. Have you reviewed the specific requirements that some CMs have in Appendix B of the Local Roadway Safety Manual? For example, before a traffic signal can be considered for HSIP funding, it will need to satisfy warrant 4, 5 or 7.

Maximize the project benefit

5. Select locations & corridors with highest numbers of crashes. Identify highest crash corridors first and then look for projects in those corridors. Do not identify projects first and then look for collisions to justify the project.
6. Select CMs with high Crash Reduction Factors (CRFs) when applicable.
7. Combine multiple CMs or multiple locations with similar characteristics into one application to improve safety effectiveness and project delivery efficiencies. Use multiple solutions in high crash corridors. Apply other CMs (e.g. rumble strips/signing upgrades/high visibility striping). If the BCR is very high (e.g. 30), consider adding other locations that have similar characteristics, face similar safety issues but have no high number of crashes.

Lower the project cost

8. Focus on low-cost, quick-delivery projects – rumble strips, High Friction Surface Treatments, Pedestrian Crossings, warning signs, etc.
9. Minimize adding non-safety-related components into the project scope – Non-safety-related components will make the project harder to deliver and lower the project's BCR.