

Tips for a Successful HSIP Application

1. The Benefit/Cost Ratio (BCR) is key for a project to be selected for funding. It is critical to make sure the BCR is calculated correctly. Note that UC Berkeley TIMS website is no longer used for the BCR calculation. Instead, the BCR is calculated using Excel Benefit Calculator and Section IV of the application form. Please read through Appendix A of the application form instructions before you start any calculation.
2. A minimum BCR of 3.5 is required for applications to be considered in the selection process. Keep in mind that in Cycle 7 the average BCR of the applications selected for funding was 16.6, while the lowest BCR of the selected applications was 5.0.
3. Focus on lower cost quick-delivery projects – Rumble strips, HFST, Pedestrian Crossings, warning sign upgrades, etc. Forty (40) countermeasures (CMs) are now 100% federal reimbursable so consider pursuing those first.
4. Select locations & corridors with highest numbers of crashes – Identify highest crash corridors first and then look for projects in those corridors. Don't identify projects first and then look for collisions to justify the project.
5. Don't focus on the fact that the federal funds amount per application has been raised to \$10 million, only projects with the highest BCRs will be selected for funding. Also there will likely be fewer projects that get programmed making it more competitive.
6. Select lower-cost improvements/countermeasures (CMs) with high Crash Reduction Factors (CRFs) – The countermeasures eligible for 100% federal reimbursement are a good place to start.
7. Are collisions listed for each countermeasure (CM) within the influence area of the proposed project? The majority of projects proposals being rejected in Cycle 7 call for projects were:
 - Misuse of CMs
 - CM that does not have at least 15% of Construction Cost
 - Collisions not in CM's influence area
 - Not pursuing an incremental approach CM before proposing shoulder widening or a roadway realignments. For an application proposing shoulder widening or a roadway realignment, documentation is required that an incremental approach was tried and has failed to reduce crashes. Incremental approach would entail installing/adding/upgrading warning signs, delineation, flashing beacons, installing high friction surface treatment, etc.
8. Have you reviewed the specific requirements that some countermeasures 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.
9. 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 countermeasures (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.
10. Minimize adding non-safety elements into project scope – Non safety elements will make the project harder to deliver and lower the project's BCR.