



## Promoting HSIP

# Agenda

- HSIP and Type of Projects
- Success Since TZD
- Work to be done
- MCEA Regional Safety Summit
- Questions

# WHY HSIP?

# Why HSIP?

- One of many federal programs that supports traffic safety
- Supports USDOT/FHWA Mission and Policy
  - America has the safest system in the world and
  - Strive for Zero Roadway Deaths
- Concern: Recent increase in fatalities
  - 63% of fatal crashes occur in rural areas (2020 – DPS Crash facts)

HSIP Goal:

“Reduce fatalities and serious injuries on ALL public roads”

# HSIP Eligible Projects

- Consistent with SHSP
- Selected through Data-Driven approach
  - Proactive or Systemic (CRSP)
  - Reactive
- Focus on Fatality and Serious Injuries
- Open to all public roads
  - Allow cities, counties, tribes and MPOs to participate
  - Deliver webinar annually and invite locals to attend
- HSIP funds can also be used to:
  - Develop local road Safety Plans (CRSP)
  - Engineering Assistance for local roads (PE/CE)
    - In Minnesota use PE/CE assistance for Multi County Projects

# Federal Share

- Federal share 90% with 10% Local match
- Certain safety projects are eligible for 100% federal share
  - Can only use 10% of HSIP apportionment
  - FHWA specifies the project types
- HSIP Funds **Can** be used as local match for federal Transportation Alternative (TA) projects
  - MnDOT exploring on how to implement this part of the IIJA
  - Subject to the HSIP solicitation and scoring criteria

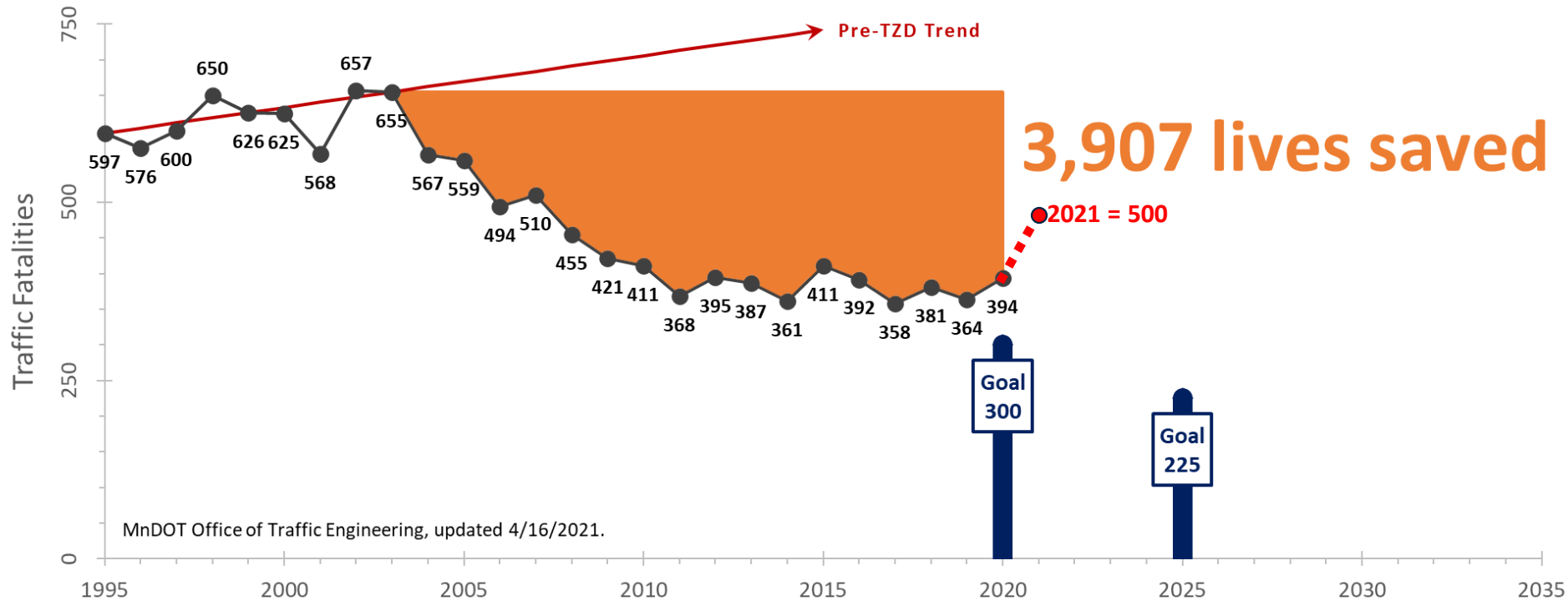
# HSIP Funded Project Types

- Horizontal curve signs (Chevrons)
- Install/Improve Lighting
- Install/Improve Pavement Marking and/or Delineation
- Install/Improve Signing
- Pavement/Shoulder Widening
- Rumble Strips
- Safety Edge
- Roundabouts            48
- RCI                        9

# DID WE MAKE PROGRESS?



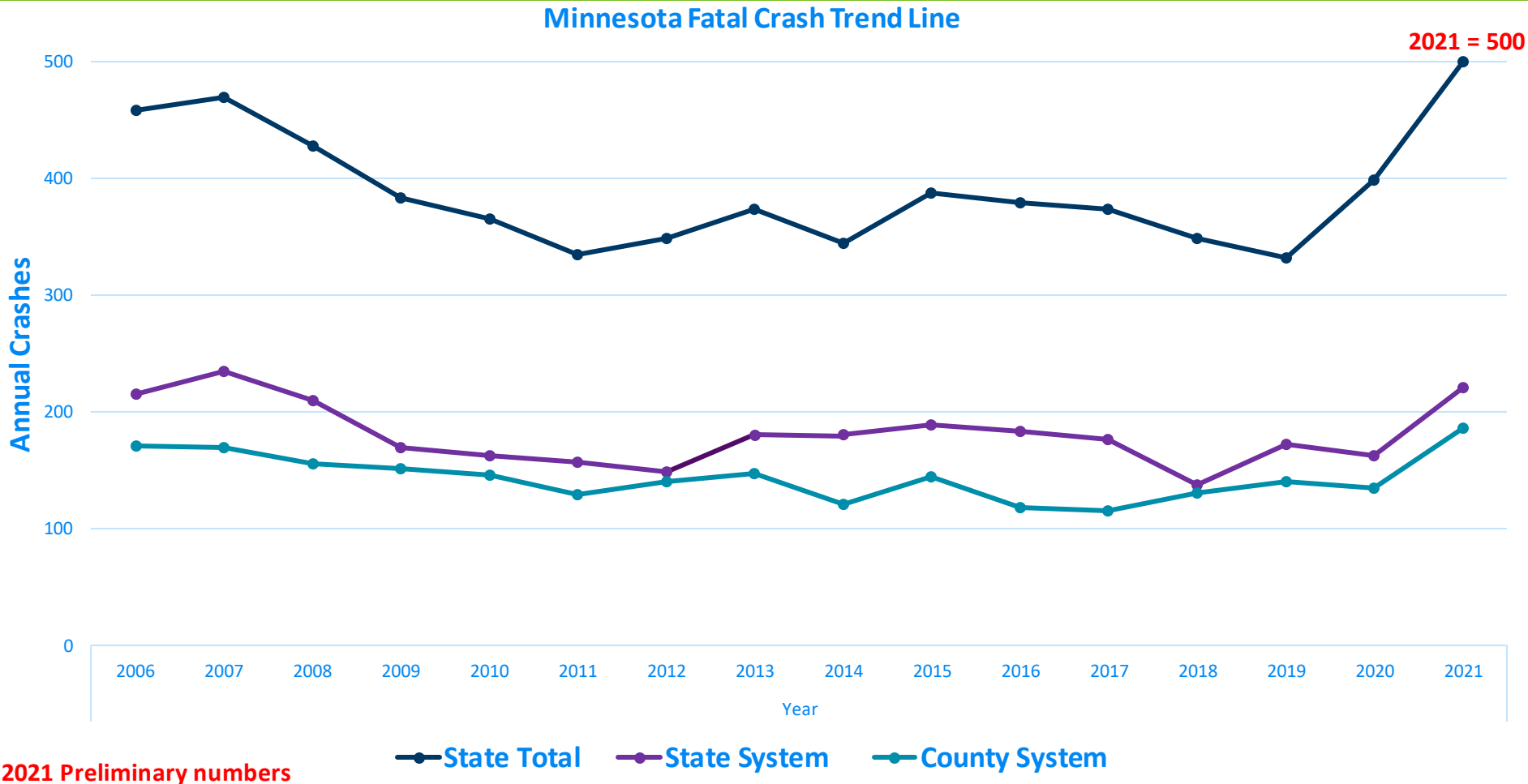
# Progress Since TZD



**You have made a difference!!!**

2021 Preliminary numbers

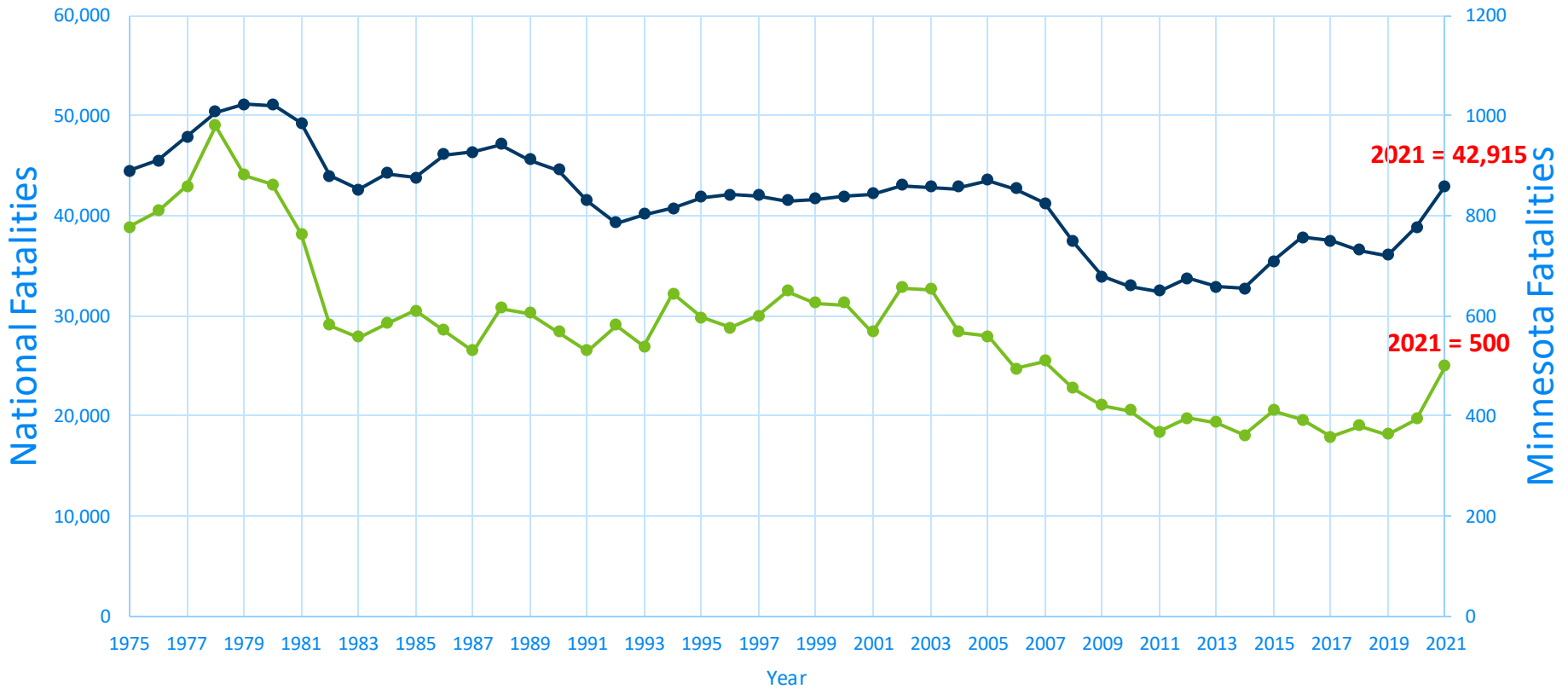
# Progress Since TZD



## You have made a difference!!!

# Progress Since TZD

Trend in Traffic Fatalities in United States and Minnesota



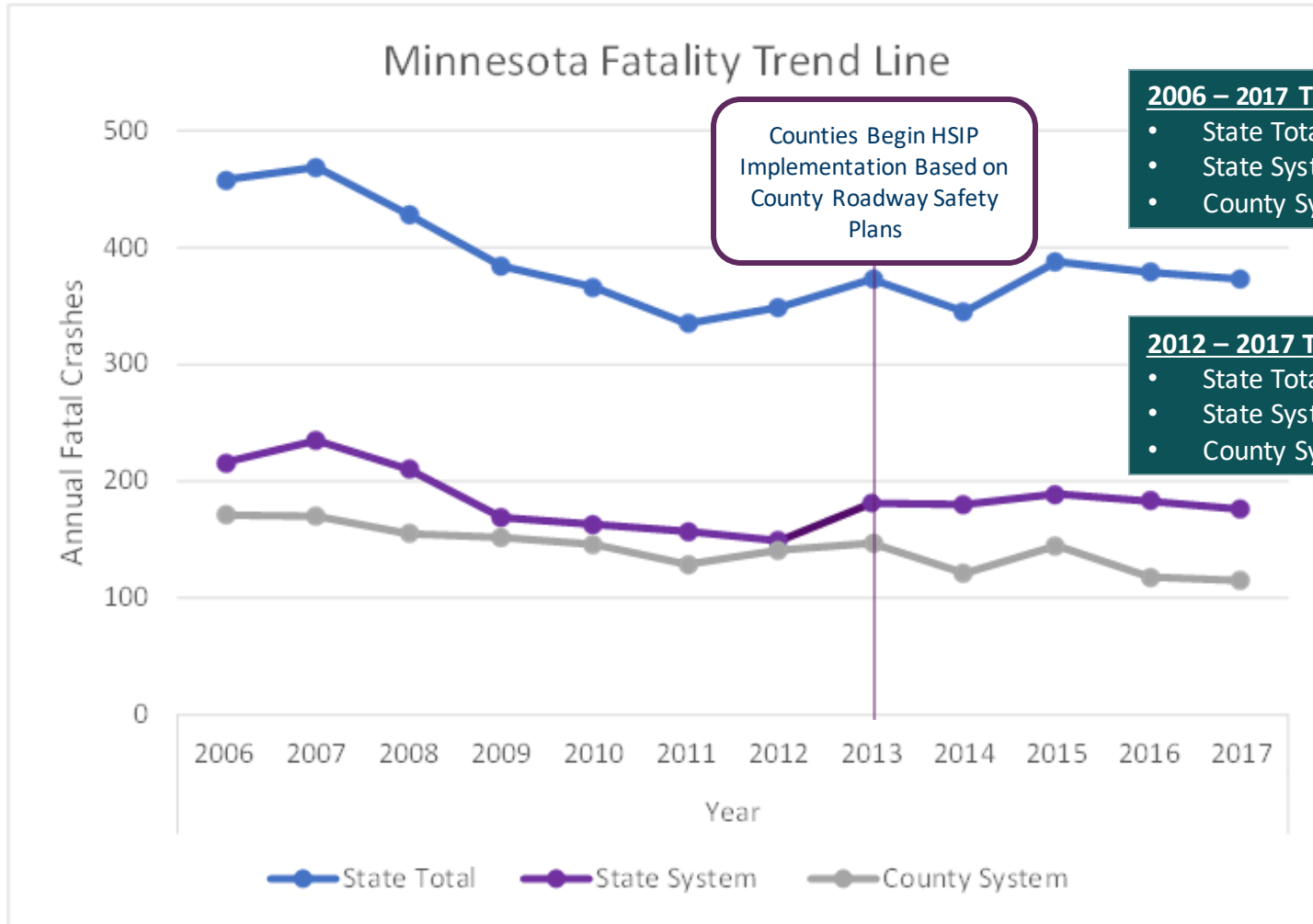
2021 Preliminary numbers

—● National —● Minnesota

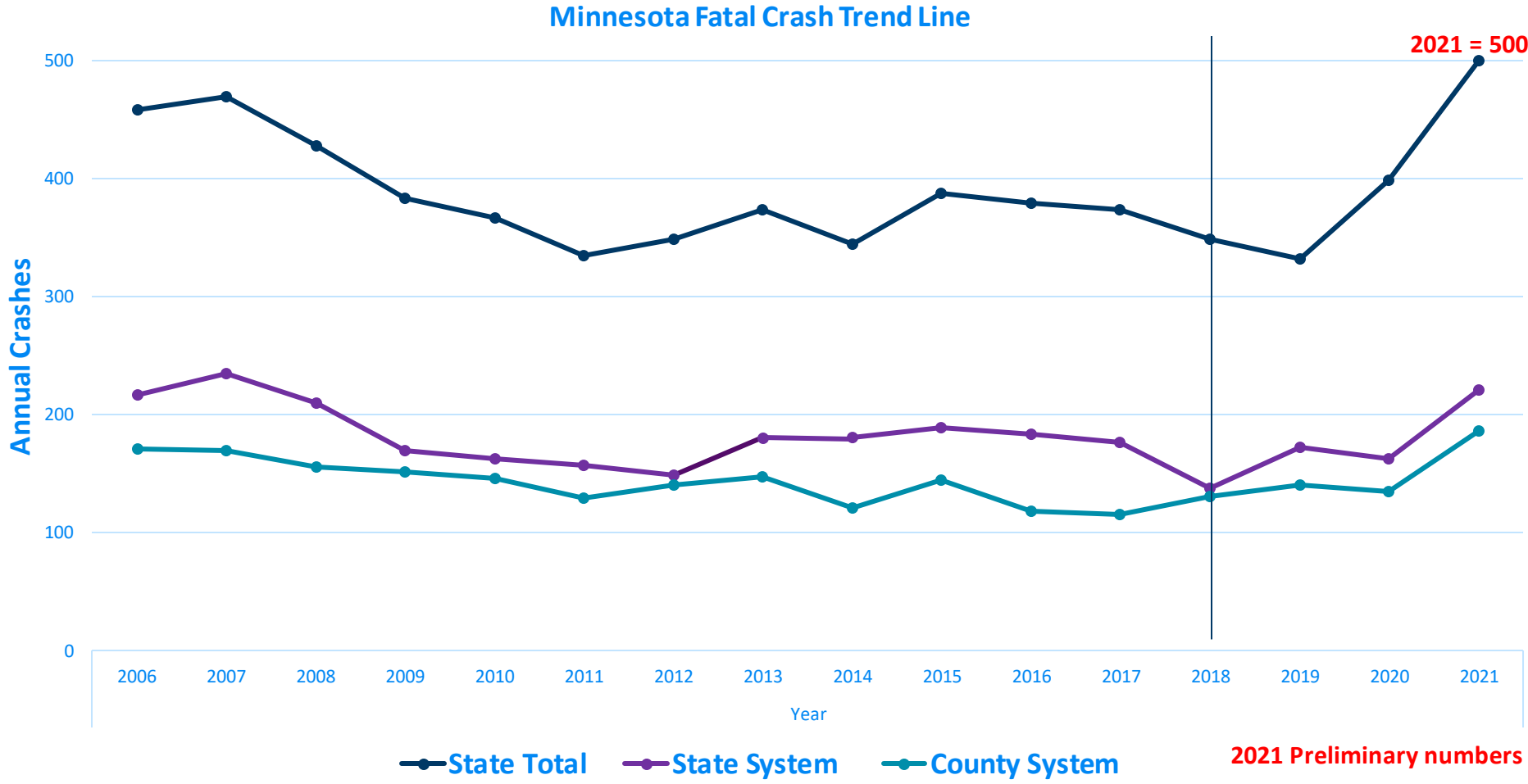
## You have made a difference!!!

# CAN WE DO MORE?

# Why Do More?



# Why Do More?



# Regional Safety Summit

- Previous Traffic Safety Engagement (2008-2010)
- Fatality numbers increasing
- Loosing momentum
  - Staff Retirement
  - COVID
  - Priorities
- Renew engagement - Deliver Regional Safety Summit
  - Engineering focus (not TZD)
    - county engineering staff, planners, construction etc.
  - Include DSAE and district traffic staff
  - Hire consultant (RFP late summer or early fall)
    - Reach all 87 counties, DSAE and district traffic staff
    - Develop outline of the outreach and engagement
    - Listen to local needs and challenges – How to reduce K/A crashes
    - Deliver up to two engagement seminar per district
    - collaboratively explore proven infrastructure strategies
- **Volunteers needed** –
  - RFP, development, District related

# Apply for HSIP

- Simplified Application Process
  - Proactive projects
  - Reactive Projects
- Simplified Environmental Clearance – Bulk Clearance
- Encouraged Cooperation between counties
  - Multicounty or Districtwide projects score higher
- Local match requirements 90% federal / 10% local
- Flexible funding year and higher local match score higher
- Reach out to us to discuss if your project is eligible
  - Help with review of application for completeness
  - Help with prioritization and risk analysis or assignment
  - B/C calculation
  - Help review crash data and interpretation
- More HSIP funds available under IJA



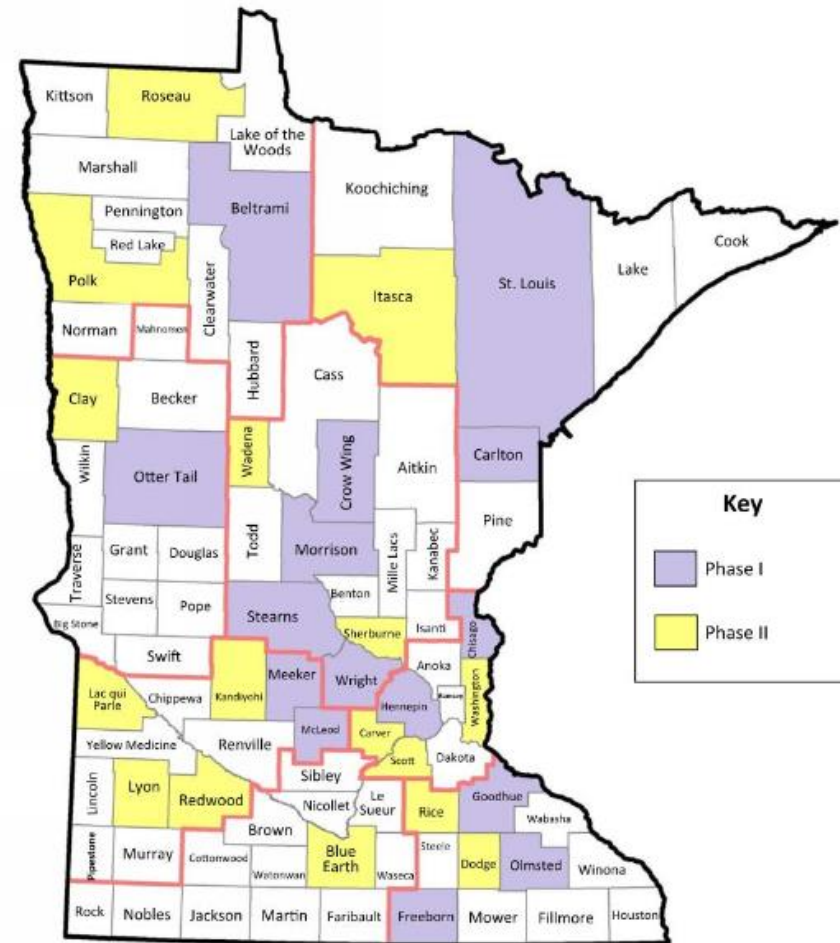
# Participate in CRSP

- Original County Roadway Safety Plan (CRSP)

- Nations first Local Road Safety Plan
- Focus on Proactive Safety
  - Supports TZD and SHSP
- Completed between 2010-2014

- Update started in 2015

- Phase 1 - 14 counties
- Phase 2 – 17 counties January 2023
- Phase 3 – RFP late 2022 / early 2023



# Questions

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