

# Highway Safety Improvement Program

## Program Overview

The Highway Safety Improvement Program (HSIP) is a core federal aid program. The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads and roads on tribal lands.

HSIP requires a data-driven, strategic approach that focuses on performance to improve roadway safety. HSIP target funds for each district and ATP are determined by fatal and serious injury crashes. To ensure meeting statewide program objectives, year 1 and 2 STIP funds, not used up by specific ATP, can be utilized by eligible local agencies from other ATPs who have used up all their ATPs' target funds. A competitive HSIP solicitation process is used to identify safety projects to use HSIP funds throughout the state.



## Program Guidance and Criteria

### Guidance

Eligible local agencies that can apply for HSIP funds for projects include counties, cities, townships, and tribal lands. Townships and cities with a population of less than 5,000 must request the sponsorship of a county to apply for funding and implement projects.

### Criteria for Selecting Eligible Projects

To effectively and efficiently allocate the limited HSIP funds the eligible projects need to meet one or more of the following criteria:

- Addresses a priority in the State's Strategic Highway Safety Plan ([SHSP<sup>1</sup>](#))
- Is identified through a data-driven process (e.g. County Road Safety Plan or other safety analysis method)
- Addresses an existing or high-risk location for fatal and serious injury crashes
- Employs proven, effective strategies to reduce these crashes

Projects are divided into two sub-categories and assessed:

1. Proactive AND Systemic Projects: This program defines proactive as an approach to road safety associated with the prevention of safety problems systemically addressing a pattern of crashes. This currently includes use of risk factors as identified through County Roadway Safety Plans, state or national research or other predictive analysis, e.g. the Highway Safety Manual.
2. Reactive Projects: This program defines reactive as an approach to road safety based on the analysis of high crash or sustained crashes at an intersection, segment, or curve. A detailed benefit versus cost analysis must be completed.

## Funding

All federal safety funds require a 10 percent local match. Currently the **maximum cap** for a project is **\$500,000** per location. For multi-agency applications, this maximum is per agency. Preliminary

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<sup>1</sup> <http://www.dot.state.mn.us/trafficeng/safety/shsp/mn-shsp-2020-24.pdf>

Engineering and Construction Engineering funds for multi county or district wide HSIP projects could be awarded if requested during application.

Solicitation Year		2016	2017	2018	2019	2020	2021
Greater MN	Amount Allocated	\$10.5 M	\$11.1 M	\$10.8 M	\$12.3 M	\$15.5 M	\$14.3 M
	Number of Projects	43	30	40	35	54	44
Metro	Amount Allocated	\$20.8 M	-	\$24.5 M	-	\$31.8 M	-
	Number of Projects	22	-	25	-	27	-
Total	Amount Allocated	\$31.3 M	\$11.1 M	\$35.3 M	\$12.3 M	\$47.3 M	\$14.3 M
	Number of Projects	65	30	65	35	81	44

Data source: Local HSIP Solicitation summary completed by MnDOT SALT and Metro Traffic.

## Project Types

### HSIP Eligible Projects

- Safety Strategies that address one or more of the Minnesota [SHSP](#)<sup>2</sup> Focus Areas
- Safety Projects with main goal to reduce serious and fatal injuries
- Standalone safety projects
- Sites identified by Data Driven process
- Low Cost / Widely deployable projects

### HSIP **Non-Eligible** Projects

- Routine and scheduled maintenance, Overlays, and gravel road paving jobs...
- Highway Rail Crossing (Separate Program)
- Projects driven by mobility/development/capacity
- Interchange, Drainage structures
- Changeable Message Signs, Ramp readers, cameras
- Replacing damaged or worn-out guardrail and safety hardware
- Road safety audits, Research projects
- Projects, methods, etc. not used in Minnesota
- Rural Intersection Conflict Warning System (RICWS)!! – Latest research shows little/no benefit

## Schedule



## What's Next

Please refer to the [Additional Information to Getting Started \(PDF\)](#)<sup>3</sup> document

## For More Information

Contact Girma Feyissa, Traffic Safety Engineer at [girma.feyissa@state.mn.us](mailto:girma.feyissa@state.mn.us) or 651-366-3818.

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<sup>2</sup> <http://www.dot.state.mn.us/trafficeng/safety/shsp/mn-shsp-2020-24.pdf>

<sup>3</sup> <http://www.dot.state.mn.us/stateaid/trafficsafety/hsip/hsip-projects-getting-started.pdf>