# 2024 HSIP SOLICTATIONS

## FY 2025-2028


Girma Feyissa| State Aid - Traffic Safety Engineer

Thomas Prew| State Aid – Assistant Traffic Safety Engineer

Derek Leuer| OTE – State Traffic Safety Engineer

Mark Wagner| OTE - Assistant State Traffic Safety Engineer

Eric DeVoe| OTE - Research Analysis Specialist

Erika Shepard | OTSM - Metropolitan Planning Program Coordinator

Christopher Smith | OES - Protected Species Program Coordinator

Andrew Kurth | OES - Archaeologist


DEPARTMENT OF TRANSPORTATION

**September 19, 2023**

# Agenda

- HSIP Background
- Proactive Vs Reactive Projects
- Statewide Crash Data
- 2024 HSIP Solicitation/Application
- Questions



# Takeaways

- Send in as many projects as possible by **November 22, 2023**
- Projects within an MPO Coordinate early and often
- Accept Proactive and Reactive Projects
- Project Cap - **$750,000**

# Today's Presenters

- Girma Feyissa| State Aid - Traffic Safety Engineer
- Derek Leuer| OTE – State Traffic Safety Engineer
- Mark Wagner| OTE - Assistant State Traffic Safety Engineer
- Eric DeVoe| OTE - Research Analysis Specialist
- Tom Prew | State Aid – Assistant Traffic Safety Engineer
- Erika Shepard | OTSM - Metropolitan Planning Program Coordinator
- Christopher Smith| OES- Protected Species Program Coordinator
- Andrew Kurth| OES - Archaeologist CRU Project Intake Lead

# HSIP – Highway Safety Improvement Program

- Core **Federal** Aid Program
- 2005 – First Funding – SAFETEA-LU
  - HSIP continued under FAST Act and now under IIJA
- Data Driven, Strategic Approach to Safety
  - Planning, Implementation & Evaluation
- Low Cost High Impact solution

# HSIP – Purpose

- Reduce K & A Crashes on all public roads
- Use Data Driven methodologies



# Federal HSIP Rules

- 90% Federal, 10% local contribution
- Subject to Federal Criteria for Contracting
  - DCP
  - EEO
  - DBE
  - Buy America
  - Environmental Justice, NPDES permit, PIF, etc.
  - Competitive bidding – acquisition of material & labor

# HSIP Eligible Activities

- The BIL maintains the definition of highway safety improvement project and adds under that definition several additional types of projects [§ 11111(a)(1)(A)]:
  - intersection safety improvements that provide for the safety of all road users, as appropriate, including multimodal roundabouts; [23 U.S.C. 148 (a)(4)(B)(i)]
  - construction or installation of features, measures, and road designs to calm traffic and reduce vehicle speeds; [23 U.S.C. 148(a)(4)(B)(viii)]
  - installation or upgrades of traffic control devices for pedestrians and bicyclists including pedestrian hybrid beacons and the addition of bicycle movement phases to traffic signals; [23 U.S.C. 148(a)(4)(B)(xxvi)]
  - roadway improvements that provide separation between motor vehicles and bicyclists, including medians, pedestrian crossing islands, protected bike lanes, and protected intersection features; and [23 U.S.C. 148(a)(4)(B)( xxvii)]
  - pedestrian security features designed to slow or stop a motor vehicle. [23 U.S.C. 148(a)(4)(B)(xxviii)]
  - The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife.

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/hsip.cfm

# HSIP Eligible Projects

- Strategic Highway Safety Plan (SHSP)
  - Critical Emphasis Areas (Focus Areas)
- Stand Alone Safety Projects
- Data Driven, Proactive, Systemic – Prioritized Plan
- Low Cost
- Project Max → **$750,000** per agency per location per project
  - (CRSP 1 project exception; if cleared before submission with HSIP Committee)

# All Counties' Involvement in HSIP

2008-2022

| HSIP Finals 2008-2022 | No of Projects | HSIP Funding |
|---|---|---|
| **Segments** | | |
| Edgeline Improvement | 9 | $1,782,000 |
| Shoulder Improvement | 128 | $35,539,000 |
| Signing | 3 | $126,000 |
| Miscellaneous Improvements | 1 | $630,000 |
| Rumble Strip | 39 | $3,523,000 |
| Striping | 313 | $37,070,000 |
| Guardrail | 2 | $220,000 |
| Rumble StripE | 30 | $3,331,000 |
| Lane Reassignment | 1 | $245,000 |
| Clear Zone | 2 | $298,000 |
| ***Total Segments*** | ***524*** | ***$82.3 million*** |
| **Intersections** | | |
| Geometrics | 28 | $14,230,000 |
| Lighting | 63 | $6,315,000 |
| Signing | 39 | $2,617,000 |
| Roundabout | 21 | $16,417,000 |
| Miscellaneous Improvements | 27 | $14,243,000 |
| Signal System | 27 | $5,977,000 |
| RICWS | 12 | $2,236,000 |
| Pavement Markings | 2 | $274,000 |
| ***Intersections Totals*** | ***224*** | ***$64.5 million*** |
| **Curves** | | |
| Chevrons | 64 | $3,313,000 |
| Geometrics | 2 | $636,000 |
| Shoulder Improvement | 6 | $1,498,000 |
| High Friction Surface Treatment | 2 | $952,000 |
| Guardrail | 1 | $130,000 |
| ***Total Curves*** | ***75*** | ***$6.5 million*** |
| ***Totals*** | ***823*** | ***$153 million*** |

~$153 Million

# HSIP Recently Funded Projects

- 2024-2027 Project Types

| ATP | Applications Funded |
|---|---|
| 1 | 6 |
| 2 | 5 |
| 3 | 14 |
| 4 | 3 |
| 6 | 14 |
| 7 | 5 |
| 8 | 6 |
| **Total** | 53 |

| Project Type | Funding Awarded |
|---|---|
| 6-inch Edgelines GIWR paint | $ 2,079,326.00 |
| 6-inch Edgelines Surface Applied | $ 1,541,802.00 |
| Centerline rumble strips | $ 39,487.00 |
| Install Signal | $ 400,000.00 |
| Intersection Geometrics - curve realignment | $ 750,000.00 |
| Intersection Geometrics - Skew Correction | $ 675,000.00 |
| Intersection Lighting | $ 274,000.00 |
| Intersection Lighting and LED Stop Sign | $ 27,000.00 |
| Intersection Lighting and Mumble strips | $ 843,714.00 |
| J-turn | $ 750,000.00 |
| Preliminary engineering | $ 130,946.00 |
| Roundabout | $ 8,130,000.00 |
| Rumble Strips | $ 4,399,655.00 |
| Rumble strips and 6-inch GIWR paint | $ 464,288.00 |
| Transverse rumbles + LED stop signs | $ 180,000.00 |
| Turn Lanes | $ 915,000.00 |
| **Total** | **$21,600,218.00** |

http://www.dot.state.mn.us/stateaid/trafficsafety.html

Scroll down to **Selected Projects Listings**

# Local HSIP Non-Eligible Project Types

- Highway Rail Crossing – has own program
  - (IIJA allows these activities under HSIP now – NEW)
- Projects driven by mobility/development/capacity
- Routine and scheduled maintenance, Overlays, and gravel road paving jobs…
- Interchange
- Changeable Message Signs, Ramp readers, cameras
- Replacing damaged or worn out guardrail
- Road safety audits, Overlays,…
- Research projects
- Projects, methods, etc. not used in Minnesota
- **RICWS**!! – (Rural Intersection Conflict Warning System) Latest research shows little/no benefit

# What HSIP is NOT

- A slush fund
- Intended to cover project or agency funding shortfalls
- Automatically eligible because the project is a roundabout
- Automatically eligible to cover the local funding portion of MnDOT associated projects
- Intended to improve facilities due to land development driven reasons.
- Cover regular maintenance activities or programs

# MN 2020-2024 Strategic Highway Safety Plan




4Es

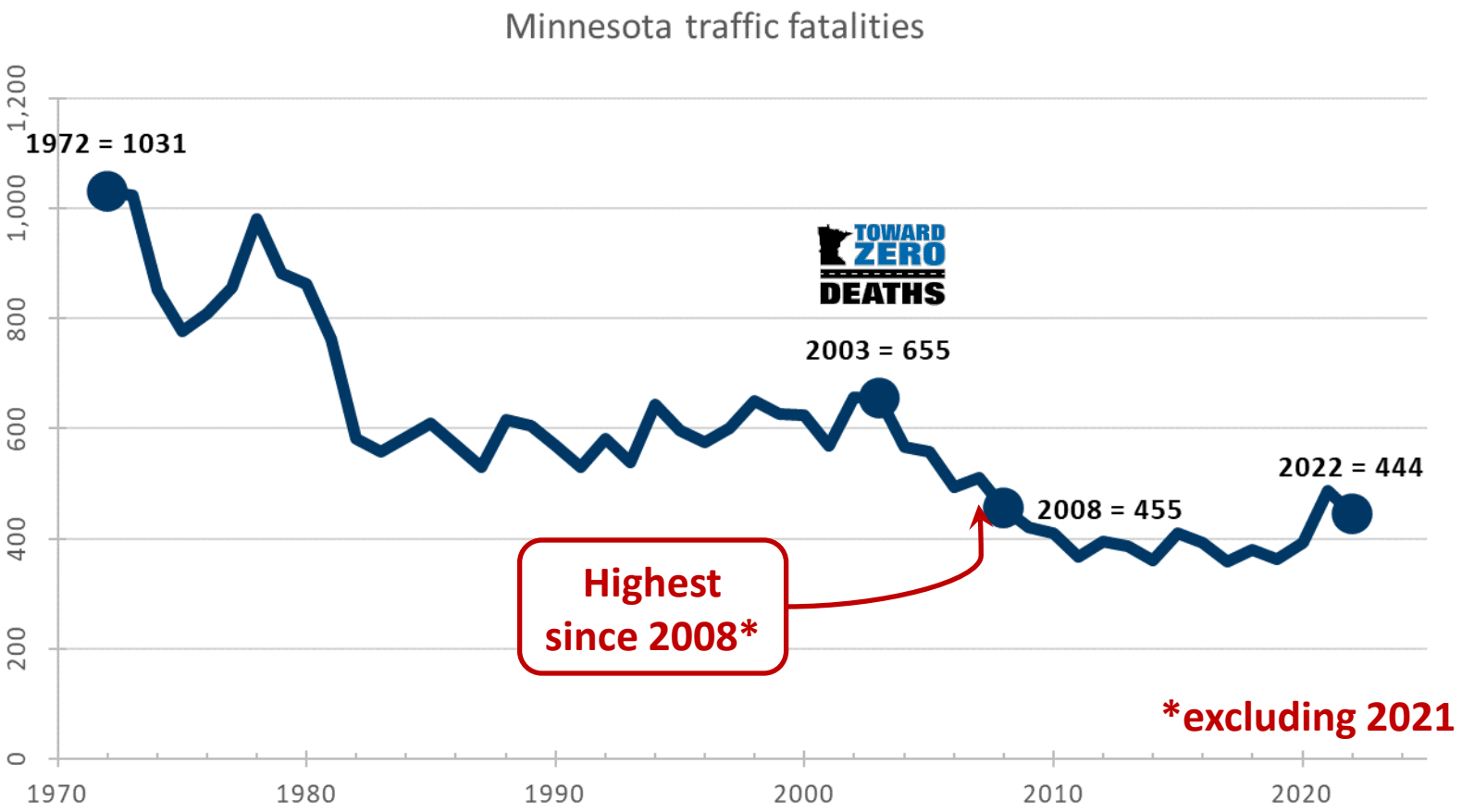
www.mndot.gov/trafficeng/safety/shsp/mn-shsp-2020-24.pdf

# 2022 Preliminary Statistics

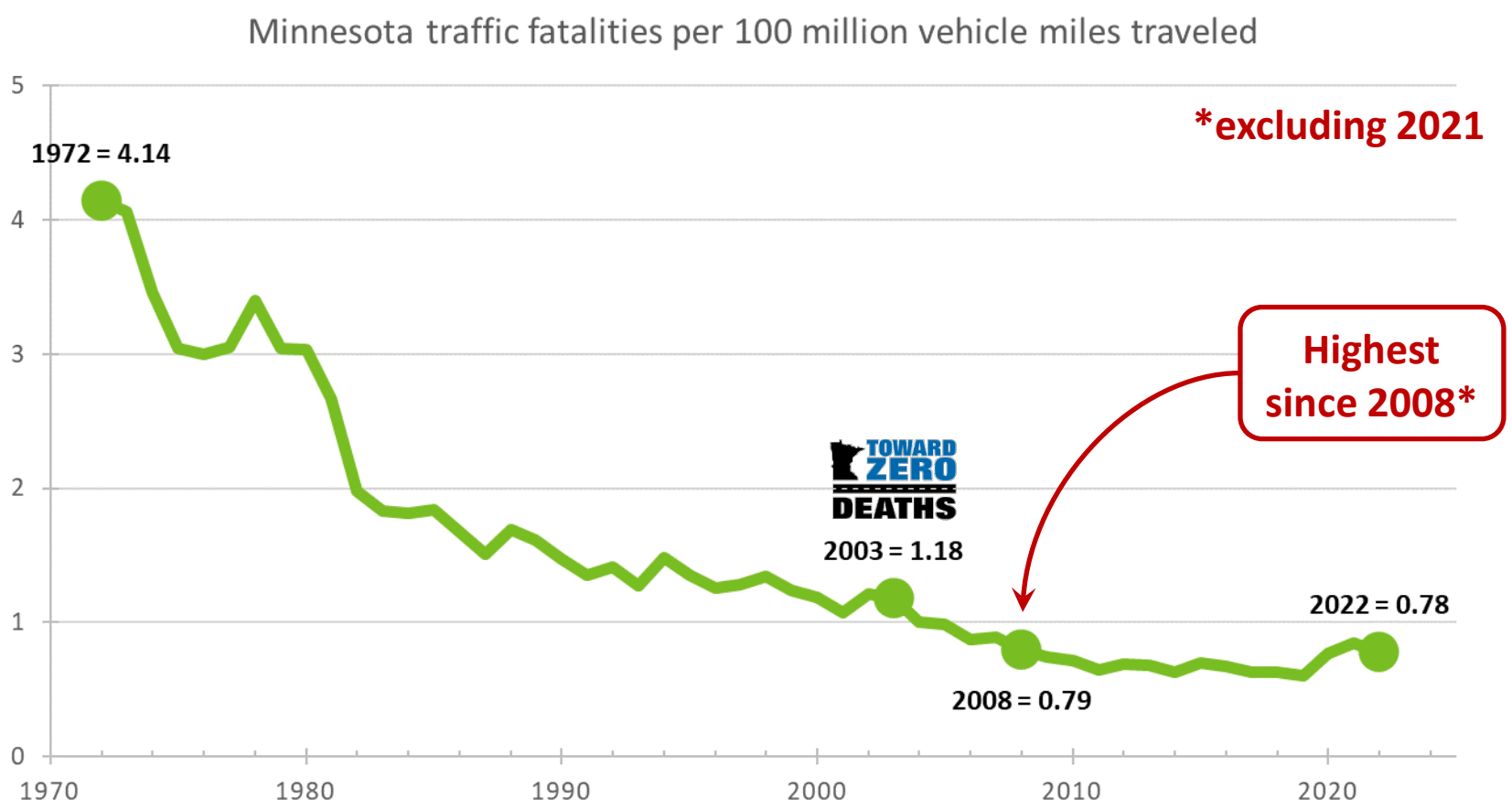
- Population 5.8 million
- Over 6.4 million registered motor vehicles
- Over 4.2 Million licensed drivers
- Over 57.2 billion vehicle miles traveled

- 444 killed
- 1,910 serious injuries
- 21,806 non-severe injuries
- 68,752 total crashes
- 26% in rural areas (i.e. population < 5000)
  - **46% of fatal and serious injury crashes** in rural areas!

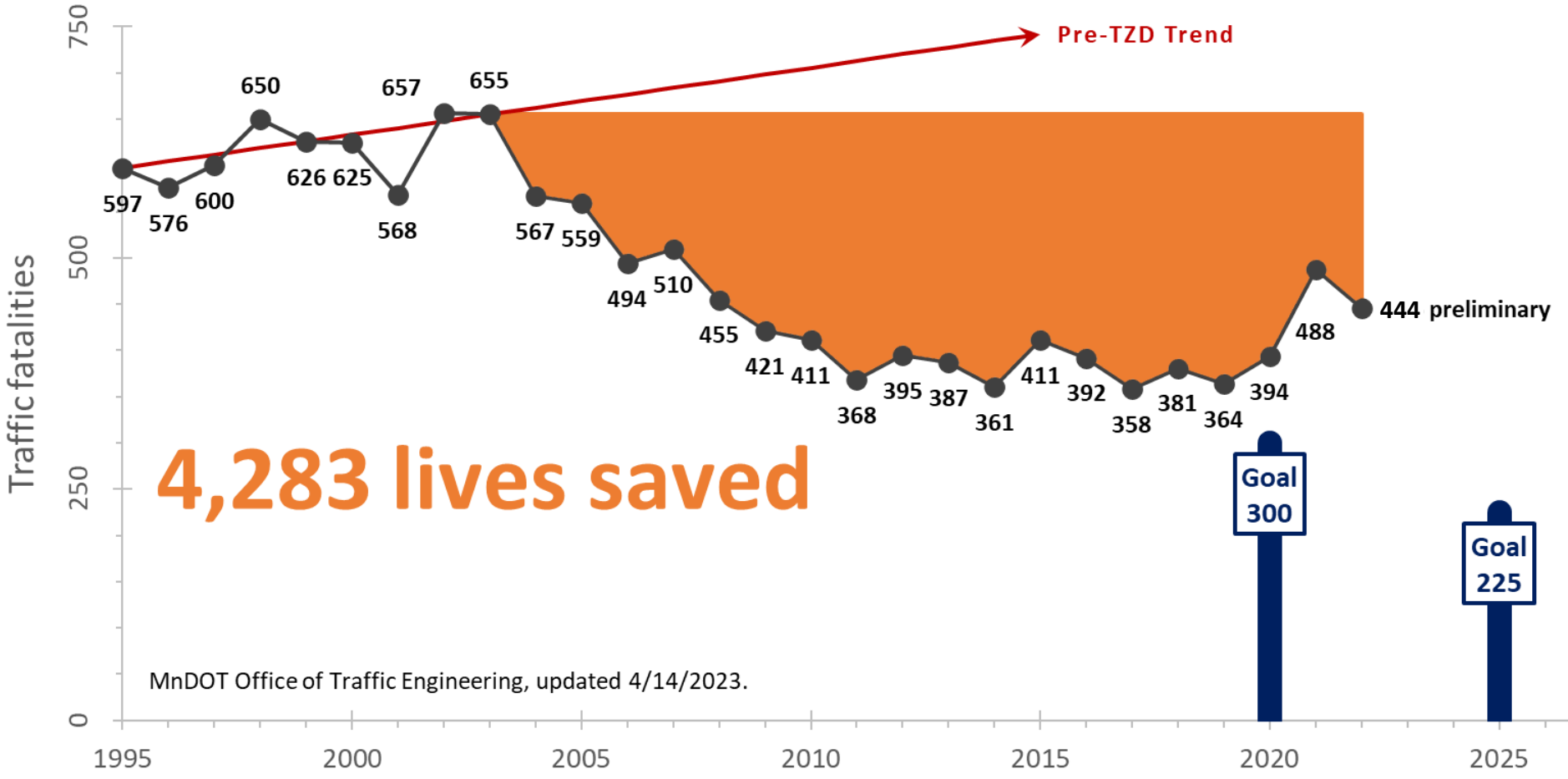
# State fatalities



# State fatality rate



# Progress since TZD



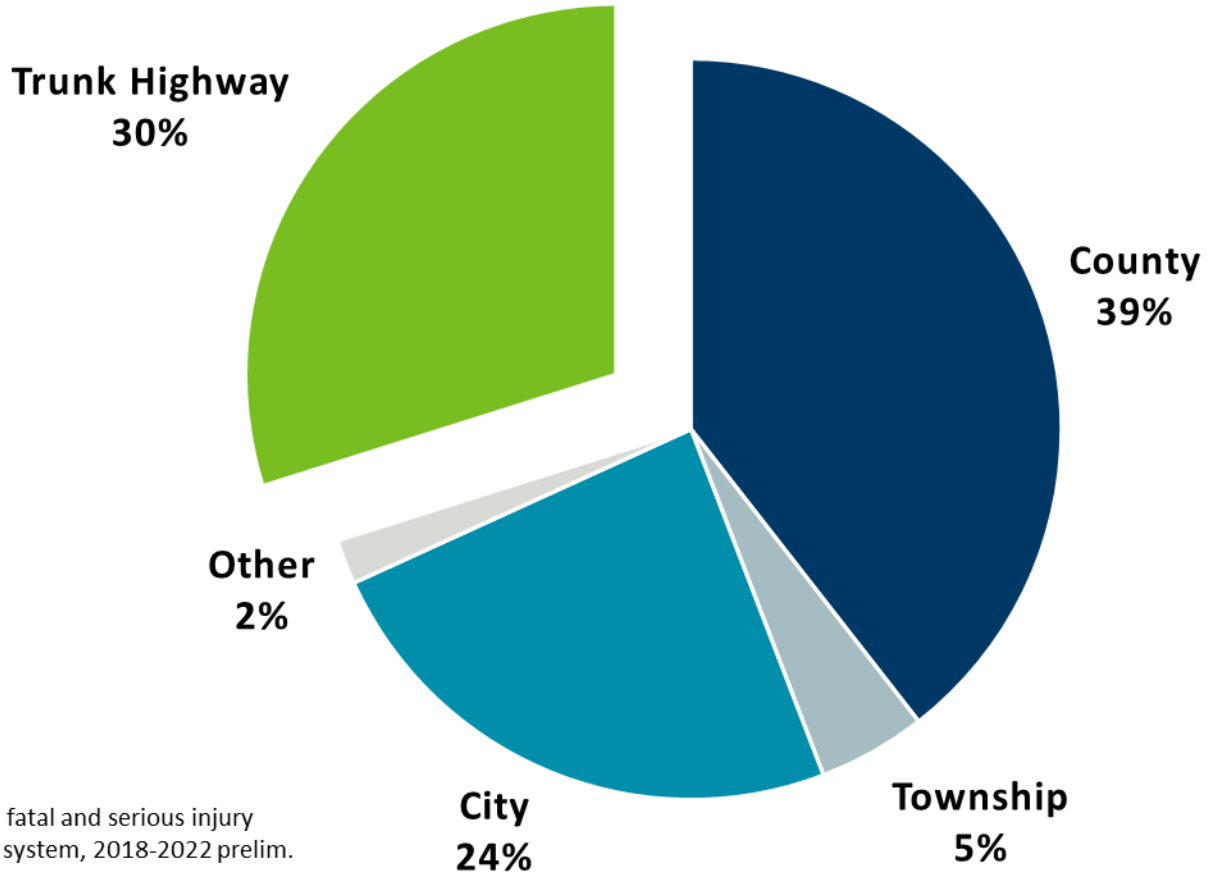
# Strategic Focus Areas, 2018-2022

| SHSP Focus Area | Annual Fatalities | Annual Serious Injuries |
|---|---|---|
| Intersections | 167 | 854 |
| Impairment | 147 | 458 |
| Single Veh. ROR | 142 | 500 |
| Speeding | 122 | 395 |
| Older Drivers | 100 | 295 |
| Unbelted Occ. | 94 | 211 |
| Head-on | 67 | 215 |
| Motorcyclists | 63 | 260 |

# **LOCAL** Strategic Focus Areas, 2018-2022

| SHSP Focus Area | Annual Fatalities | Annual Serious Injuries |
|---|---|---|
| Intersections | 99 | 662 |
| Impairment | 86 | 329 |
| Single Veh. ROR | 88 | 368 |
| Speeding | 68 | 274 |
| Older Drivers | 46 | 200 |
| Unbelted Occ. | 46 | 136 |
| Head-on | 30 | 147 |
| Motorcyclists | 39 | 196 |

# Statewide Crash Data – 2018-2022




Minnesota fatal and serious injury crashes by system, 2018-2022 prelim.

# HSIP Projects for Current Solicitation

## Reactive

- Based on Crash Data – All Severity
- Needs to have a fatal and severe crash history
- Typically Higher Volume Intersections
- Deployed at a Single Location
- **Typically Higher Cost**
- Benefit/Cost > 1
- Submit Crash data to OTE to perform B/C calculation
  - Send to: **SafetyProject.DOT@state.mn.us**
  - Subject line: **HSIP B/C Calculation request**

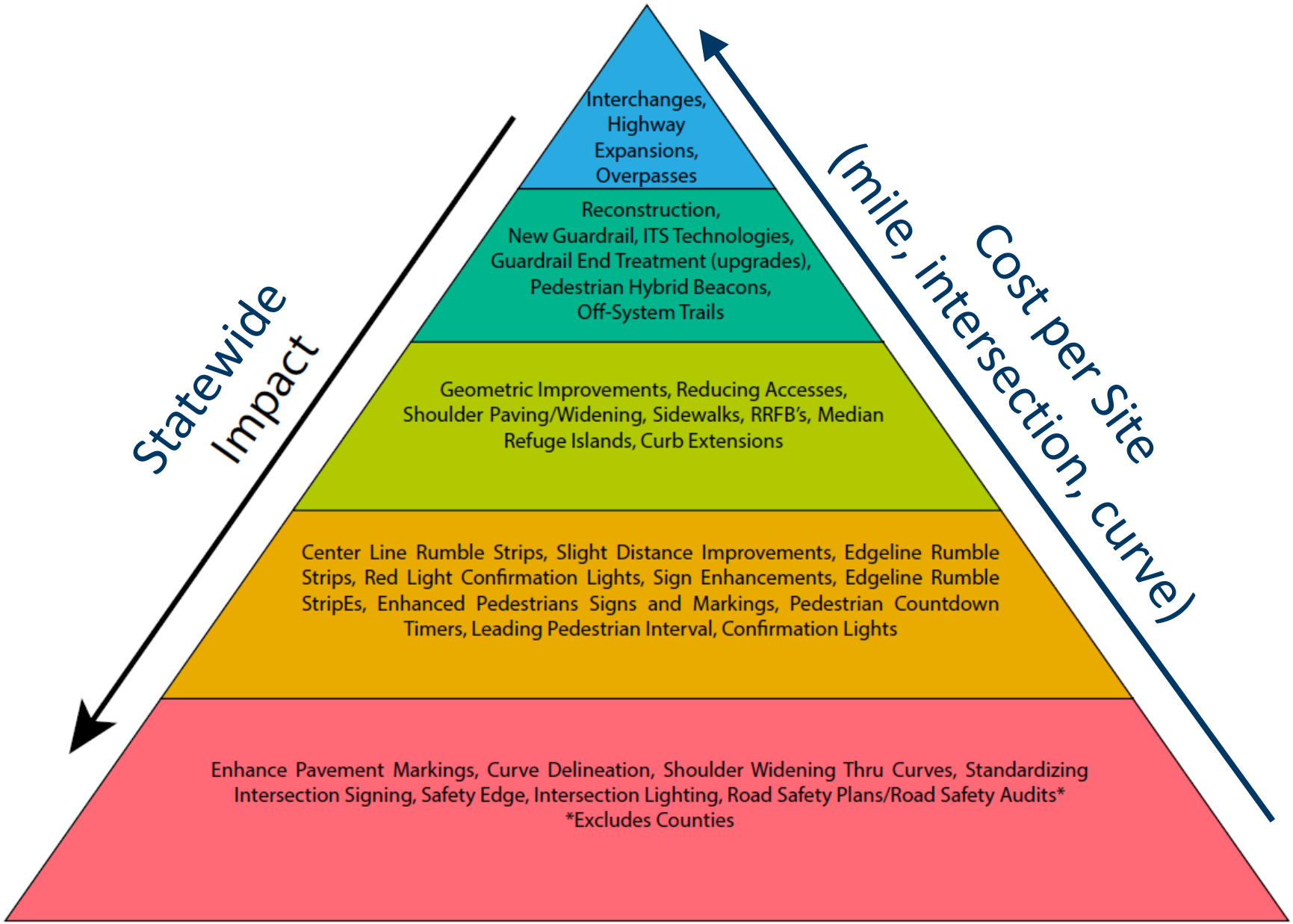
# HSIP Projects for Current Solicitation

## Proactive/Data Driven

- Based on Crash Data – Fatal and serious Injury
- Deployed System Wide (or across much of the system)
- Typically Rural in Location
- Typically Lower Cost
- Benefit/Cost = N/A
- Focused on prevention

**Goal:** 70% of the Funded Projects must be Proactive

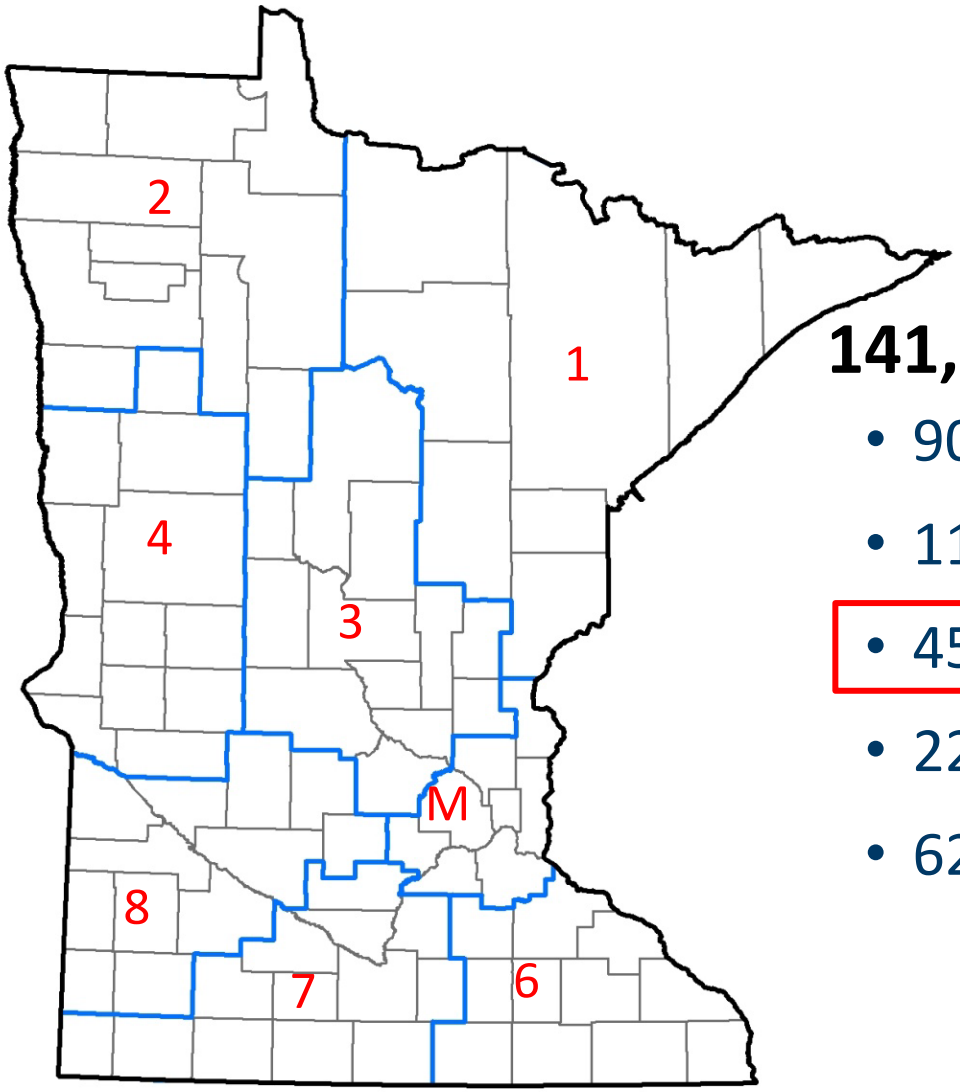
# Highway Safety Investment Program (HSIP) Impact Pyramid



# Funding HSIP in MN

- 71% of severe crashes on local roads
- Locals responsible for 92% of roadway miles
- Over 510 HSIP funded projects since 2006 in MN
- Over 410 projects in Greater MN
- Over $125M local projects funded through HSIP

# Minnesota




**141,000 miles of Roadway**

- 900 miles of Interstate
- 11k miles of Trunk Highway
- 45k miles of County Road
- 22k miles of City Streets
- 62k miles of Township/Other roads

# 2022 Greater Minnesota Application - Funds

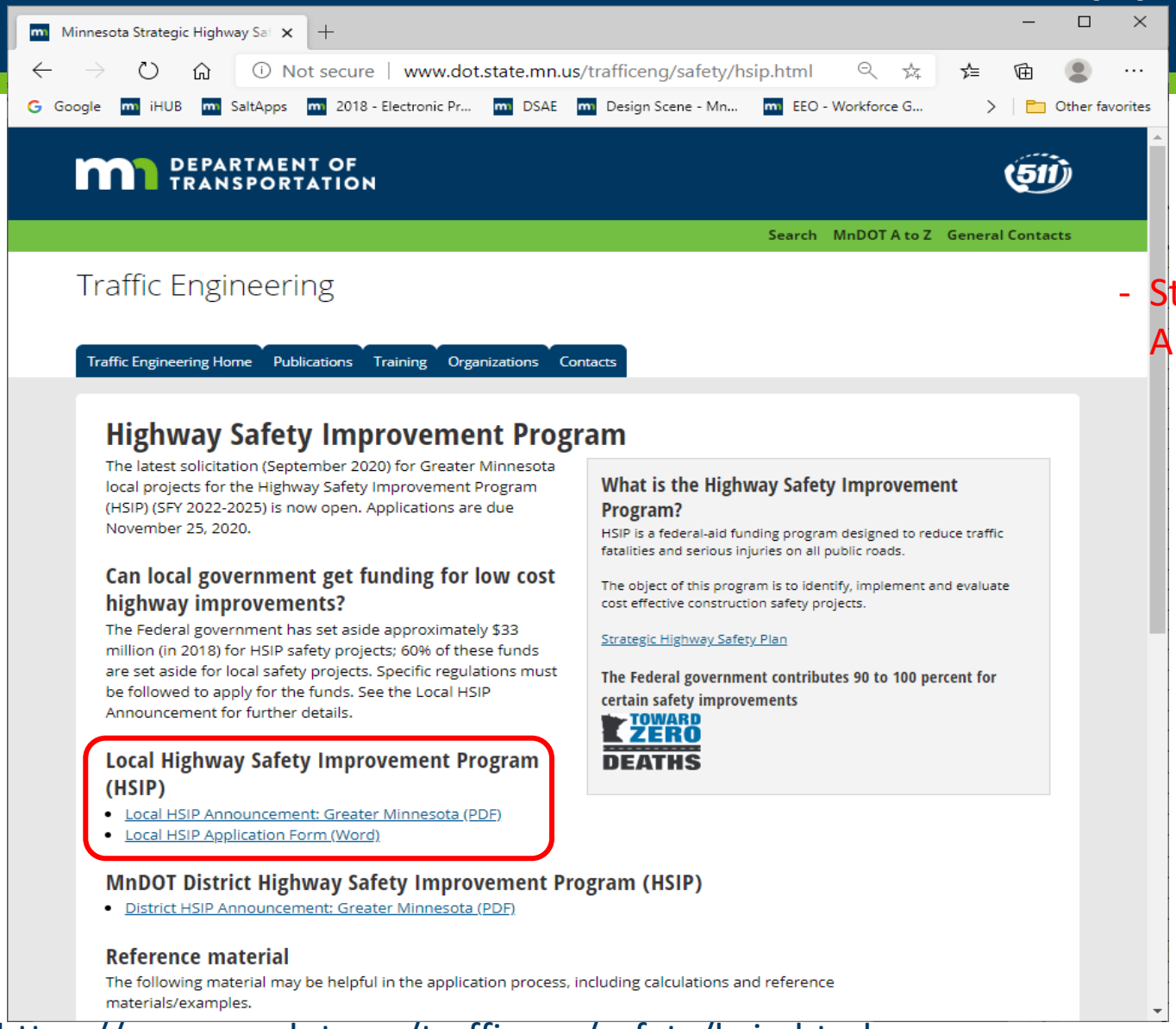
## $37.8M Available

| ATP | 2025 | 2026 | 2027 | 2028* | Total by ATP |
|---|---|---|---|---|---|
| 1 | -$80,000 | $10,000 | $1,700,000 | $2,300,000 | **$3,930,000** |
| 2 | $10,000 | $160,000 | $1,200,000 | $1,200,000 | **$2,570,000** |
| 3 | $160,000 | $2,220,000 | $3,750,000 | $4,700,000 | **$10,830,000** |
| 4 | $370,000 | $1,730,000 | $1,900,000 | $1,900,000 | **$5,900,000** |
| 6 | $250,000 | $960,000 | $2,170,000 | $3,300,000 | **$6,680,000** |
| 7 | $180,000 | $230,000 | $1,520,000 | $2,100,000 | **$4,030,000** |
| 8 | $590,000 | $910,000 | $930,000 | $1,400,000 | **$3,830,000** |
| **Total** | **$1,480,000** | **$6,220,000** | **$13,170,000** | **$16,900,000** | **$37,770,000** |

# HSIP Future in Minnesota

- County Road Safety Plan I (2010-2014)
  - Providing Prioritized list of projects for future Local HSIP project development and selection.
  - Original CRSP Projects still preferred
- County Road Safety Plan II Update
  - Finished Phase 1 and 2 counties
  - Working on the contract for Phase 3 counties
  - Data Driven
  - County Driven Customized Plan
  - Funding split 80% fed / 20% LPA
  - **Safety plans are public** and to be shared with MPOs, RDCs and others

# Fall 2022 HSIP Application




- Statewide Competitive Application Process

https://www.mndot.gov/trafficeng/safety/hsip.html

# Fall 2023 HSIP Application

State Aid for Local Transportation

Traffic safety

- Statewide Competitive Application Process

Home | Administration | Programs | CSAH | MSAS | Traffic Safety | CAV | Project Delivery | Pavement | Construction | Training | Contact Us

## Traffic safety

### Local Highway Safety Improvement Program (HSIP)

#### Application and information

- 2025-2028 guidebook: Greater MN (PDF)
- 2025-2028 application: Greater MN (Word)
- Countermeasure eligibility (PDF)
- Benefit cost worksheet (Excel)
- Solicitation presentation (PDF)
- Solicitation webinar (YouTube)
  - Webinar useful links (PDF)
- Information sheet (PDF)
- Projects - getting started (PDF)
- Construction projects through the federal process (Word)

### Minnesota Crash Mapping Analysis Tool

- MnCMAT2

### Keypoints (formerly Logpoints)

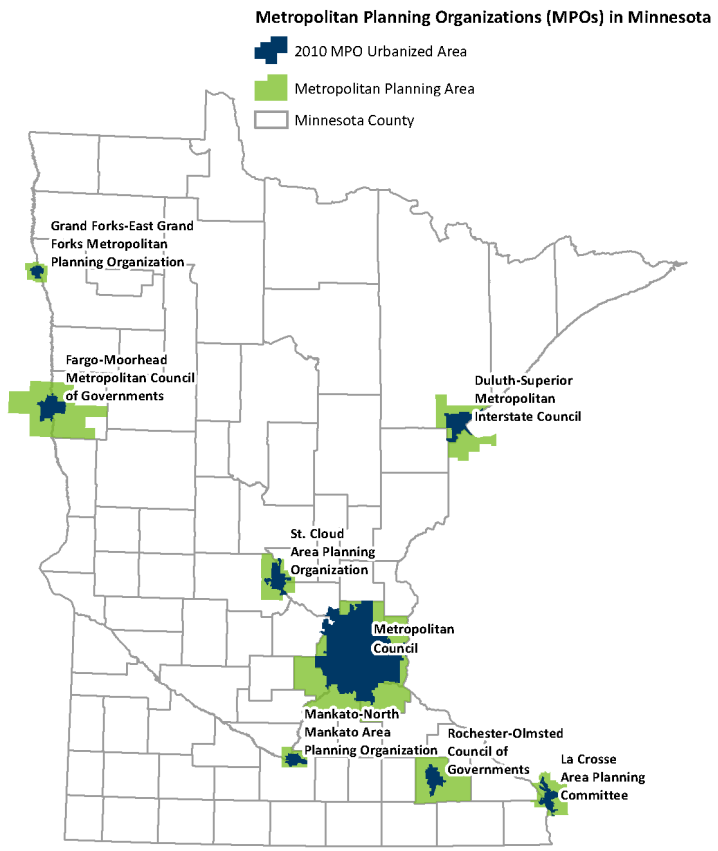
- Keypoints
- Keypoints presentation (PDF)

### Crash data information

#### RYG (Red Yellow Green) sheets

- Crash Rates - All Route Systems by County (Excel or PDF)
- Crash Rates - CSAH and CR by County (Excel or PDF)
- Crash Rates - TH Only by County (Excel or PDF)

http://www.dot.state.mn.us/stateaid/trafficsafety.html

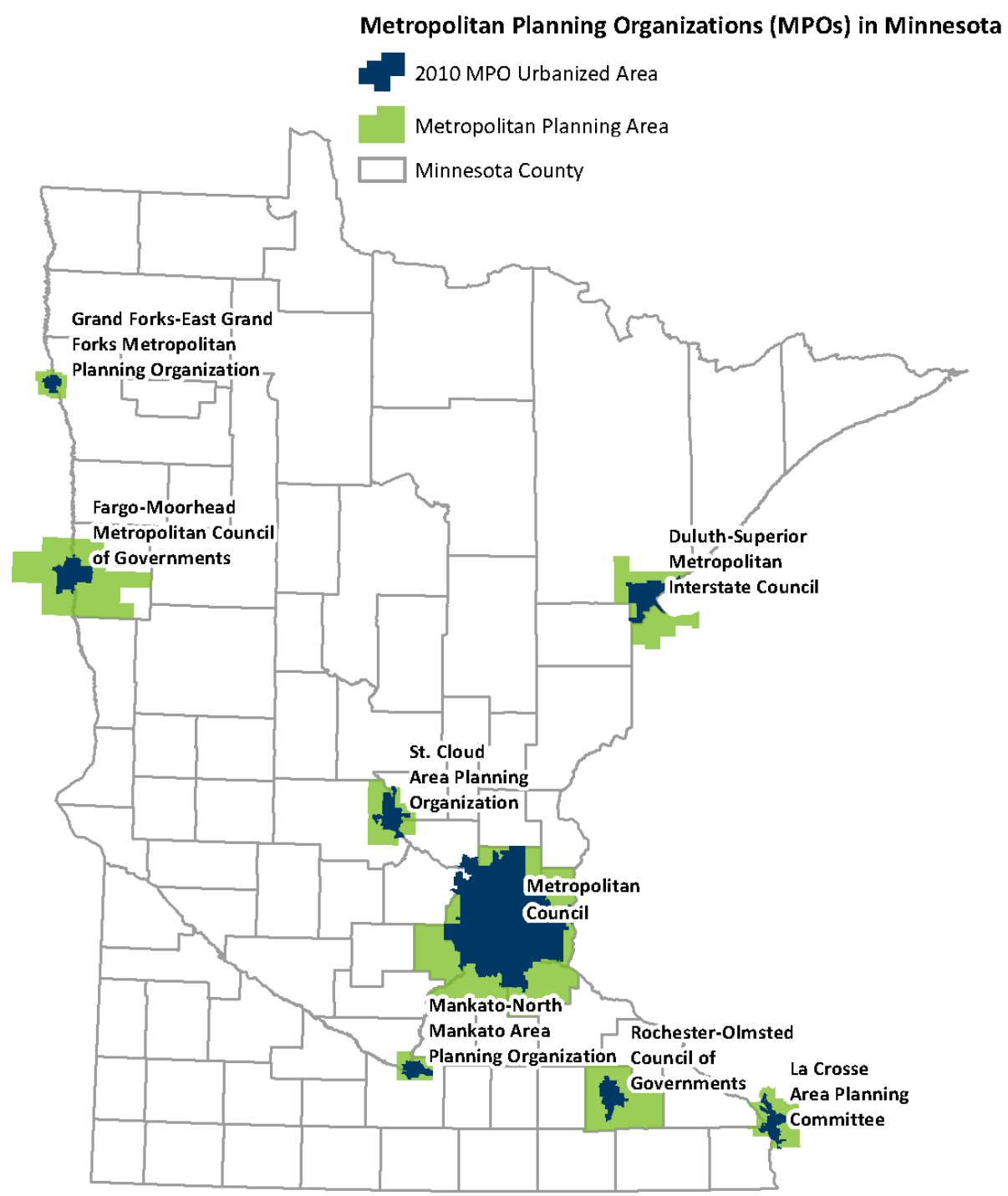



DEPARTMENT OF TRANSPORTATION

# MPOs

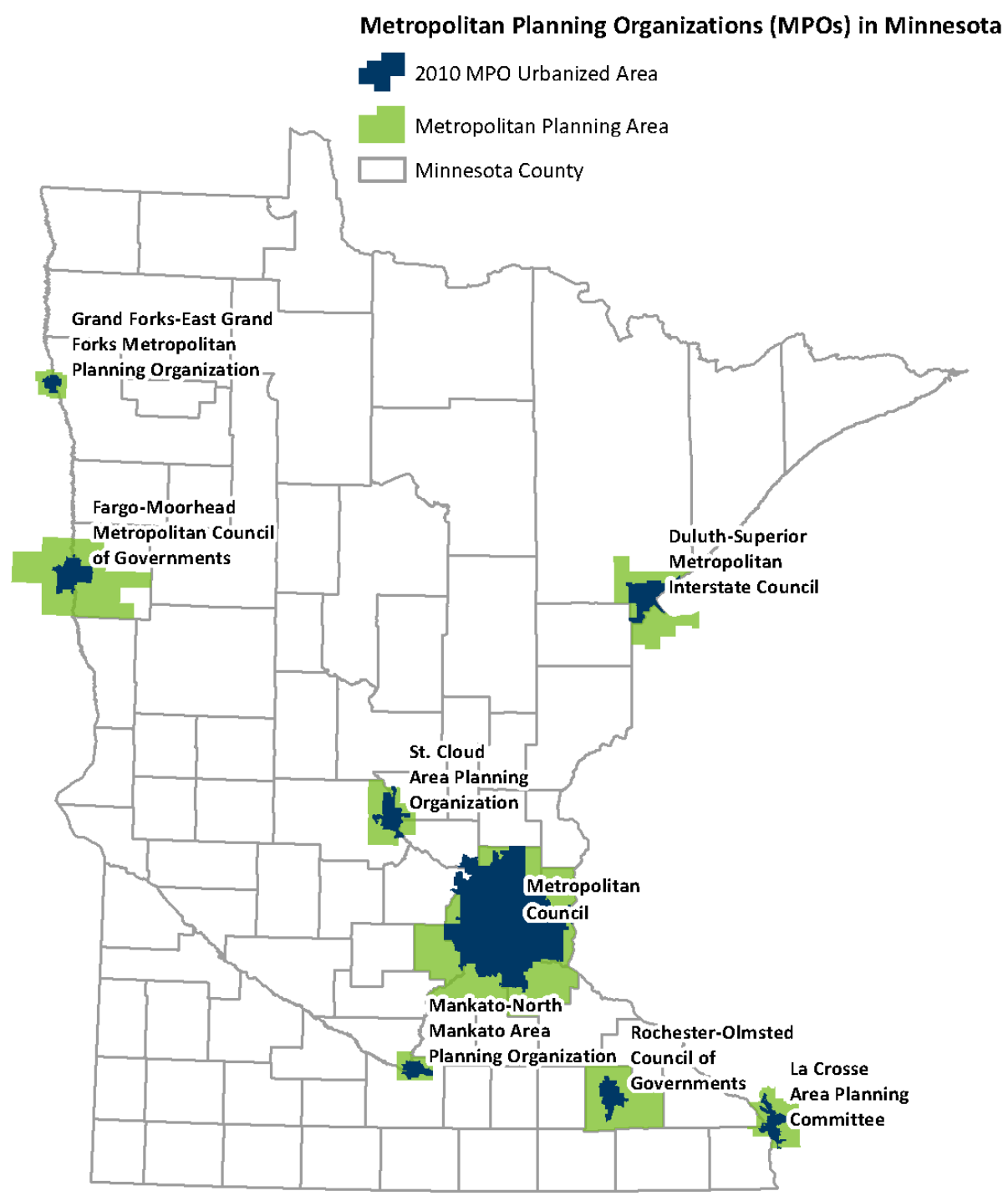
Erika Shepard
OTSM - Metropolitan Planning Program Coordinator

# MPOs




- Application process
- MPO involvement

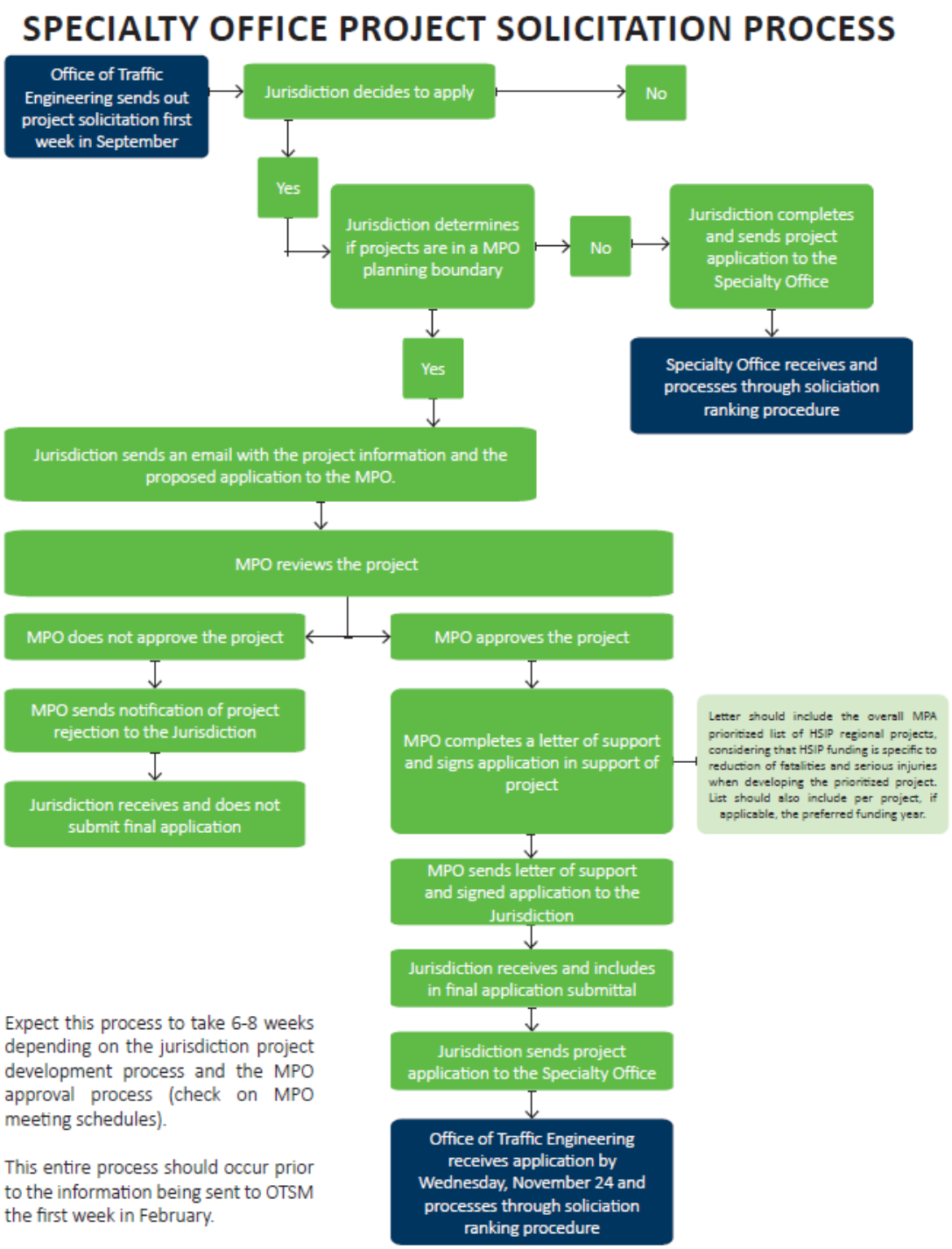
# MPOs



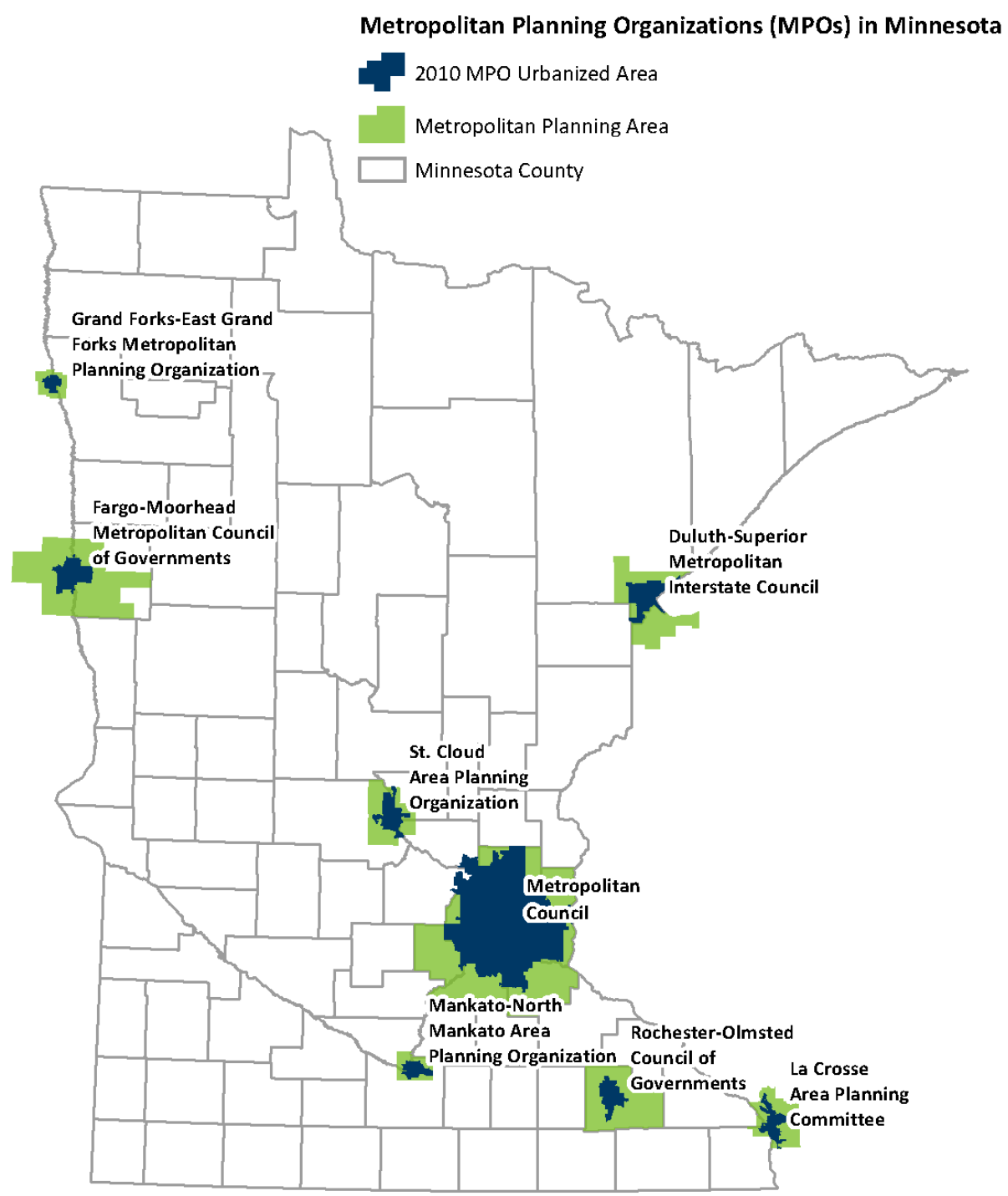

- What is a MPO?
- What authority does a MPO have?

# MPOs

- HSIP application process within metropolitan planning area



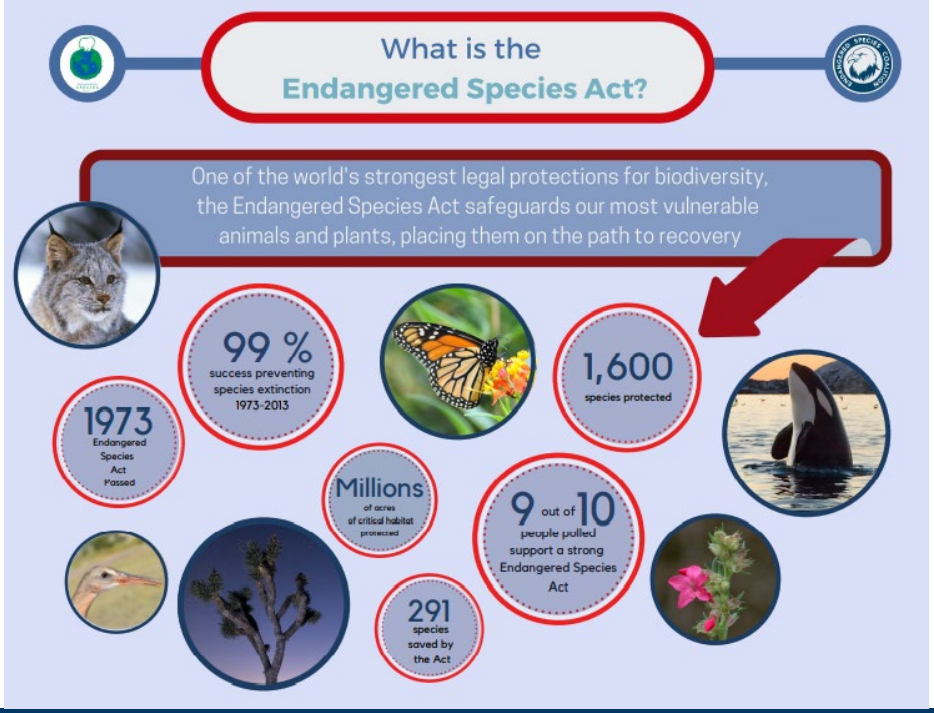
# Roles of MPOs




- [MnDOT Transportation Planning Partners]

https://www.dot.state.mn.us/planning/program/mpordcatp.html

erika.shepard@state.mn.us




# Endangered Species Act

Christopher Smith
OES - Protected Species Program Coordinator

DEPARTMENT OF TRANSPORTATION

# Endangered Species Act

- Federal agencies must consult with U.S. Fish & Wildlife Service (USFWS) for actions *authorized, funded, or carried out* by a federal agency (16 U.S.C. §1536).
- MnDOT Office of Environmental Stewardship (OES) has partial delegation to consult with USFWS on behalf of the Federal Highway Administration (FHWA).
- All FHWA funded activities must come through MnDOT OES for Endangered Species Act review.
- HSIP projects / activities typically fall into one of two *effect* categories:
  - "No Effect" – Activities that have no direct or indirect effects on a particular species.
  - "Not likely to adversely affect" (NLAA) - Activities that may have direct or indirect affects, but effects are unable to be measured or highly unlikely to occur (*insignificant* and *discountable* respectively)



Minnesota Dwarf Trout Lily – Endangered
Photo: Christopher E. Smith

# Endangered Species Act

- Common *No Effect* activities:
  - Purchasing
  - Inspections/Surveys
  - Striping (some cases)
  - Signage (some cases)
  - Activities that do not remove trees and do not cause noise above existing levels
- Common *NLAA* activities:
  - Tree clearing (if done in winter)
  - Ground-in pavement markings (noise / vibrations)
  - Milling (noise / vibrations)
  - Bridge work




Northern long-eared bat (left) – Threatened.
Little brown bat (right) – Under review.
Photo: Christopher E. Smith

# Endangered Species Act

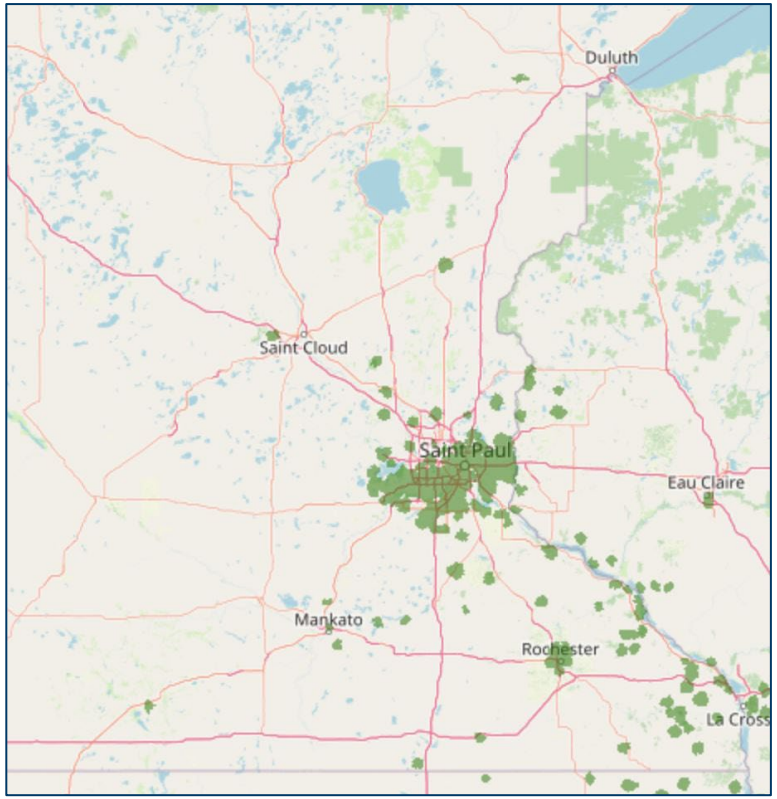
- Possible *Likely to Adversely Affect* (LAA) activities:
  - Tree clearing during the bat active season (April 1 to Nov. 15)
  - Tree clearing beyond 100’ from existing roadway at anytime
  - Projects with activities beyond 300’ from roadway edge / surface
  - Projects with 2+ acres of ground disturbance in rusty-patched bumble bee (RPBB) High Potential Zones (HPZs)



Rusty-patched Bumble Bee – Endangered
Photo: Christopher E. Smith

# Endangered Species Act

- Bulk reviews for HSIP projects have typically been limited to *No Effect* activities.
- Bulk reviews for HSIP projects that are *NLAA* are possible. But more information may be needed on submittals.
  - Precise location
  - Tree clearing info.
- Projects that are in RPBB HPZs and that disturb soil will need to be reviewed individually.
- Projects with tree clearing, near bat caves, and/or near critical habitat need to be reviewed individually.




RPBB High Potential Zones (green)





# Cultural Resources Unit

**Andrew Kurth, Archaeologist**

**CRU Project Intake Lead**

DEPARTMENT OF TRANSPORTATION

mndot.gov

# MnDOT's Cultural Resources Unit



## Team of Architectural Historians & Archaeologists

- **Conduct Section 106 reviews on behalf of federal agencies (Federal Highway Administration, Federal Transit Authority, Corps of Engineers, etc.)**
  - State Aid for Local Transportation (SALT)
  - Federal Recreational Trail Program (FRTP)




- **Conduct state statutes reviews on behalf of MnDOT (Historic Sites Act, Field Archaeology Act, and Private Cemeteries Act)**
  - MnDOT Projects
  - R/W Permits




***We also help facilitate Locals' state statutes review as part of our Section 106 review**

# MnDOT CRU



**Section 106 of the National Historic Preservation Act of 1966**

- Requires federal agencies to consider the effects of their undertakings on historic properties: Eligible or listed in the National Register of Historic Places
  - *Archaeology sites, buildings, structures, districts, objects*

*Examples of Effects:*

- *ground disturbance*
- *Demolition of building*
- *Access change, visual, auditory, atmospheric changes*







# MnDOT CRU



## Section 106

- **Initiate the Process** – Contact consulting parties, Define Area of Potential Effects (APE)
- **Identify Historic Properties** – Conduct background research and field survey
- **Assess Effects** – Review what the project will do to properties
- **Resolve Adverse Effects** – Work with consulting parties to avoid, minimize, or mitigate impacts to eligible properties









# MnDOT CRU



## Minnesota State Statutes

- Historic Sites Act = properties listed in the State or National Register
- Field Archaeology Act =“significant” archaeological sites
- Private Cemeteries = unplatted cemeteries, human burials or remains







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# Summaries

# 2023 Greater Minnesota Application - Timetable

| Timeframe | Action |
|---|---|
| **09/11/2023** | 2025-2028 SOLICITATION OPENS |
| **September 2023** | Solicitation Open; Application Review available via State Aid |
| **October 2023** | Solicitation Open; Application Review available via State Aid |
| **November 2023** | Solicitation Open |
| **11/22/2023** | **2025-2028 APPLICATIONS DUE to SafetyProject.DOT@state.mn.us** |
| **December 2023** | Selection Committee Scoring |
| **January 2024** | Dates |
| **02/09/2024** | FINAL PROJECT AWARD RECOMMENDATIONS |

Application guides: www.mndot.gov/trafficeng/safety/hsip.html.

# 2023 HSIP Application

DEPARTMENT OF TRANSPORTATION

Due Nov. 22, 2023

Greater Minnesota, Local HSIP Solicitation

## Application for Federal Safety Funds

### 1. Contact Information Details

| Lead Agency | Contact Name |
|---|---|
| [Enter agency name] | [Enter application contact name] |

### 2. Funding Details

| Federal Funds | + | Local Match | = | Total Cost |
|---|---|---|---|---|
| 0 | + | 0 | = | 0 |

NOTE: maximum of $750,000 in federal funds per agency per project.

| Preferred Funding Year(s) |
|---|
| [Enter 2025, 2026 2027, and/or 2028] |

| Funding Notes |
|---|
| None. |

### 3. Project Description

| Project Description |
|---|
| [Enter description of the safety project.] |

| ATP | County or Counties | Metropolitan Planning Organization (MPO) | Tribal Government |
|---|---|---|---|
| [Enter ATP.] | [Enter county name.] | None. | Yes/no Name |

NOTE: if any portion of the project is located within MPO boundaries, a letter of support / priority from the MPO is needed.

| Estimated Output | Units |
|---|---|
| 0.0 | Miles |
| 0 | Intersections |
| 0 | Curves |

NOTE: estimate output for one of three metric: number of miles, number of intersections, or number of curves.

### 4. Selection Criteria

| Describe how project was identified. |
|---|
| [Enter a brief description of how project was identified focusing on fatal and serious injury crashes. EXAMPLE: "Project identified in County Road Safety Plan as high risk: see attached project sheet(s)."] |

| Is this project in partnership with another agency? |
|---|
| [Enter Yes or No. If yes, list partner agencies. EXAMPLE: "Yes. MnDOT partnership: see attached letter of support."] |

### 5. Crash Data for Reactive Projects ONLY: Jan. 1, 2018 through Dec. 31, 2022

| Number of Crashes | K | A | B | C | PDO | Total |
|---|---|---|---|---|---|---|
| All Crash Types | 0 | 0 | 0 | 0 | 0 | 0 |

NOTE: set filters to 2018 through 2022 in MnCMAT if you submit an Intersection Report or Section Report.

| OPTIONAL: Crashes by Basic Type | K | A | B | C | PDO | Total |
|---|---|---|---|---|---|---|
| Pedestrian | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicyclist | 0 | 0 | 0 | 0 | 0 | 0 |
| Single Vehicle Run-off-road | 0 | 0 | 0 | 0 | 0 | 0 |
| Single Vehicle Other | 0 | 0 | 0 | 0 | 0 | 0 |
| Sideswipe Same Direction | 0 | 0 | 0 | 0 | 0 | 0 |
| Sideswipe Opposing Direction | 0 | 0 | 0 | 0 | 0 | 0 |
| Rear End | 0 | 0 | 0 | 0 | 0 | 0 |
| Head On | 0 | 0 | 0 | 0 | 0 | 0 |
| Left Turn | 0 | 0 | 0 | 0 | 0 | 0 |
| Angle | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 |

| OPTIONAL: Description of any unique characteristics. |
|---|
| None. |

Reactive projects must have a benefit-cost ratio greater than 1.00; to simplify this analysis, OTE will conduct the calculation. An electronic copy of the analysis output will be available upon request.

# 2023 HSIP Application

### 3. Project Description

| Project Description |
| --- |
| [Enter description of the safety project.] |

| ATP | County or Counties | Metropolitan Planning Organization (MPO) | Tribal Government |
| --- | --- | --- | --- |
| [Enter ATP.] | [Enter county name.] | None. | Yes/no Name |

NOTE: if any portion of the project is located within MPO boundaries, a letter of support / priority from the MPO is needed.

### 7. Submission Information

Submit this application via PDF to SafetyProject.DOT@state.mn.us by **November 23, 2022.**

Please include the following as necessary:

- Map of project location(s)
- County Road Safety Plan project sheet(s)
- Letters of support
    a. Metropolitan Planning Organization (MPO) if within borders
    b. MnDOT District Traffic Engineer if work performed in MnDOT right-of-way

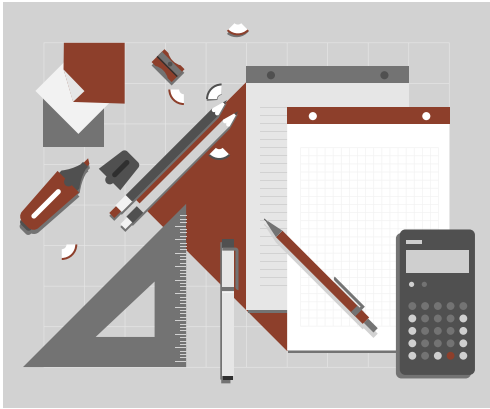
# Reminder

- ***Application ≠ Selection***
- Encouraged to submit projects even if the target for the ATP may be exceeded
- Unallocated money from other ATPs or FY may be awarded to projects from other ATPs
- If project is within MPO boundaries, coordinate and get letter of support from them
- If working with District, you need a letter of support from your District Traffic Engineer for projects involving MnDOT highways
- Partnering with other LPAs (multi county project scored higher)
- Flexibility in year of funding, or being able to deliver early looked at favorably

# Hints for Successful Application

- Competitive Process
- Both CRSP 1 and CRSP 2 based applications welcome
  - Proactive or Reactive Projects
- Provide some context and narrative:
  - Details please –

    "If you scratched your head when you filled your application, we will be pulling hairs when we try to understand it"
  - Less is more - Emphasis on **Safety** not operation or mobility
  - Obtain cost from contractors - Use round numbers
- Provide HSIP project sheets, maps of locations
- Get support from MnDOT, City, MPO early on.
  - Use the existing application form to get MPO support
  - http://www.dot.state.mn.us/stateaid/trafficsafety.html
- Ped/Bike Projects Highly Encouraged
  - FHWA focus – may be extra points
  - **Reach out to us before applying**



# Takeaways

- Send in as many projects as possible by **November 22,  2023**
- Coordinate early and often
- Accept Proactive and Reactive Projects
- Project Cap - **$750,000**

# Check List

| Description of Project | Submit |
|---|---|
| All Safety Projects | Complete Application Form:<br>☐ Name of lead agency<br>☐ Name(s) of partner agencies[1]<br>☐ Map or description of project location<br>☐ Description of project treatment<br>☐ Number of miles, intersections, or curves treated<br>☐ Total project cost[2]<br>☐ Total requested federal funds<br>☐ Preferred funding year<br>☐ Description of site selection (e.g. CRSP ratings, crash history, other systemic considerations) |
| County Road Safety Plan (CRSP) Project | ☐ Project sheet[3]<br>☐ List of Recommended Projects with the star ratings<br>☐ Document considerations if project differs from plan |
| Reactive Project | ☐ Number of crashes (2016 to 2020) by severity<br>☐ Document any unique characteristics as needed |
| Any portion of project is located within Metropolitan Planning Organization (MPO) | ☐ Letter of support or priority from MPO (www.mndot.gov/planning/program/mpordcatp.html) |
| Any work will be performed in MnDOT right-of-way | ☐ Letter of support or recognition from District Traffic Engineer (www.mndot.gov/trafficeng/contacts.html) |

DEPARTMENT OF TRANSPORTATION

# Questions?

Contact Information:

- Girma Feyissa – *girma.feyissa@state.mn.us* 651-366-3818
- Thomas Prew - thomas.prew@state.mn.us 651-366-3829
- Eric DeVoe – *eric.devoe@state.mn.us* 651-234-7016
- Derek Leuer – *derek.leuer@state.mn.us* 651-234-7372
- Mark Wagner – *mark.wagner@state.mn.us* 651-234-7011
- Erika Shepard – *erika.shepard@state.mn.us* 651-366-3913
- Christopher Smith - christopher.e.smith@state.mn.us 612-741-7678
- Andrew Kurth - andrew.kurth@state.mn.us 612-263-5188

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# Thank you again!