

DATE: December 17, 2024

TO: City/County Transportation Officials

FROM: David Swenka, PE, PTOE
Safety Programs, Data and Analysis Unit Manager
CDOT HQ Traffic Safety and Engineering Services

RE: Notice of Funding Opportunity for Federal Highway Safety Improvement Program (HSIP) Local Agency Projects

Applications for HSIP program funds for state fiscal year (FY) 2028 (July 2027 to June 2028) are being accepted currently. Approximately \$23 million is anticipated to be available for safety improvement projects along local off-system (non-state owned) public roads across Colorado. This total amount will be distributed based on the proportion of crashes that have occurred within each CDOT Region.

To request federal funding assistance for a traffic safety improvement project in your jurisdiction, please complete an application (attached) for each project to be considered for funding. Mail or email the completed application(s) to your local CDOT regional traffic engineer shown below. CDOT staff will review the applications and forward to this office for further evaluation and prioritization. Applications must be received by your region traffic engineer no later than **February 21, 2025**. To determine your region, please refer to the map on the following page.

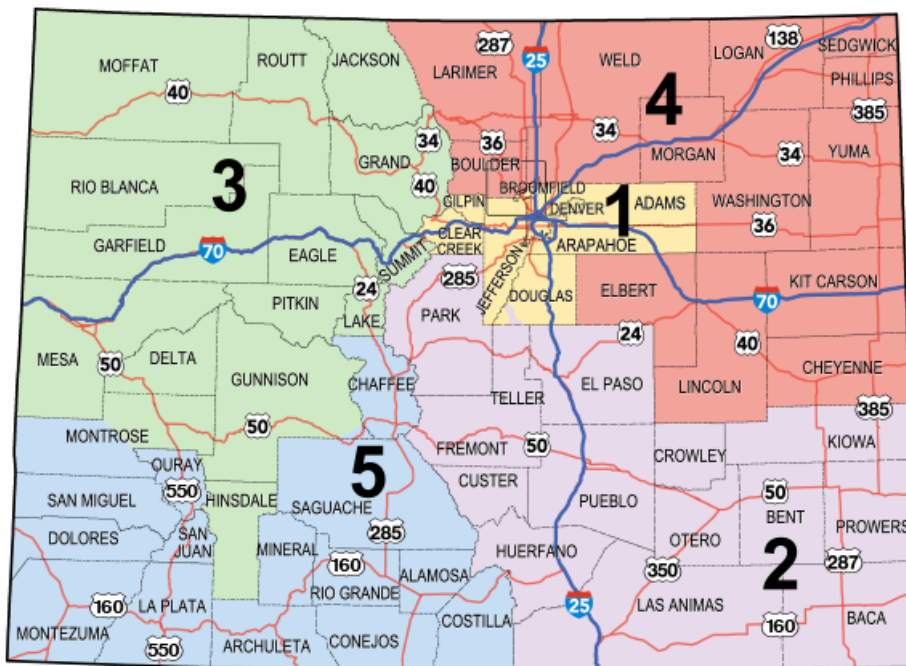
Colorado Department of Transportation Region & State Traffic Engineers

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|---|---|
| Alazar Tesfaye - Region 1 Traffic Engineer 2829 W. Howard Pl Denver, CO 80204 alazar.tesfaye@state.co.us 303.512.4040 | Jason Nelson - Region 2 Traffic Engineer 5615 Wills Blvd Pueblo, CO 81009 jason.nelson@state.co.us 719.546.5411 |
| Zane Znamenacek - Region 3 Traffic Engineer 222 S 6th St, Room 100 Grand Junction, CO 81501 zane.znamenacek@state.co.us 970.683.6275 | Katrina Kloberdanz - Region 4 Traffic Engineer 10601 W. 10 th St Greeley, CO 80634 katrina.kloberdanz@state.co.us 970.302.6724 |
| Jennifer Allison - Region 5 Traffic Engineer 3803 Main Ave, Suite 100 Durango, CO 81301 jennifer.allison@state.co.us 970.880.0549 | San Lee - HQ State Traffic Engineer 2829 W. Howard Pl Denver, CO 80204 san.lee@state.co.us (303.757.9345) |

Any project selected for funding under the HSIP must be included in or added to the Statewide Transportation Improvement Program (STIP) and, if in an urban area, in the appropriate Transportation Improvement Program (TIP) of the respective Metropolitan Planning Organization (MPO).

Please complete the enclosed application form for each project of interest and submit with supporting documents. All requests will be considered only for state fiscal year 2028 funding. Note that funding is contingent on the continuation of this federal safety program. The application process, final analysis, and award notification are expected to be completed by April 28, 2025. Your participation in this program is greatly appreciated.

CDOT Region Boundary Map



Estimated FY 2028 Local HSIP Funding Distribution by Region

- Region 1: 52.9% (\$12.2M)
- Region 2: 16.9% (\$3.9M)
- Region 3: 9.3% (\$2.1M)
- Region 4: 17.2% (\$3.9M)
- Region 5: 3.7% (\$0.9M)

Federal Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) is a core federal-aid program to states for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. The program provides federal funds (90% federal, 10% state/local) for infrastructure projects that improve highway safety at locations where there is potential for crash reduction. Observed crash history and effectiveness of the proposed safety improvements are factors in the criteria for evaluating applications.

Safety improvements along all public roadways, including non-state-owned roads and roads on tribal land, within your jurisdiction are eligible for HSIP funding. If there is a safety improvement desired along a state highway, please check with your local regional traffic engineer if the proposed project is viable before applying. Safety improvement projects that are along non-state highways will be considered higher priority.

Applications should request no less than \$250,000. The overhead is about the same for any size project and the cost effectiveness of the federal dollars diminish below this amount. Multiple project locations can be combined in an application to meet this \$250,000 threshold. Design costs can be included in the requested amount. Additionally, projects that include costs for right-of-way are allowed but not recommended because of the long lead time often required for right-of-way acquisition.

There are two types of HSIP projects eligible for local agency participation. The first are site-specific safety infrastructure projects that target a known safety deficiency or crash pattern occurring at a particular location. The second are systemic safety infrastructure projects. These target risk factors and crash patterns that may not yet be linked to a specific location, but are evident upon review of the broader crash and roadway data set.

The following project types do not qualify for HSIP funding:

- Studies
- Plans
- Non-Transportation Infrastructure
- Research
- Pilot/Product Testing
- Software
- Camera Detection Systems
- Signal Re-Timing

Candidate site-specific projects that have a potential for crash reduction will be considered for funding prioritization. The data driven methodology of project evaluation is based on meeting the criteria of the location experiencing a higher-than-expected crash frequency or the detection of a correctable crash pattern that can be mitigated by the project. CDOT will calculate the level of service of safety (LOSS) analysis and crash pattern analysis along with a benefit to cost ratio (BCR) in accordance with the most recent update of the CDOT HSIP procedural manual available at:

<https://www.codot.gov/safety/traffic-safety/data-analysis/hsip>

HSIP funding in the amount of 25% for each region (except for Region 5, which will be 50%) is set aside specifically for systemic projects that improve safety for Vulnerable Roadway Users (VRU) or improve safety along High Risk Rural Roads (HRRR). Non-motorists (pedestrians, bicyclists, other cyclists, or persons on personal conveyance) are considered VRU. HRRR is defined as “any roadway functionally classified as a rural major or minor collector or a rural local road with significant safety risks, as defined by a State in accordance with an updated State strategic highway safety plan.” [23 U.S.C. 148(a)(1)] Local agency HSIP funding applications not exceeding a requested amount of \$500,000 are eligible to be considered for this set aside. More information about the systemic approach can be found on the Federal Highway Administration’s website: <https://highways.dot.gov/safety/data-analysis-tools/systemic>

Site-specific projects that exhibit a potential for crash reduction upon evaluation will then be prioritized for funding ranked by the calculated BCR; however, VRU or HRRR safety improvement projects may be evaluated systemically. These projects must comprise of new low-cost safety improvements applied at multiple (two or more) locations to address VRU safety or potential rural roadway departures along HRRR. These types of projects are not subject to meeting a minimum BCR but must show characteristics or risk factors that may lead to potential crashes.

Upon completion of project technical evaluations, projects meeting the minimum criteria are prioritized for implementation by each region. The regions consider technical evaluation results, BCR, project funding needs, time needed to develop the project, the Safe Systems perspective, and other relevant topics. In addition, the regions are looking to spread out the awarded projects across a wide range of jurisdictions. The complete list of criteria that will be used to award projects are as follows:

- Minimum criteria (LOSS and crash pattern identification)
- BCR
- Availability of funding
- Awarded HSIP funding history for each agency
- Ability of agency to deliver and close out project
- Meeting Vulnerable Road User (VRU) Special Rule requirements
- Meeting High Risk Rural Road (HRRR) Special Rule requirements

Local agencies that are awarded a grant are required to have an approved Title VI Plan on file with CDOT’s Civil Rights and Business Resource Center (CRBRC). Should your agency be selected to receive an award, you will be contacted by CRBRC staff to confirm this Title VI Plan requirement is met. Further information about this requirement can be found on CRBRC’s website at: <https://www.codot.gov/business/civilrights/titlevi/fhwa-subrecipients>

Planned project advertisement dates for construction must be no later than June 2028, otherwise awarded funding may be rescinded. Please be conservative in anticipating project advertisement/construction dates for your project. Awarded funding can be advanced for pre-construction activities (e.g., design) or if the project is ready to go to advertisement sooner than expected. If, however, the project is delayed beyond the fiscal year requested, funding is not guaranteed. The state has the right to rescind awarded funding under those circumstances.



Questions regarding the application process and evaluation criteria can be directed to:

David Swenka, PE, PTOE, CDOT HQ Traffic Safety and Engineering Services
david.swenka@state.co.us, (303) 512-4187

Distribution: City/County/MPO/TPR/Local Transportation Officials
CDOT Traffic Engineers/Planners/Local Agency Coordinators
FHWA/Colorado LTAP

Attachment: HSIP Funding Application Form (2 pages)

Electronic Versions of the forms are available at:
<https://www.codot.gov/safety/traffic-safety/data-analysis/hsip>