
Highway Safety Improvement Program

*Data Driven Decisions*

# Minnesota
# Highway Safety Improvement Program
# 2016 Annual Report

Prepared by: MN

## Disclaimer

**Protection of Data from Discovery & Admission into Evidence**

23 U.S.C. 148(h)(4) states "Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section [HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data."

23 U.S.C. 409 states "Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data."

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# Executive Summary

Minnesota distributes HSIP funds based on the percentage of serious injuries and fatalities. This approach uses the Strategic Highway Safety Plan as a basis. Road Safety Plans for Minnesota districts and counties have further directed the focus of safety funds to lower-cost, systemic strategies. An update to the 8 Minnesota district plans was finished in this year. Currently, MnDOT is in collaboration with interested counties to update County Road Safety Plans—systemic plans for county roadways.

Definition of Terms:

MnDOT: Minnesota Department of Transportation

Greater Minnesota: Minnesota is split into 8 MnDOT districts. District 5 is the Metro District. All other districts when referred to as a collective, are called Greater Minnesota.

OTST: MnDOT's Office of Traffic, Safety and Technology. MnDOT's Central Office Safety Unit resides within OTST.

SALT: MnDOT's Office of State Aid for Local Transportation. This is the MnDOT office that works most directly with local agencies.

ATP: Area Transportation Partnership. Boundaries are synonymous with MnDOT district investment boundaries. The partnerships have, as their members metropolitan and non-metropolitan stakeholders and can include Metropolitan planning organizations, Regional Development Commissions, cities, counties, townships, transit providers, tribal governments, other interests and MnDOT.

SFY: State Fiscal Year

# Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP MAP-21 Reporting Guidance dated February 13, 2013 and consists of four sections: program structure, progress in implementing HSIP projects,

progress in achieving safety performance targets, and assessment of the effectiveness of the improvements.

# Program Structure

## Program Administration

**How are Highway Safety Improvement Program funds allocated in a State?**

Central

**Describe how local roads are addressed as part of Highway Safety Improvement Program**.

MnDOT distributes funds to local roads through the Greater Minnesota Combined Solicitation. The latest solicitations, conducted in March 2015, distributed over $17M over four years (2016-2019) of local projects for HSIP Funds. OTST, with representatives from State-Aid, prioritizes the local HSIP projects for each ATP. Districts are given the opportunity to comment on the prioritization of projects.

The allocation of HSIP funds is based on the distribution of fatal and A-injury crashes. Funds are distributed as follows:

Step 1: Funds are split based on % of K and A crashes in each District.
Step 2: Funds are split again based on % of K and A crashes occurring on State vs. local system.

The resulting "HSIP Goals" and local/state split of this fund are shown in the table attached to the Program Administration section. The file shows 2009-2011 crash data was used to distribute funds for SFY 2017 and beyond.

The 2014 Minnesota Strategic Highway Safety Plan (SHSP) is the main guidance for project selection and evaluation. The goal for this solicitation is that 70% of Greater Minnesota projects and 30% of Metro projects be systemic. **Systemic projects make up 72% of all the projects awarded for Minnesota in 2014**. **Historically, a subset of that program, local projects in Greater Minnesota, is comprised of approximately 95% systemic projects since 2007.**

Additionally, Minnesota has funded a County Safety Plan for each of its 87 counties and 8 districts. These plans have been completed and are being implemented. They provide each county and district with a prioritized list of low-cost, systemic projects. The District safety plans were recently revised; a collaborative effort to update the County Safety Plans has begun with plans anticipated by 2018.

**Identify which internal partners are involved with Highway Safety Improvement Program planning**.

Other-MnDOT District Traffic Engineers

Other-MnDOT Office of Traffic, Safety & Technology
Other-MnDOT State Aid

**Briefly describe coordination with internal partners**.

MnDOT's office of Traffic, Safety and Technology (OTST) works closely with the State Aid for Local Transportation (SALT) office as well as district traffic engineers in the distribution of HSIP funds.

A representative from the state aid office sits on the both the steering and selection committees for HSIP. The offices work together to educate local agencies and district personnel on the HSIP program. Once projects are selected the state aid office coordinates with the local agencies and provides support as necessary.

The HSIP project selection committee asks for input from the district traffic engineers during the selection and award processes. District traffic engineers provide vital background information on proposed projects as well as adding the local perspective. Additionally, local partners are asked to provide some documentation that the district traffic engineer is aware of and supportive of their prospective project if it impacts MnDOT roadways.

MnDOT also holds quarterly TEO (Traffic Engineering Organization) Safety Subcommittee meetings, at which additional HSIP coordination occurs.

**Identify which external partners are involved with Highway Safety Improvement Program planning**.

Metropolitan Planning Organizations
Governors Highway Safety Office
Other-City Engineer Safety Committee
Other-County Engineer Safety Committee

**Identify any program administration practices used to implement the HSIP that have changed since the last reporting period**.

Other-Beginning with FY 2017, projects will be programmed in a more centralized project selection process as described in question 9.

**Describe any other aspects of Highway Safety Improvement Program Administration on which you would like to elaborate**.

Beginning with projects programmed in SFY 2017, Minnesota has changed the way it administers state projects. Decisions are made at the central office level rather than the district level. Prior to SFY 2017 projects, only the local HSIP projects were selected by Central Office. District projects were approved by the district personnel in the past, but will now go through Central Office in a more formalized process.

The first solicitation, occurring in March 2015 was the first solicitation to utilize the new process. A current solicitation using this process due November 2016. This solicitation is looking to program both local and district projects through SFY 2020.

The local and district projects follow the same deadlines to allow for better project coordination between the two groups.

## Program Methodology

**Select the programs that are administered under the HSIP.**

Other-MnDOT funds these countermeasures through HSIP.

**Program:** **Other-MnDOT funds these countermeasures through HSIP.**
**Date of Program Methodology:** **10/1/2007**

**What data types were used in the program methodology?**

| *Crashes* | *Exposure* | *Roadway* |
|---|---|---|
| Fatal and serious injury crashes only | Traffic Volume | Median width<br>Horizontal curvature<br>Roadside features<br>Other-Road surface: In one particular county, gravel roads make up almost half of the system but fewer than 15 percent of all severe crashes occur on these roads. |

**What project identification methodology was used for this program?**

Crash frequency
Crash rate
Critical rate
Excess proportions of specific crash types
Other-Severe Crash Rate

**Are local roads (non-state owned and operated) included or addressed in this program?**

Yes
If yes, are local road projects identified using the same methodology as state roads?
Yes

**How are highway safety improvement projects advanced for implementation?**

Competitive application process
selection committee

**Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).**

Rank of Priority Consideration

| | |
|---|---|
| Ranking based on B/C | 1 |
| Road Safety Plan | 1 |

**What proportion of highway safety improvement program funds address systemic improvements?**

72%

**Highway safety improvement program funds are used to address which of the following systemic improvements?**

Cable Median Barriers
Rumble Strips
Pavement/Shoulder Widening
Install/Improve Signing
Install/Improve Pavement Marking and/or Delineation
Safety Edge
Install/Improve Lighting

**What process is used to identify potential countermeasures?**

Other-County and District Safety Plans

**Identify any program methodology practices used to implement the HSIP that have changed since the last reporting period.**

Other-District Road Safety Plans completed.
Other-County Road Safety Plans Phase 2 are currently under revision.
Other-update Crash Records System

**Describe any other aspects of the Highway Safety Improvement Program methodology on which you would like to elaborate.**

HSIP funds are distributed in three distinct solicitations:

Met Council HSIP (Metro District and local projects)

Greater Minnesota Local HSIP (All State Aid eligible agencies in Greater Minnesota)

Greater Minnesota MnDOT District HSIP (All Greater Minnesota Districts)

All three solicitations utilize risk based analysis (Road Safety Plans) to select projects. The Greater Minnesota MnDOT District HSIP solicitation was revised starting with projects programmed in SFY 2017 and beyond to more closely resemble the Greater Minnesota Local HSIP solicitation. This includes approval from Central Office Traffic and additional checks and balances to ensure proper funding categories are assigned to each project.

Lower cost, systemic treatments (lighting, signage, rumble strips and enhanced edgelines) are the focus of the Greater Minnesota projects. Any entity that is eligible for State Aid funds can apply directly to the Greater Minnesota Local HSIP solicitation. Cities and Tribal Governments that are not State Aid eligible must apply for HSIP funds through their county.

In the Metro District, systemic projects are funded as well as projects that address a spot location safety concern. Metro District projects and local metro projects compete side by side for the Metro HSIP funds in the Met Council solicitation.

Critical crash rates have been formally added to the Greater Minnesota District and Local solicitations as a tool for evaluating spot improvement projects.

# Progress in Implementing Projects

## Funds Programmed

**Reporting period for Highway Safety Improvement Program funding.**

State Fiscal Year

**Enter the programmed and obligated funding for each applicable funding category.**

| Funding Category | Programmed* | | Obligated | |
|---|---|---|---|---|
| **HSIP (Section 148)** | $28,674,907.00 | 76 % | $7,792,511.00 | 53 % |
| **Penalty Transfer – Section 164** | $8,915,000.00 | 24 % | $7,024,402.00 | 47 % |
| **Totals** | $37,589,907.00 | 100% | $14,816,913.00 | 100% |

**How much funding is programmed to local (non-state owned and operated) safety projects?**
$18,829,233.00
**How much funding is obligated to local safety projects?**
$1,950,914.00

**How much funding is programmed to non-infrastructure safety projects?**
$3,275,000.00
**How much funding is obligated to non-infrastructure safety projects?**
$2,655,000.00

**How much funding was transferred in to the HSIP from other core program areas during the reporting period?**
$0.00
**How much funding was transferred out of the HSIP to other core program areas during the reporting period?**
$0.00

**Discuss impediments to obligating Highway Safety Improvement Program funds and plans to overcome this in the future**.

An FHWA investigation into institutional issues in Minnesota and the low obligation rate highlighted potential areas of improvement. As a result, a new goal of 80% obligation rate has been established; MnDOT is committed to meeting or exceeding this goal.

Minnesota's HSIP program has consisted mainly of stand-alone safety projects. Each district is also required to spend an additional 2x HSIP on safety add-ons to other projects in their program. Some higher cost projects, such as roundabout, while eligible for HSIP funds, have normally been funded through other programs.

Regular engagement with locals is necessary to meet local obligations. In 2017, MnDOT is beginning a phase 2 update to the County Road Safety Plans with enhanced county buy-in and collaboration. While not all counties are participating in the update, a majority are interested in the project.

**Describe any other aspects of the general Highway Safety Improvement Program implementation progress on which you would like to elaborate.**

N/A

## General Listing of Projects

**List each highway safety improvement project obligated during the reporting period.**

| Project | Improvement Category | Output | HSIP Cost | Total Cost | Funding Category | Functional Classification | AADT | Speed | Roadway Ownership | Relationship to SHSP | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | Emphasis Area | Strategy |
| **0406-62** | Access management Access management - other | 1 Numbers | 202500 | 225000 | HSIP (Section 148) | | 0 | 0 | State Highway Agency | Intersections | |
| **880C-164CDBI-16** | Non-infrastructure Data/traffic records | 1 Numbers | 250000 | 250000 | Penalty Transfer – Section 164 | | 0 | 0 | Non-infrastructure | Data | |
| **880C-164CMA-16** | Non-infrastructure Data/traffic records | 1 Numbers | 200000 | 200000 | Penalty Transfer – Section 164 | | 0 | 0 | Non-infrastructure | Data | |
| **880C-164CRSP-16** | Non-infrastructure Transportation safety planning | 15 Numbers | 900000 | 900000 | Penalty Transfer – Section 164 | | 0 | 0 | Non-infrastructure | Planning | |
| **880C-164TSC-16** | Non-infrastructure Outreach | 1 Numbers | 550000 | 550000 | Penalty Transfer – Section 164 | | 0 | 0 | Non-infrastructure | Safety Culture | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **8816-2520** | Non-infrastructure Outreach | 5.5 Numbers | 485000 | 485000 | Penalty Transfer – Section 164 | | 0 | 0 | Non-infrastructure | Safety Culture | |
| **8816-2556** | Non-infrastructure Data/traffic records | 1 Numbers | 750000 | 750000 | Penalty Transfer – Section 164 | | 0 | 0 | Non-infrastructure | Data | |
| **8816-2552** | Non-infrastructure Data/traffic records | 1 Numbers | 30000 | 30000 | Penalty Transfer – Section 164 | | 0 | 0 | Acceleration Lane Utilization Rate Study | Data | |
| **1806-74AC** | Advanced technology and ITS Dynamic message signs | 5 Numbers | 26398 | 26398 | HSIP (Section 148) | | 0 | 0 | State Highway Agency | Intersections | |
| **7102-132AC** | Advanced technology and ITS Dynamic message signs | 5 Numbers | 90227 | 90227 | HSIP (Section 148) | | 0 | 0 | State Highway Agency | Intersections | |
| **3405-42** | Interchange design Interchange design - other | 1 Numbers | 440000 | 488889 | HSIP (Section 148) | | 0 | 0 | State Highway Agency | Intersections | |
| **019-608-001** | Intersection traffic control Modify control - modifications to roundabout | 1 Numbers | 806400 | 1120000 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Intersections | |
| **019-611-011; 179-020-** | Intersection geometry Auxiliary lanes - add two-way left-turn lane | 1.4 Miles | 769500 | 855000 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Intersections | |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| **040** | | | | | | | | | | | |
| **1002-100** | Intersection geometry Auxiliary lanes - add acceleration lane | 3 Numbers | 1548000 | 1720000 | HSIP (Section 148) | | 0 | 0 | State Highway Agency | Intersections | |
| **7321-51S** | Intersection geometry Auxiliary lanes - add two-way left-turn lane | 3.1 Miles | 715000 | 794444 | HSIP (Section 148) | | 0 | 0 | State Highway Agency | Intersections | |
| **018-070-011** | Intersection traffic control Modify control - modifications to roundabout | 2 Numbers | 162000 | 180000 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Intersections | |
| **086-070-010** | Intersection traffic control Modify control - modifications to roundabout | 1 Numbers | 450000 | 900000 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Intersections | |
| **0905-54** | Intersection traffic control Intersection signing - miscellaneous/other/unspecified | 2 Numbers | 270000 | 300000 | HSIP (Section 148) | | 0 | 0 | State Highway Agency | Intersections | |
| **150-070-001AC** | Intersection traffic control Modify control - modifications to roundabout | 1 Numbers | 630000 | 700000 | HSIP (Section 148) | | 0 | 0 | City of Municipal Highway Agency | Intersections | |
| **004-070-013** | Lighting Intersection lighting | 28 Numbers | 252000 | 280000 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Intersections | |
| **057-070-005** | Lighting Intersection lighting | 3 Numbers | 16200 | 18000 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Intersections | |
| **8606-61; 086-** | Lighting Intersection lighting | 1 Numbers | 805000 | 805000 | Penalty Transfer – | | 0 | 0 | State Highway Agency | Intersections | |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| **603-021** | | | | | Section 164 | | | | | | |
| **8607-59** | Lighting Intersection lighting | 2 Numbers | 405000 | 450000 | HSIP (Section 148) | | 0 | 0 | State Highway Agency | Intersections | |
| **8821-268** | Lighting Intersection lighting | 8 Numbers | 180000 | 200000 | HSIP (Section 148) | | 0 | 0 | State Highway Agency | Intersections | |
| **8816-2505** | Non-infrastructure Data/traffic records | 1 Numbers | 50000 | 50000 | Penalty Transfer – Section 164 | | 0 | 0 | State Highway Agency | Data | |
| **8816-2506** | Non-infrastructure Enforcement | 1 Numbers | 60000 | 60000 | Penalty Transfer – Section 164 | | 0 | 0 | State Highway Agency | Intersections | |
| **0206-65** | Pedestrians and bicyclists Medians and pedestrian refuge areas | 2 Numbers | 126000 | 140000 | HSIP (Section 148) | | 0 | 0 | State Highway Agency | Intersections | |
| **027-030-035** | Pedestrians and bicyclists Pedestrian signal | 43 Numbers | 212998 | 317000 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Pedestrians | |
| **141-030-023** | Pedestrians and bicyclists Pedestrian warning signs - overhead | 12 Numbers | 1209600 | 1344000 | HSIP (Section 148) | | 0 | 0 | City of Municipal Highway Agency | Pedestrians | |
| **141-030-024** | Pedestrians and bicyclists Pedestrian signal | 40 Numbers | 306880 | 341600 | HSIP (Section 148) | | 0 | 0 | City of Municipal Highway Agency | Pedestrians | |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| **141-030-028; 027-030-044** | Pedestrians and bicyclists Pedestrian warning signs - overhead | 24 Numbers | 2327880 | 2586533 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Pedestrians | |
| **161-030-001** | Pedestrians and bicyclists Pedestrian signal | 8 Numbers | 693138 | 770153 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Pedestrians | |
| **1380-85** | Roadside Barrier - cable | 7.4 Miles | 1620000 | 1800000 | HSIP (Section 148) | | 0 | 0 | State Highway Agency | Lane Departure | |
| **2480-106** | Roadside Barrier - cable | 9.2 Miles | 1000000 | 1000000 | Penalty Transfer – Section 164 | | 0 | 0 | State Highway Agency | Lane Departure | |
| **2713-120** | Roadside Barrier - concrete | 3.4 Miles | 1991160 | 2217400 | HSIP (Section 148) | | 0 | 0 | State Highway Agency | Lane Departure | |
| **2762-98** | Roadside Barrier - cable | 13.5 Miles | 1368000 | 1368000 | Penalty Transfer – Section 164 | | 0 | 0 | State Highway Agency | Lane Departure | |
| **8608-30** | Roadside Barrier - cable | 4.3 Miles | 768600 | 854000 | HSIP (Section 148) | | 0 | 0 | State Highway Agency | Lane Departure | |
| **8825-551** | Roadside Barrier - other | 15.4 Miles | 2017000 | 2017000 | Penalty Transfer – Section 164 | | 0 | 0 | State Highway Agency | Lane Departure | |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| **004-070-016** | Roadway Rumble strips - edge or shoulder | 6.6 Miles | 208800 | 232000 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |
| **012-070-005; 012-606-012** | Roadway Rumble strips - edge or shoulder | 11 Miles | 540540 | 600600 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |
| **013-030-005** | Roadway Rumble strips - edge or shoulder | 26.1 Miles | 232421 | 258246 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |
| **024-070-017, 024-070-018, 024-070-019, 024-070-020** | Roadway Rumble strips - edge or shoulder | 26.8 Miles | 1390050 | 1544500 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |
| **045-070-003** | Roadway Rumble strips - edge or shoulder | 10.9 Miles | 350000 | 388889 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |
| **054-070-003** | Roadway Rumble strips - edge or shoulder | 24.5 Miles | 147600 | 164000 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |
| **056-070-019** | Roadway Rumble strips - edge or shoulder | 40 Numbers | 244715 | 271905 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| **057-070-004AC** | Roadway Rumble strips - edge or shoulder | 67.4 Miles | 233600 | 233600 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |
| **057-070-006** | Roadway Rumble strips - edge or shoulder | 34.1 Miles | 108000 | 120000 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |
| **062-609-006; 6284-162** | Roadway Roadway - other | 1 Numbers | 630000 | 17200000 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Intersections | |
| **071-070-031, 071-070-032** | Roadway Rumble strips - edge or shoulder | 12 Miles | 167850 | 186500 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |
| **075-070-008; 075-601-031** | Roadway Rumble strips - edge or shoulder | 4.8 Miles | 176400 | 196000 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |
| **079-070-008** | Roadway Rumble strips - edge or shoulder | 2.1 Miles | 150000 | 166666 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |
| **8606-62** | Roadway Pavement surface - high friction surface | 1.6 Miles | 450000 | 450000 | Penalty Transfer – Section 164 | | 0 | 0 | State Highway Agency | Lane Departure | |
| **8822-185** | Roadway Rumble strips - unspecified or other | 55.9 Miles | 115147 | 127941 | HSIP (Sectio | | 0 | 0 | State Highway | Lane Departure | |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | n 148) | | | | Agency | | |
| **8824-117** | Roadway Rumble strips - unspecified or other | 223.6 Miles | 485280 | 539200 | HSIP (Section 148) | | 0 | 0 | State Highway Agency | Lane Departure | |
| **002-601-047** | Roadway delineation Longitudinal pavement markings - new | 5.9 Miles | 272916 | 303240 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |
| **005-070-001** | Roadway delineation Longitudinal pavement markings - new | 19.1 Miles | 141525 | 157250 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |
| **018-070-012** | Roadway delineation Longitudinal pavement markings - new | 41.2 Miles | 225000 | 250000 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |
| **025-070-009** | Roadway delineation Longitudinal pavement markings - new | 6.6 Miles | 50490 | 56100 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |
| **027-030-033** | Roadway delineation Longitudinal pavement markings - new | 75.3 Miles | 818030 | 908922 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |
| **030-070-007** | Roadway delineation Longitudinal pavement markings - new | 27 Miles | 204255 | 226950 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |
| **033-070-007** | Roadway delineation Longitudinal pavement markings - new | 225.4 Miles | 150525 | 167250 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |
| **034-070-007** | Roadway delineation Raised pavement markers | 65.4 Miles | 309498 | 343887 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |
| **068-070-002** | Roadway delineation Longitudinal pavement markings - new | 44 Numbers | 145305 | 161450 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |
| **069-** | Roadway delineation | 7.2 | 37800 | 42000 | HSIP | | 0 | 0 | County | Lane | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **070-018** | Longitudinal pavement markings - new | Miles | | | (Section 148) | | | | Highway Agency | Departure | |
| **077-070-007** | Roadway delineation Longitudinal pavement markings - new | 208.1 Miles | 150000 | 166667 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |
| **080-070-005** | Roadway delineation Longitudinal pavement markings - new | 49.6 Miles | 119078 | 132309 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |
| **088-070-045** | Roadway delineation Longitudinal pavement markings - new | 139.7 Miles | 859500 | 955000 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |
| **8826-181** | Roadway delineation Longitudinal pavement markings - new | 28.9 Miles | 475589 | 528432 | HSIP (Section 148) | | 0 | 0 | State Highway Agency | Lane Departure | |
| **017-070-001** | Roadway signs and traffic control Curve-related warning signs and flashers | 32 Numbers | 95040 | 105600 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |
| **023-070-002** | Roadway signs and traffic control Curve-related warning signs and flashers | 43 Numbers | 49860 | 55400 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |
| **056-070-020** | Roadway signs and traffic control Curve-related warning signs and flashers | 39 Numbers | 187112 | 207902 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |
| **070-030-007** | Shoulder treatments Pave existing shoulders | 22.7 Miles | 2052000 | 2280000 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |
| **083-070-007, 083-070-008** | Shoulder treatments Shoulder treatments - other | 10 Miles | 454500 | 3200000 | HSIP (Section 148) | | 0 | 0 | County Highway Agency | Lane Departure | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **8827-257** | Shoulder treatments Shoulder treatments - other | 115.3 Miles | 477000 | 530000 | HSIP (Section 148) | | 0 | 0 | State Highway Agency | Lane Departure | |

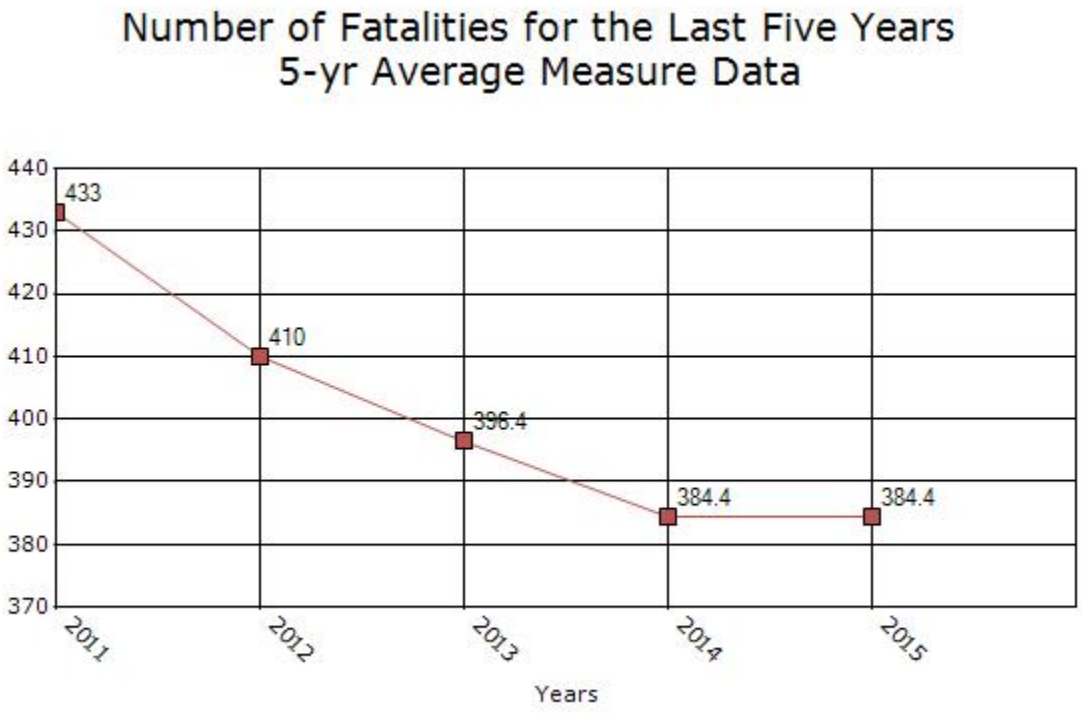
# Progress in Achieving Safety Performance Targets

## Overview of General Safety Trends

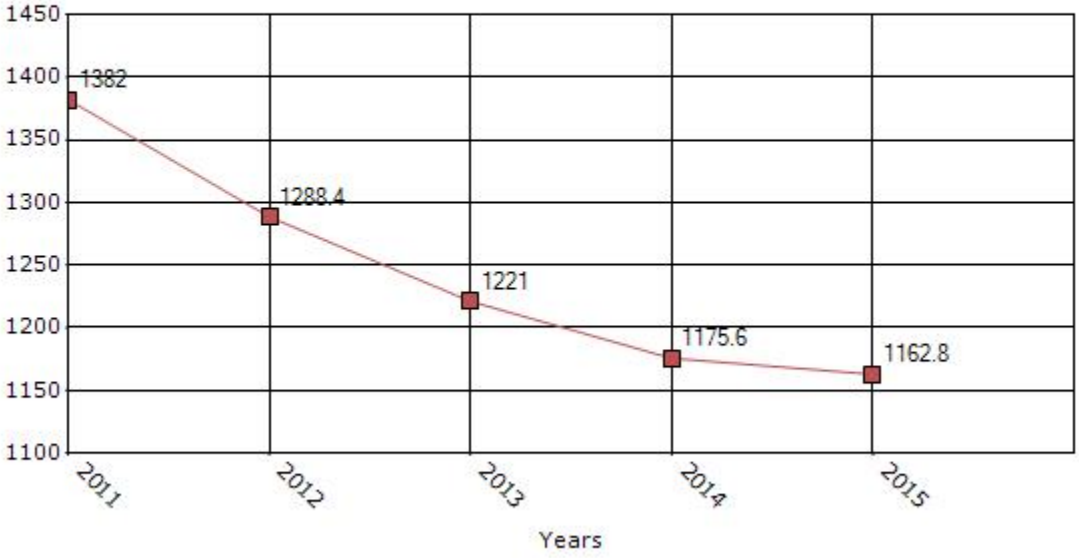
**Present data showing the general highway safety trends in the state for the past five years.**

| Performance Measures* | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|
| **Number of fatalities** | 433 | 410 | 396.4 | 384.4 | 384.4 |
| **Number of serious injuries** | 1382 | 1288.4 | 1221 | 1175.6 | 1162.8 |
| **Fatality rate (per HMVMT)** | 0.758 | 0.718 | 0.696 | 0.674 | 0.67 |
| **Serious injury rate (per HMVMT)** | 2.42 | 2.262 | 2.146 | 2.064 | 2.026 |

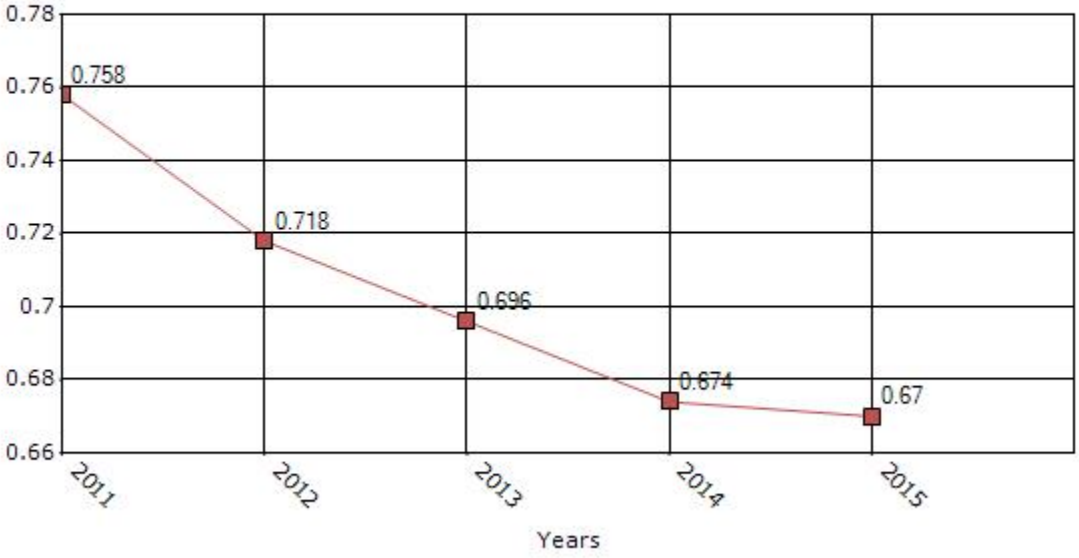
*Performance measure data is presented using a five-year rolling average.



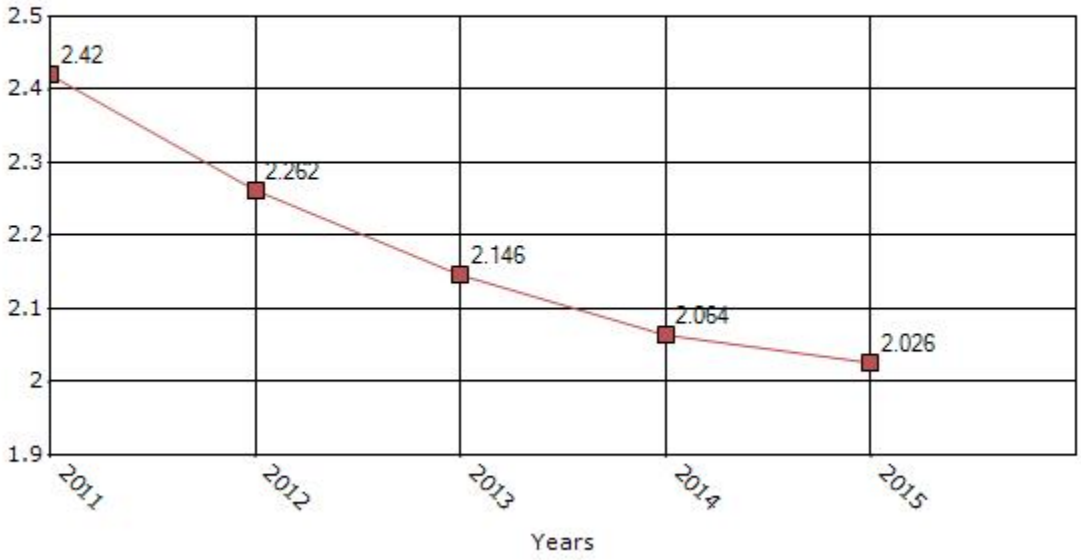
## Number of Serious Injuries for the Last Five Years
## 5-yr Average Measure Data




## Rate of Fatalities for the Last Five Years
## 5-yr Average Measure Data



## Rate of Serious Injuries for the Last Five Years
## 5-yr Average Measure Data

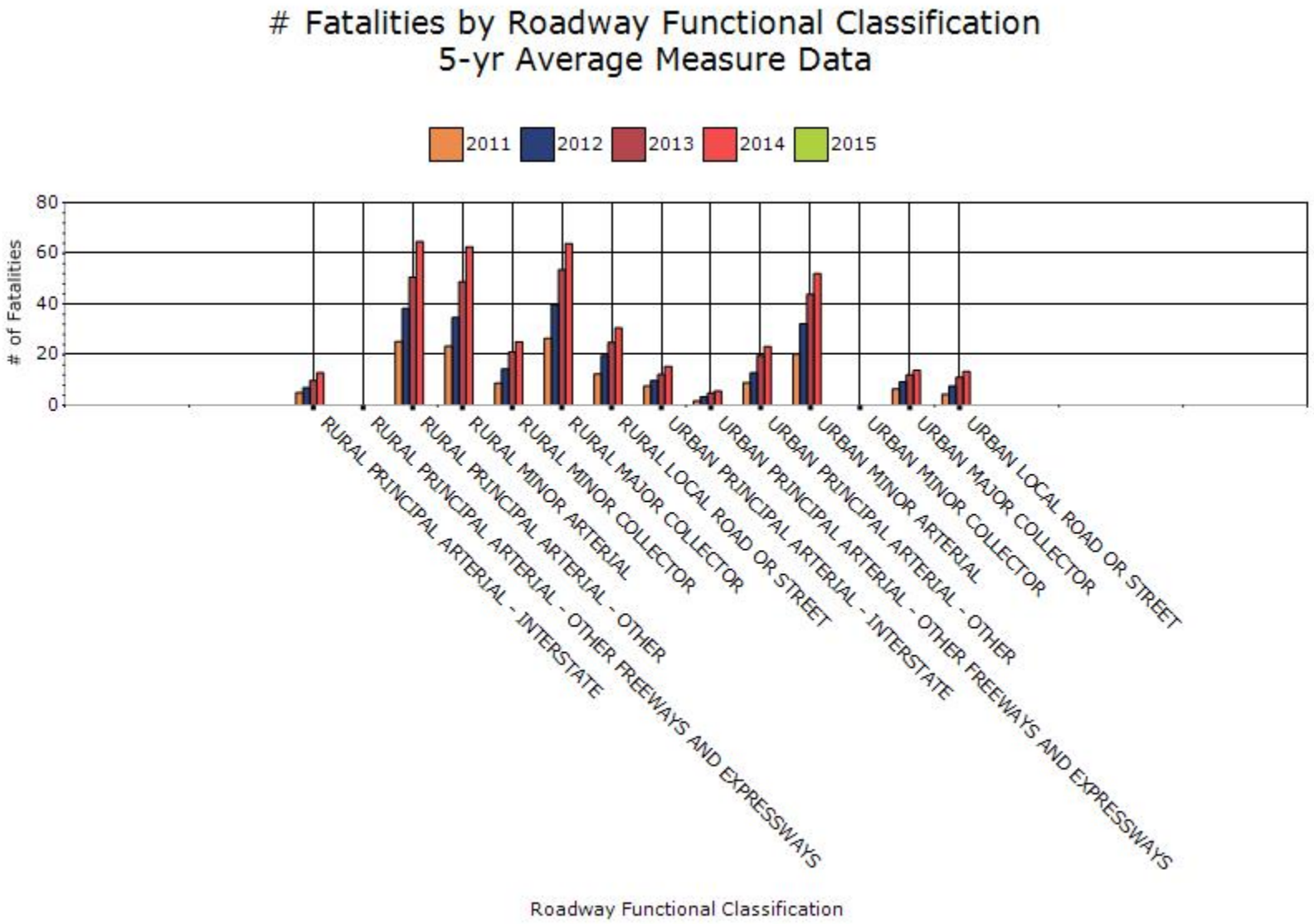


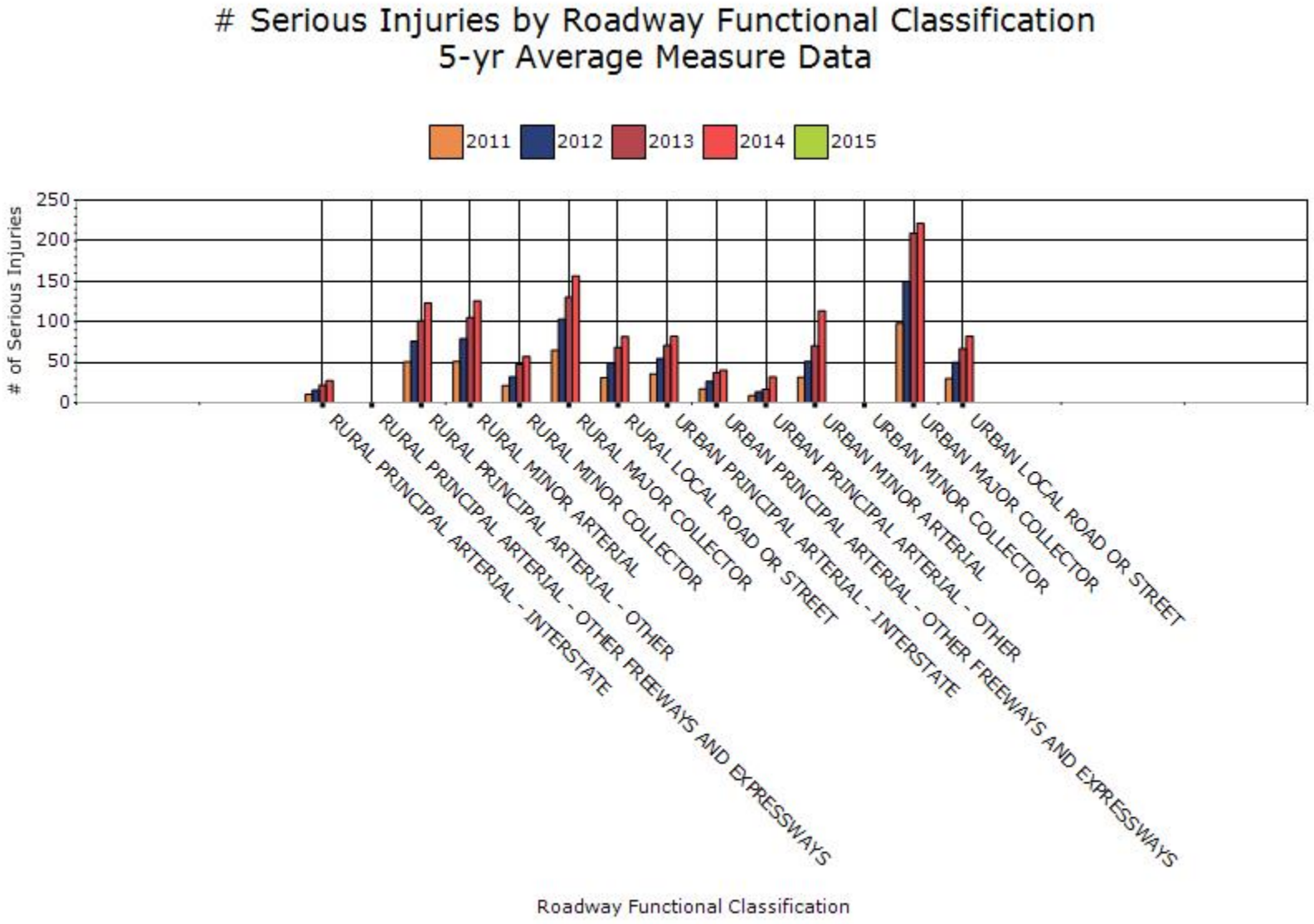
**To the maximum extent possible, present performance measure* data by functional classification and ownership.**

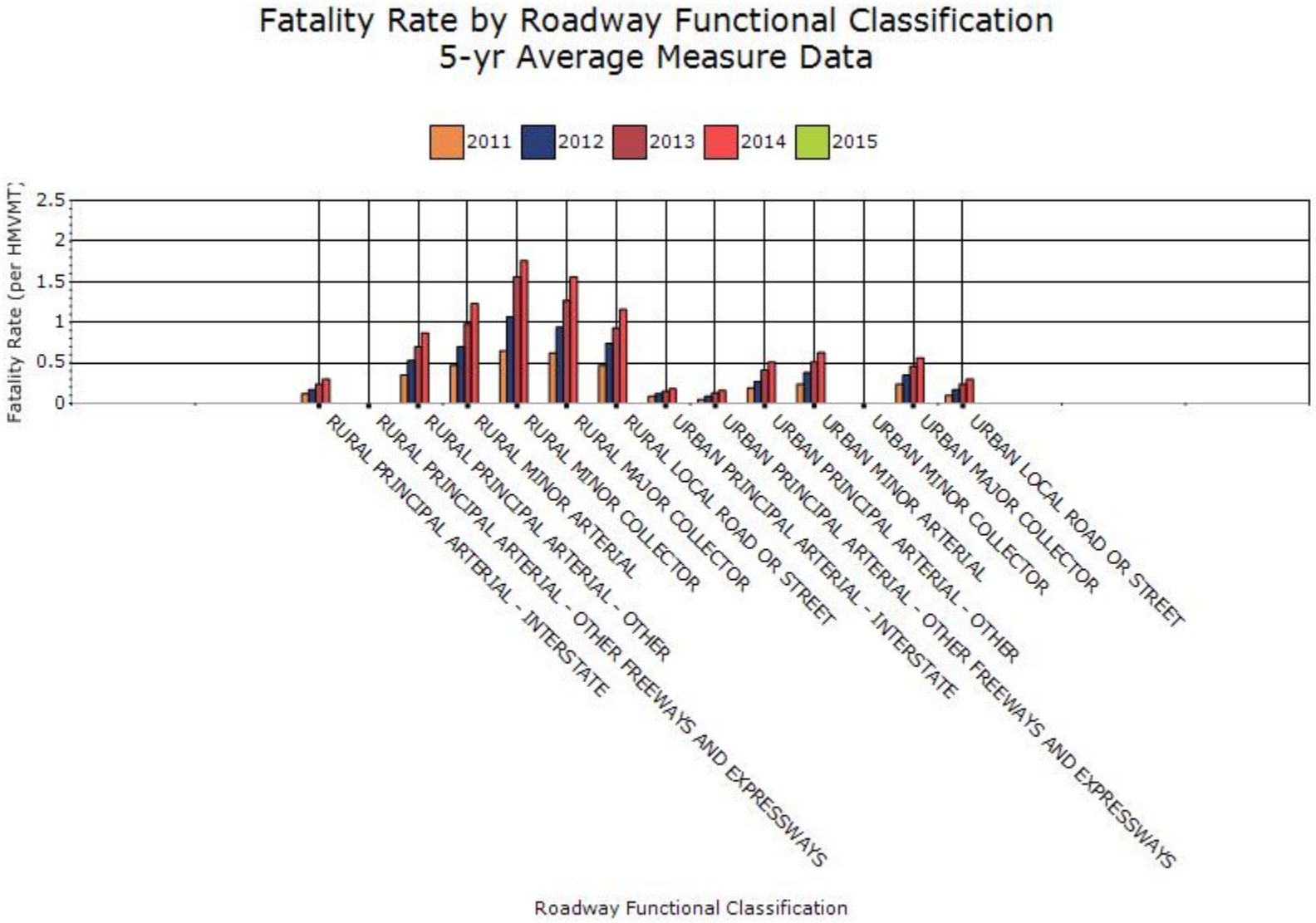
## Year - 2014

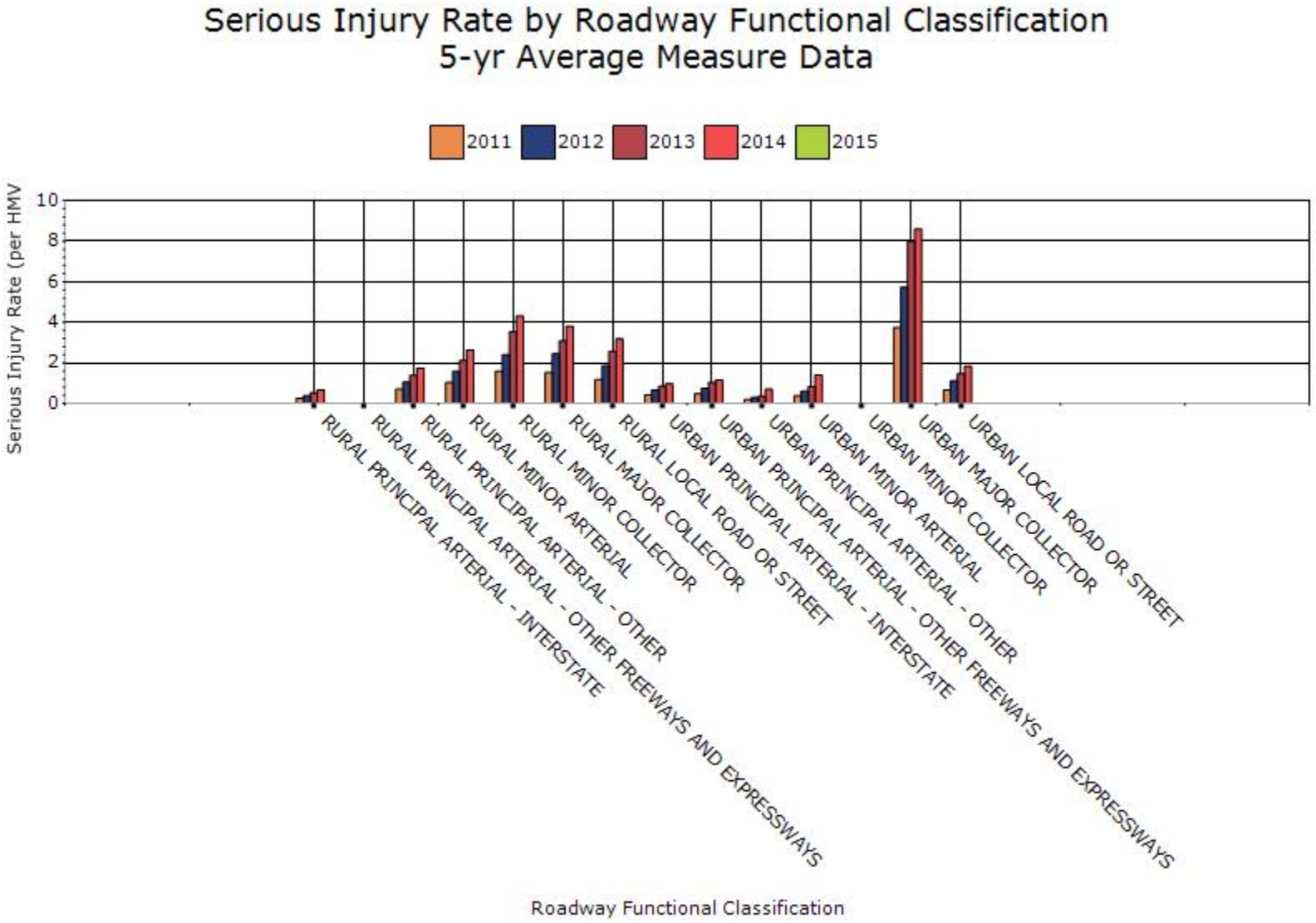
| Function Classification | Number of fatalities | Number of serious injuries | Fatality rate (per HMVMT) | Serious injury rate (per HMVMT) |
|---|---|---|---|---|
| **RURAL PRINCIPAL ARTERIAL - INTERSTATE** | 12.8 | 27.2 | 0.3 | 0.67 |
| **RURAL PRINCIPAL ARTERIAL - OTHER** | 64.6 | 123.2 | 0.87 | 1.73 |
| **RURAL MINOR ARTERIAL** | 62.6 | 126 | 1.23 | 2.63 |
| **RURAL MINOR COLLECTOR** | 25 | 57.2 | 1.76 | 4.31 |
| **RURAL MAJOR COLLECTOR** | 63.8 | 156.6 | 1.56 | 3.81 |
| **RURAL LOCAL ROAD OR STREET** | 30.6 | 81.6 | 1.16 | 3.18 |
| **URBAN PRINCIPAL ARTERIAL - INTERSTATE** | 15.4 | 82 | 0.18 | 0.97 |
| **URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS** | 5.6 | 40.4 | 0.16 | 1.15 |

| | | | | |
|---|---|---|---|---|
| **URBAN PRINCIPAL ARTERIAL - OTHER** | 23.2 | 31.8 | 0.51 | 0.7 |
| **URBAN MINOR ARTERIAL** | 52 | 113.6 | 0.63 | 1.4 |
| **URBAN MAJOR COLLECTOR** | 13.8 | 221.4 | 0.56 | 8.6 |
| **URBAN LOCAL ROAD OR STREET** | 13.4 | 82.2 | 0.3 | 1.83 |


# Fatalities by Roadway Functional Classification
5-yr Average Measure Data
2011
2012
2013
2014
2015
# of Fatalities
80
60
40
20
0
RURAL PRINCIPAL ARTERIAL - INTERSTATE
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
RURAL PRINCIPAL ARTERIAL - OTHER
RURAL MINOR ARTERIAL
RURAL MINOR COLLECTOR
RURAL MAJOR COLLECTOR
RURAL LOCAL ROAD OR STREET
URBAN PRINCIPAL ARTERIAL - INTERSTATE
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
URBAN PRINCIPAL ARTERIAL - OTHER
URBAN MINOR ARTERIAL
URBAN MINOR COLLECTOR
URBAN MAJOR COLLECTOR
URBAN LOCAL ROAD OR STREET
Roadway Functional Classification

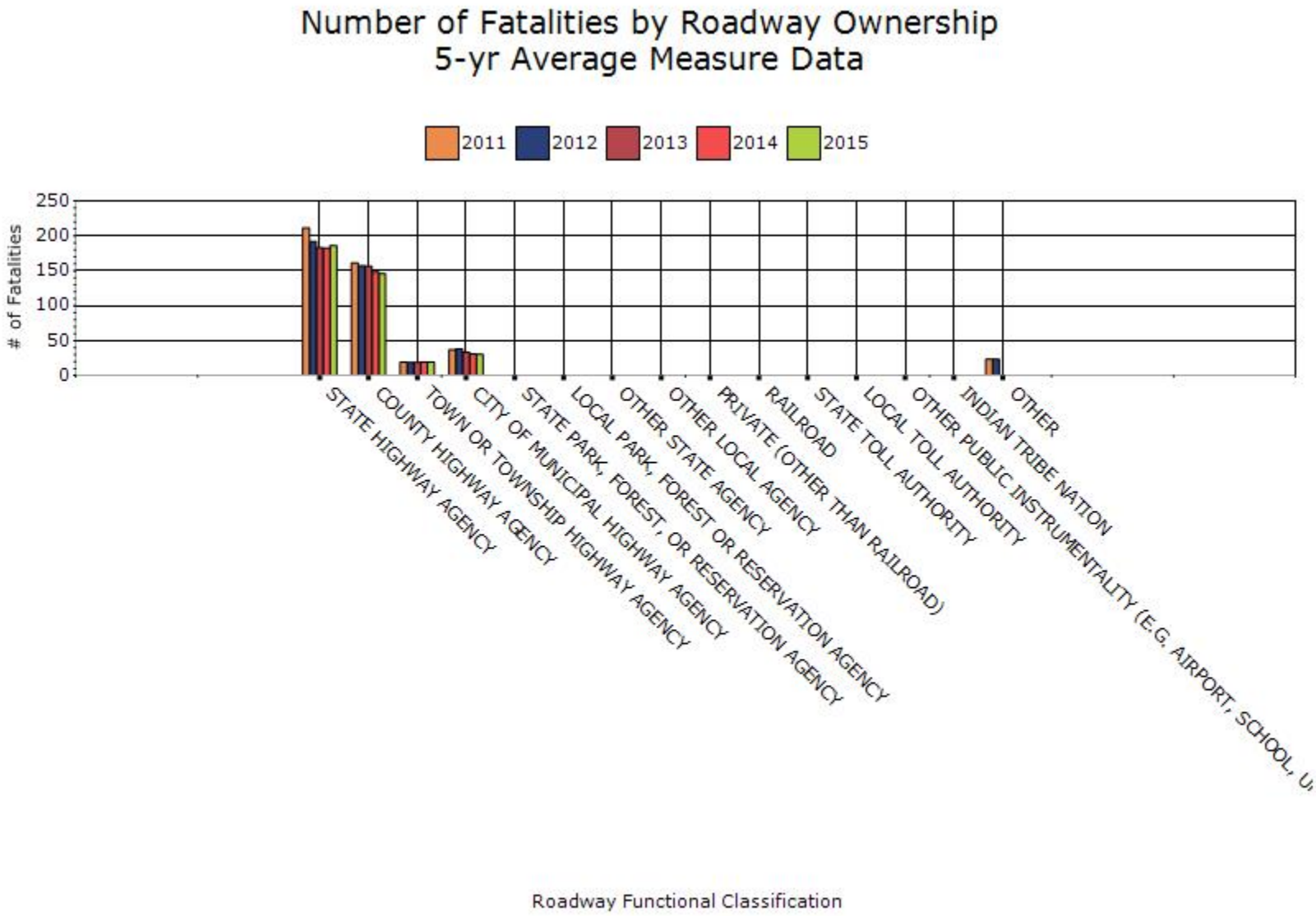

# Serious Injuries by Roadway Functional Classification
5-yr Average Measure Data
2011
2012
2013
2014
2015
# of Serious Injuries
250
200
150
100
50
0
RURAL PRINCIPAL ARTERIAL - INTERSTATE
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
RURAL PRINCIPAL ARTERIAL - OTHER
RURAL MINOR ARTERIAL
RURAL MINOR COLLECTOR
RURAL MAJOR COLLECTOR
RURAL LOCAL ROAD OR STREET
URBAN PRINCIPAL ARTERIAL - INTERSTATE
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
URBAN PRINCIPAL ARTERIAL - OTHER
URBAN MINOR ARTERIAL
URBAN MINOR COLLECTOR
URBAN MAJOR COLLECTOR
URBAN LOCAL ROAD OR STREET
Roadway Functional Classification

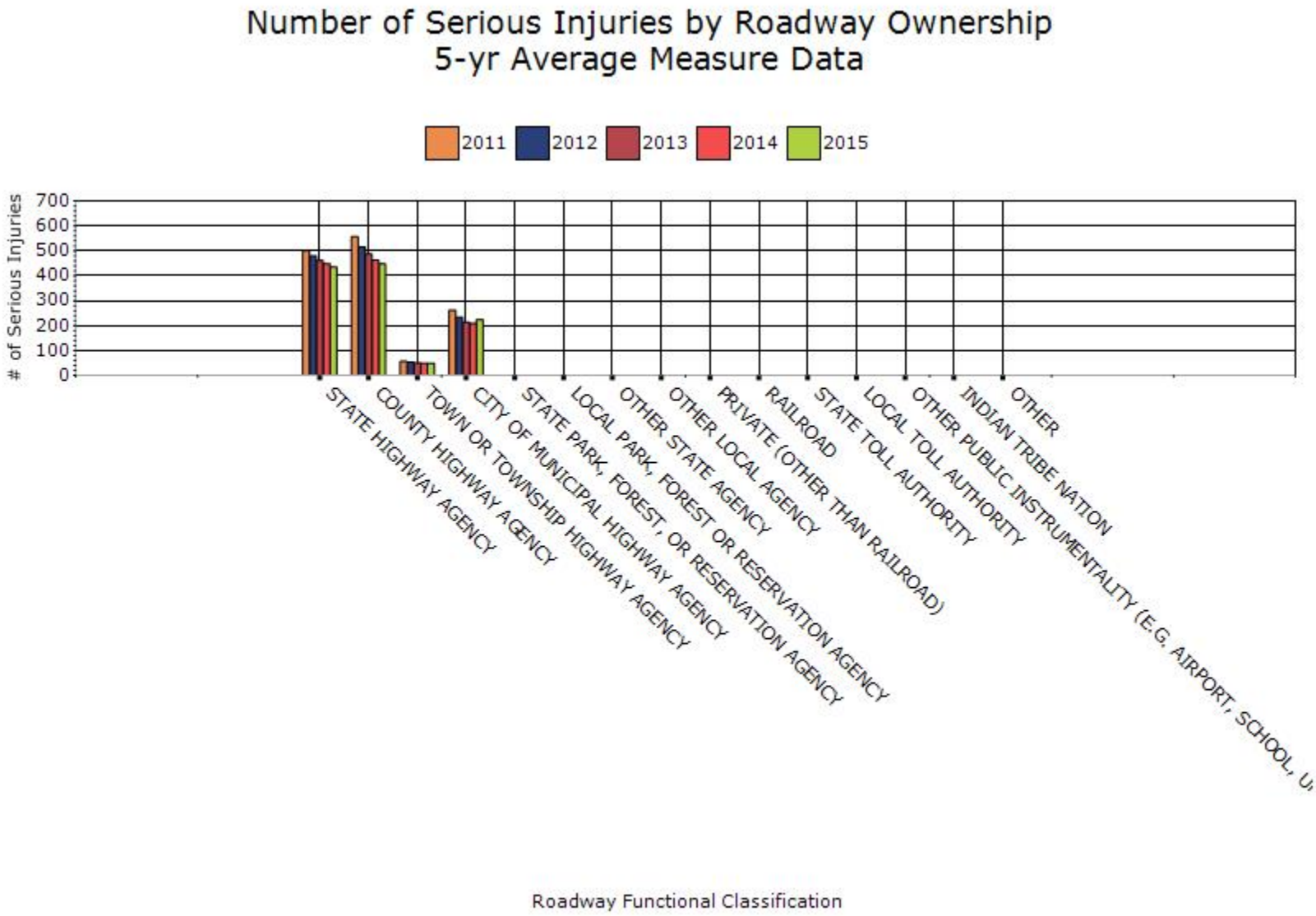

Fatality Rate by Roadway Functional Classification
5-yr Average Measure Data
2011
2012
2013
2014
2015
Fatality Rate (per HMVMT)
2.5
2
1.5
1
0.5
0
RURAL PRINCIPAL ARTERIAL - INTERSTATE
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
RURAL PRINCIPAL ARTERIAL - OTHER
RURAL MINOR ARTERIAL
RURAL MINOR COLLECTOR
RURAL MAJOR COLLECTOR
RURAL LOCAL ROAD OR STREET
URBAN PRINCIPAL ARTERIAL - INTERSTATE
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
URBAN PRINCIPAL ARTERIAL - OTHER
URBAN MINOR ARTERIAL
URBAN MINOR COLLECTOR
URBAN MAJOR COLLECTOR
URBAN LOCAL ROAD OR STREET
Roadway Functional Classification

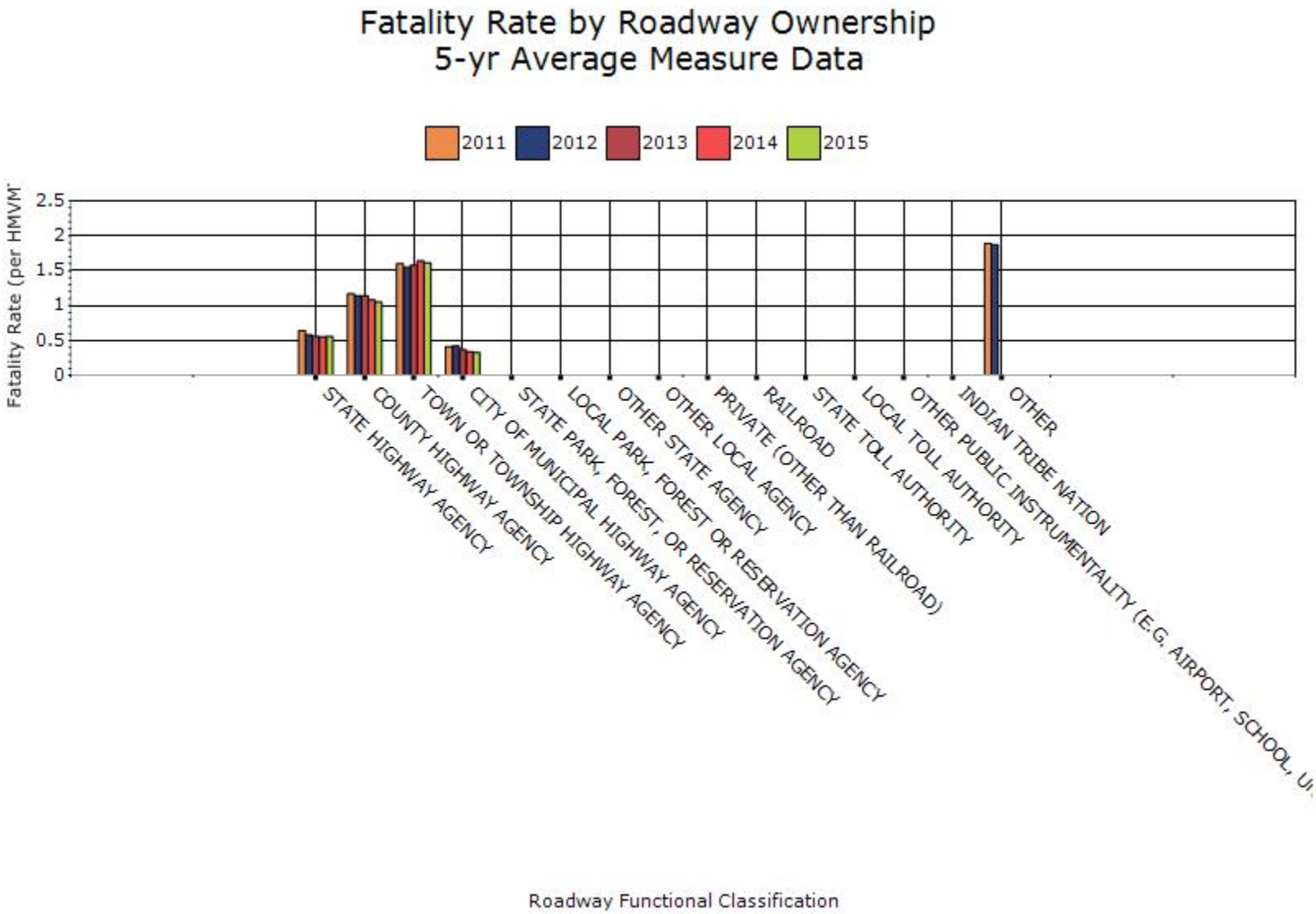

Serious Injury Rate by Roadway Functional Classification
5-yr Average Measure Data
2011
2012
2013
2014
2015
Serious Injury Rate (per HMV
10
8
6
4
2
0
RURAL PRINCIPAL ARTERIAL - INTERSTATE
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
RURAL PRINCIPAL ARTERIAL - OTHER
RURAL MINOR ARTERIAL
RURAL MINOR COLLECTOR
RURAL MAJOR COLLECTOR
RURAL LOCAL ROAD OR STREET
URBAN PRINCIPAL ARTERIAL - INTERSTATE
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
URBAN PRINCIPAL ARTERIAL - OTHER
URBAN MINOR ARTERIAL
URBAN MINOR COLLECTOR
URBAN MAJOR COLLECTOR
URBAN LOCAL ROAD OR STREET
Roadway Functional Classification

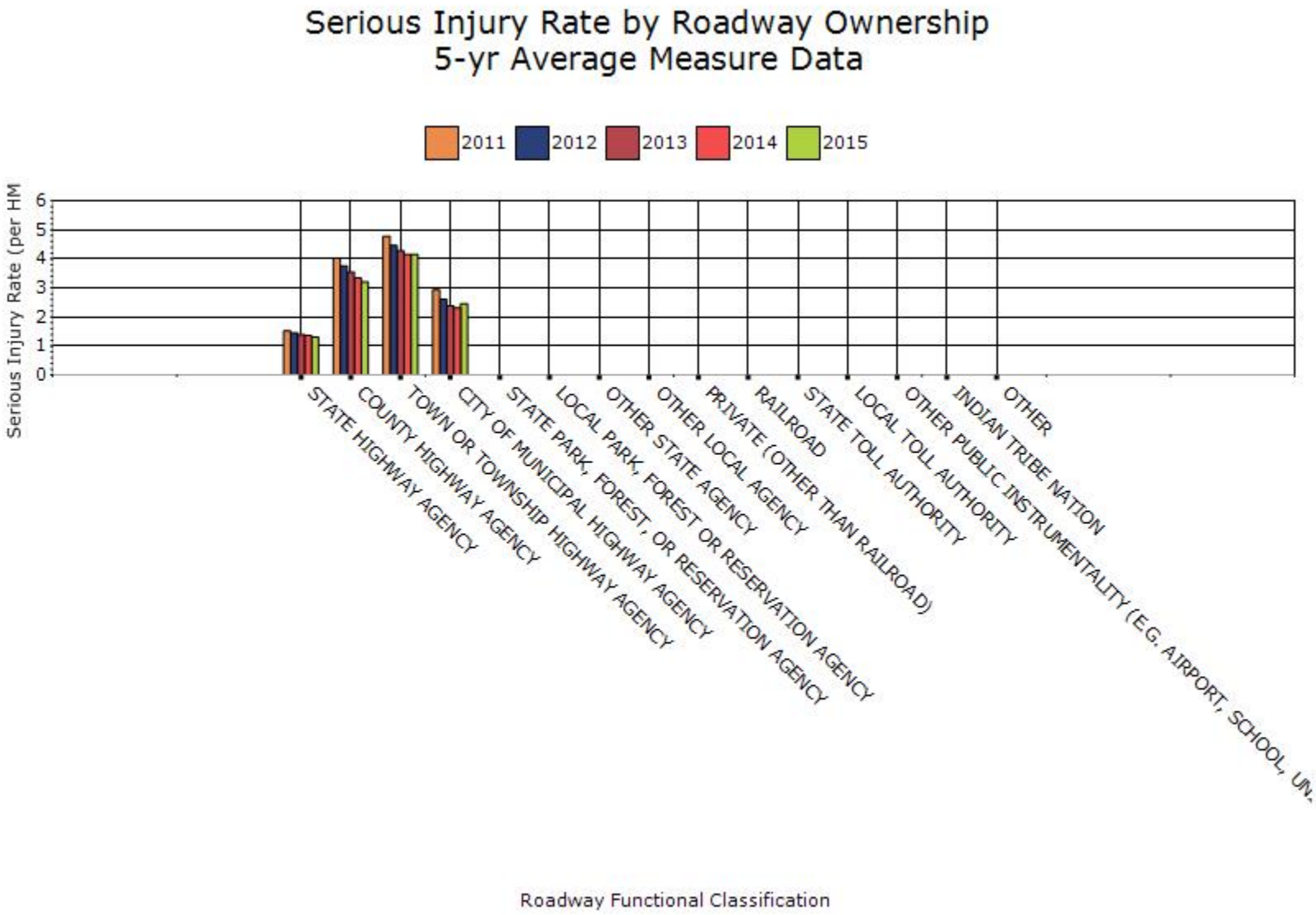
## Year - 2015

| Roadway Ownership | Number of fatalities | Number of serious injuries | Fatality rate (per HMVMT) | Serious injury rate (per HMVMT) |
|---|---|---|---|---|
| **STATE HIGHWAY AGENCY** | 186.2 | 435.4 | 0.56 | 1.31 |
| **COUNTY HIGHWAY AGENCY** | 146 | 447.8 | 1.05 | 3.21 |
| **TOWN OR TOWNSHIP HIGHWAY AGENCY** | 19 | 49.2 | 1.61 | 4.16 |
| **CITY OF MUNICIPAL HIGHWAY AGENCY** | 30.2 | 224.2 | 0.33 | 2.46 |


Number of Fatalities by Roadway Ownership
5-yr Average Measure Data
2011
2012
2013
2014
2015
# of Fatalities
250
200
150
100
50
0
STATE HIGHWAY AGENCY
COUNTY HIGHWAY AGENCY
TOWN OR TOWNSHIP HIGHWAY AGENCY
CITY OF MUNICIPAL HIGHWAY AGENCY
STATE PARK, FOREST, OR RESERVATION AGENCY
LOCAL PARK, FOREST OR RESERVATION AGENCY
OTHER STATE AGENCY
OTHER LOCAL AGENCY
PRIVATE (OTHER THAN RAILROAD)
RAILROAD
STATE TOLL AUTHORITY
LOCAL TOLL AUTHORITY
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL, U
INDIAN TRIBE NATION
OTHER
Roadway Functional Classification


Number of Serious Injuries by Roadway Ownership
5-yr Average Measure Data
2011
2012
2013
2014
2015
# of Serious Injuries
700
600
500
400
300
200
100
0
STATE HIGHWAY AGENCY
COUNTY HIGHWAY AGENCY
TOWN OR TOWNSHIP HIGHWAY AGENCY
CITY OF MUNICIPAL HIGHWAY AGENCY
STATE PARK, FOREST, OR RESERVATION AGENCY
LOCAL PARK, FOREST OR RESERVATION AGENCY
OTHER STATE AGENCY
OTHER LOCAL AGENCY
PRIVATE (OTHER THAN RAILROAD)
RAILROAD
STATE TOLL AUTHORITY
LOCAL TOLL AUTHORITY
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL, U
INDIAN TRIBE NATION
OTHER
Roadway Functional Classification


Fatality Rate by Roadway Ownership
5-yr Average Measure Data
2011
2012
2013
2014
2015
Fatality Rate (per HMVM
2.5
2
1.5
1
0.5
0
STATE HIGHWAY AGENCY
COUNTY HIGHWAY AGENCY
TOWN OR TOWNSHIP HIGHWAY AGENCY
CITY OF MUNICIPAL HIGHWAY AGENCY
STATE PARK, FOREST, OR RESERVATION AGENCY
LOCAL PARK, FOREST OR RESERVATION AGENCY
OTHER STATE AGENCY
OTHER LOCAL AGENCY
PRIVATE (OTHER THAN RAILROAD)
RAILROAD
STATE TOLL AUTHORITY
LOCAL TOLL AUTHORITY
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL, U
INDIAN TRIBE NATION
OTHER
Roadway Functional Classification


Serious Injury Rate by Roadway Ownership
5-yr Average Measure Data
2011
2012
2013
2014
2015
Serious Injury Rate (per HM
0
1
2
3
4
5
6
STATE HIGHWAY AGENCY
COUNTY HIGHWAY AGENCY
TOWN OR TOWNSHIP HIGHWAY AGENCY
CITY OF MUNICIPAL HIGHWAY AGENCY
STATE PARK, FOREST, OR RESERVATION AGENCY
LOCAL PARK, FOREST OR RESERVATION AGENCY
OTHER STATE AGENCY
OTHER LOCAL AGENCY
PRIVATE (OTHER THAN RAILROAD)
RAILROAD
STATE TOLL AUTHORITY
LOCAL TOLL AUTHORITY
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL, UN.
INDIAN TRIBE NATION
OTHER
Roadway Functional Classification

**Describe any other aspects of the general highway safety trends on which you would like to elaborate**.

In 2015, Minnesota experienced a total of 411 traffic fatalities: that is 50 more lives lost than last year. This is the highest number of fatalities since 2010, with 411 as well. The VMT based fatality rate for 2015 is 0.70, among the lowest in the nation. This increase may signal a "leveling off" of Minnesota's previous success: we will be considering how to continue to drive down traffic deaths beyond the initial "low hanging fruit" strategies.

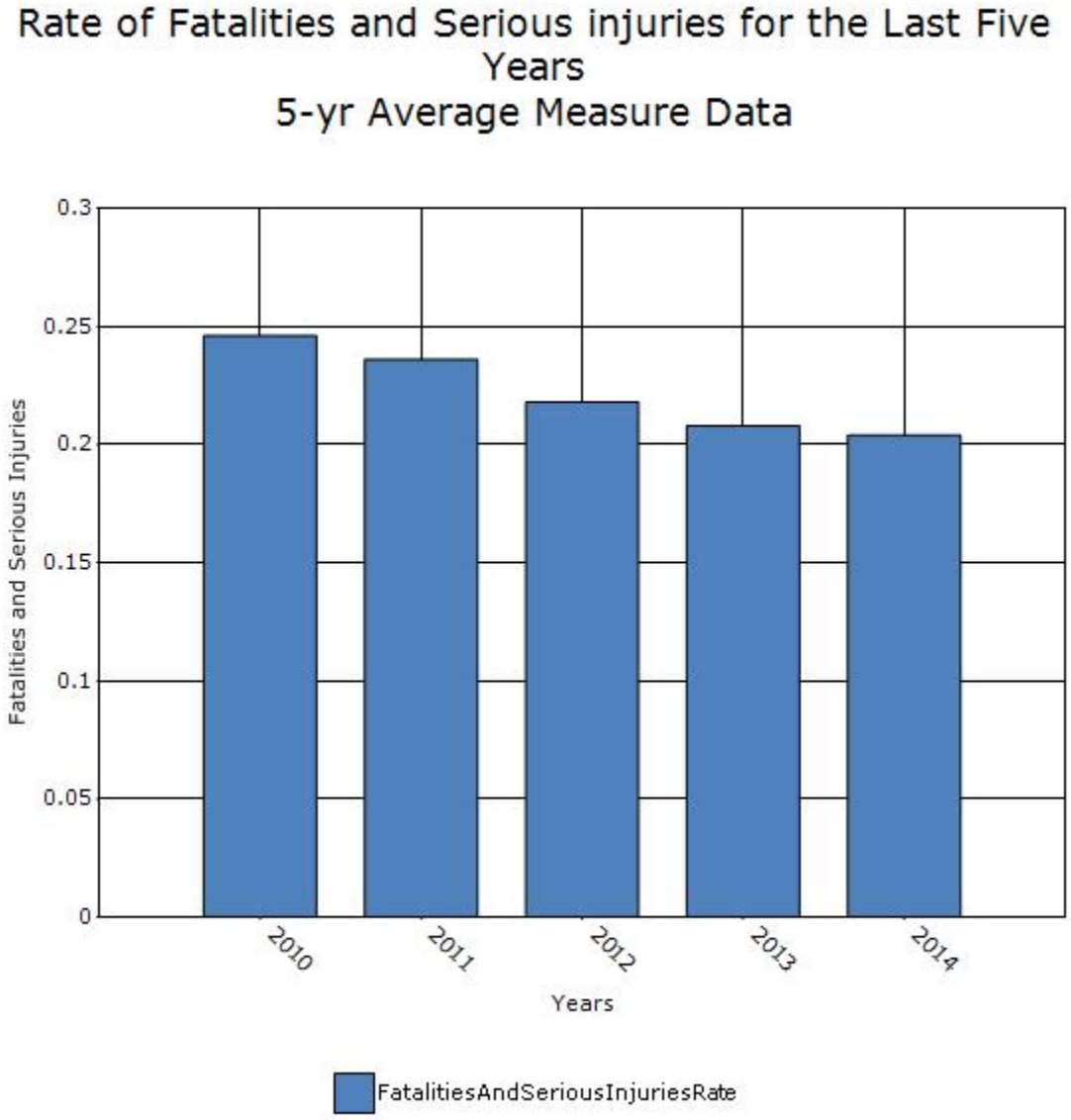
## Application of Special Rules

**Present the rate of traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65**.

| **Older Driver**<br><br>**Performance Measures** | **2010** | **2011** | **2012** | **2013** | **2014** |
|---|---|---|---|---|---|
| **Fatality rate (per capita)** | 0.098 | 0.096 | 1.67 | 1.666 | 1.662 |
| **Serious injury rate (per capita)** | 0.146 | 0.14 | 0.132 | 0.126 | 0.126 |
| **Fatality and serious injury rate (per capita)** | 0.246 | 0.236 | 0.218 | 0.208 | 0.204 |

*Performance measure data is presented using a five-year rolling average.

See also attached Excel file with formulas and graphs.




Using revised Older User Guidance (May 19, 2016)

**Does the older driver special rule apply to your state?**

No

## Assessment of the Effectiveness of the Improvements (Program Evaluation)

**What indicators of success can you use to demonstrate effectiveness and success in the Highway Safety Improvement Program?**

Other-Minnesota is tracking the number of HSIP projects as an indicator of success. Each set of countermeasures will be studied for their effectiveness at reducing fatal and serious injury crashes. To date, large scale studies of 6-inch edgelines, reduced conflict interesections, and acceleration lanes are been studied. As more years of data are collected, Minnesota will conduct more studies.

**What significant programmatic changes have occurred since the last reporting period?**

Organizational Changes
Other-Revised Minnesota district safety plans.
Other-update Crash Records System

**Briefly describe significant program changes that have occurred since the last reporting period**.

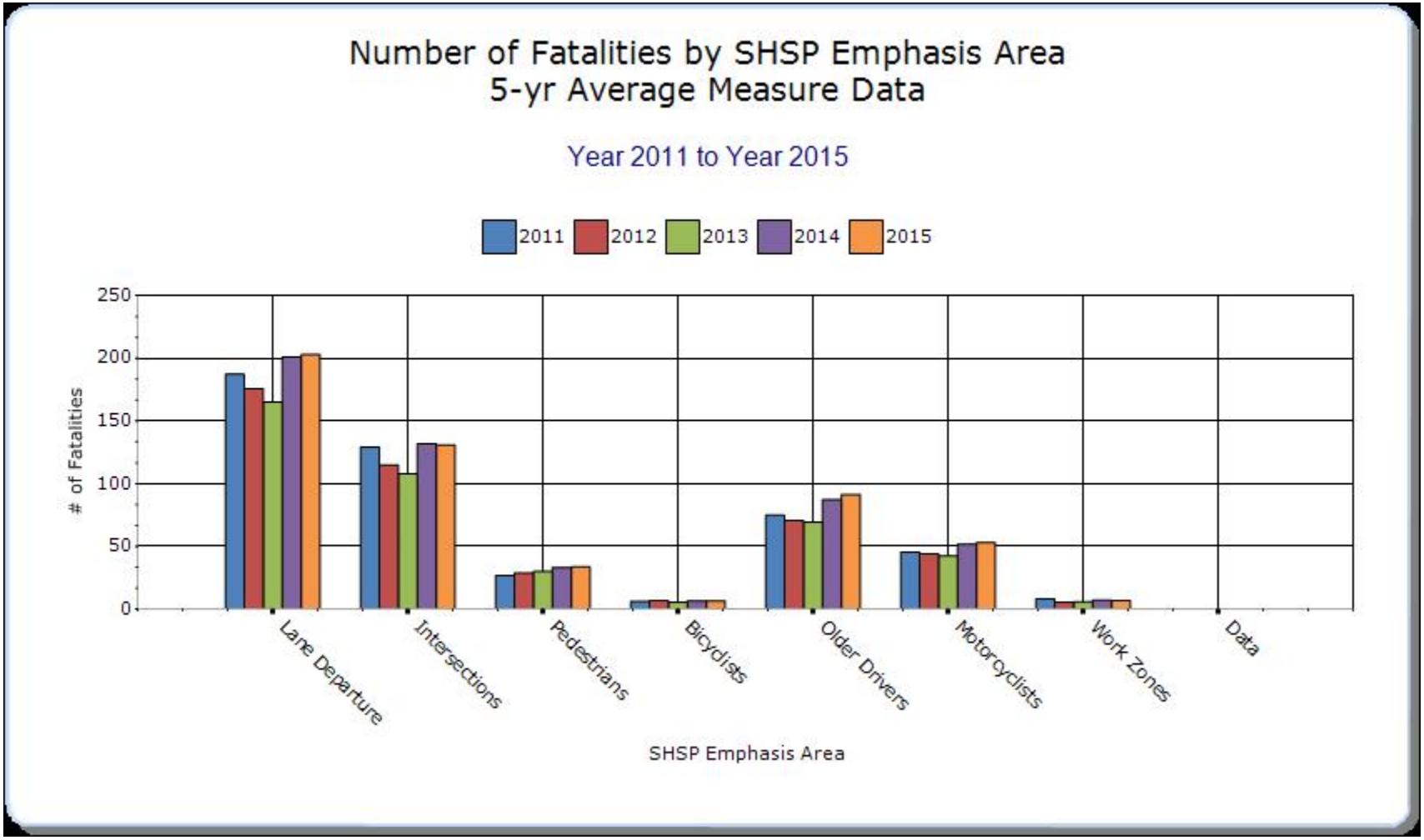
New office director for the Office of Traffic, Safety & Technology. District safety plans are now complete and ready for use in solicitation of HSIP funding. In conjunction with TRCC and Department of Public Safety, MnDOT committed a substantial investment in time and resources outside of HSIP to update the crash records reporting system. The partnership will provide improved data quality and help identify, program, and evaluate HSIP projects going forward.

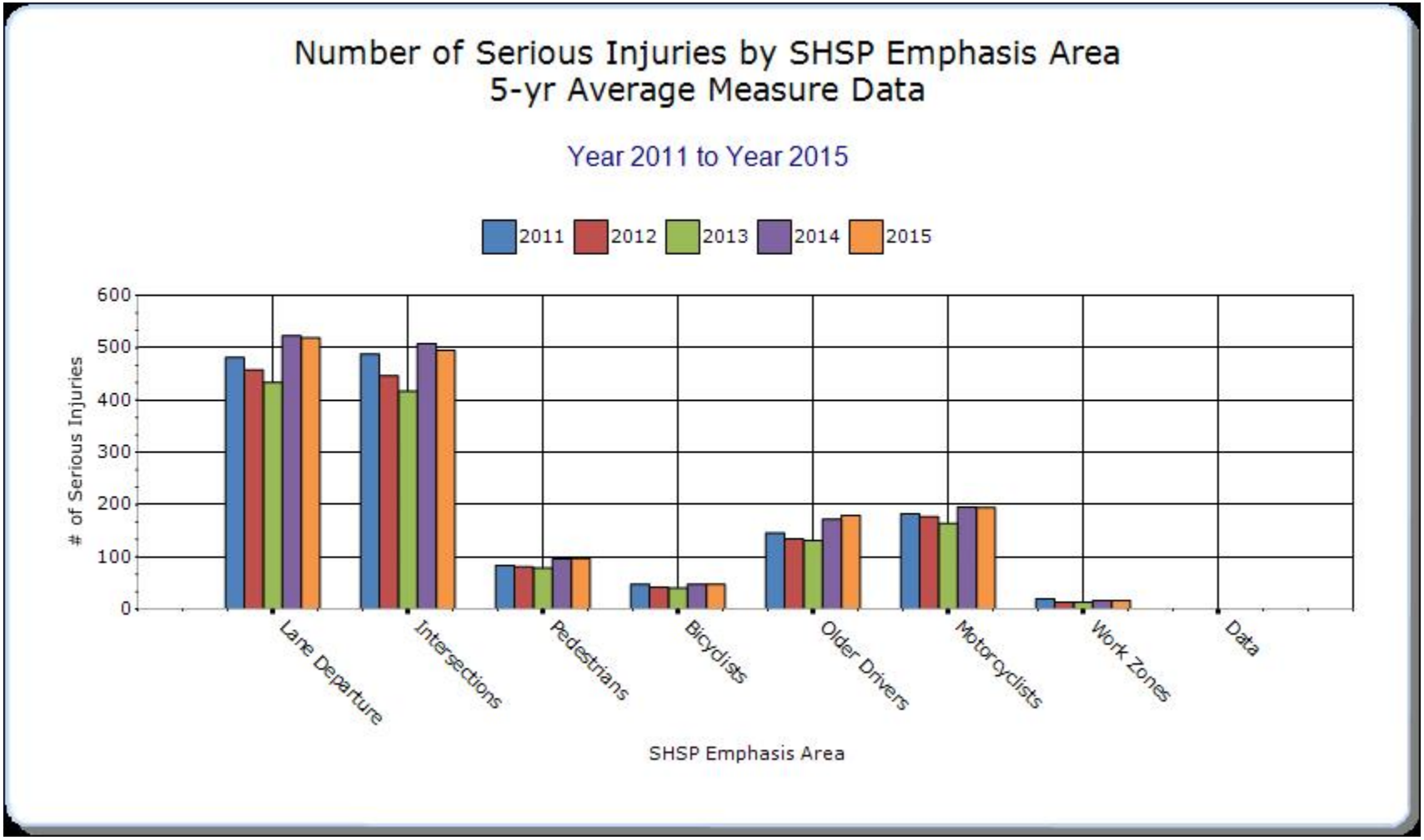
## SHSP Emphasis Areas

**For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.**

**Year - 2015**

| HSIP-related SHSP Emphasis Areas | Target Crash Type | Number of fatalities | Number of serious injuries | Fatality rate (per HMVMT) | Serious injury rate (per HMVMT) | Other-1 | Other-2 | Other-3 |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |
| **Lane Departure** | | 202.8 | 519.4 | | | | | |
| **Intersections** | | 130.8 | 495 | | | | | |
| **Pedestrians** | | 33.6 | 97.2 | | | | | |
| **Bicyclists** | | 6.6 | 47.4 | | | | | |
| **Older Drivers** | | 91.4 | 179.4 | | | | | |
| **Motorcyclists** | | 53 | 194.4 | | | | | |
| **Work Zones** | | 6.8 | 16.6 | | | | | |


Number of Fatalities by SHSP Emphasis Area
5-yr Average Measure Data
Year 2011 to Year 2015
2011
2012
2013
2014
2015
250
200
150
100
50
0
# of Fatalities
Lane Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area




## Groups of similar project types

**Present the overall effectiveness of groups of similar types of projects.**

| HSIP Sub-program Types | Target Crash Type | Number of fatalities | Number of serious injuries | Fatality rate (per HMVMT) | Serious injury rate (per HMVMT) | Other-1 | Other-2 | Other-3 |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |
| **SKIP** | Unknown. | | | | | | | |

## Systemic Treatments

**Present the overall effectiveness of systemic treatments.**

| Systemic improvement | Target Crash Type | Number of fatalities | Number of serious injuries | Fatality rate (per HMVMT) | Serious injury rate (per HMVMT) | Other-1 | Other-2 | Other-3 |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |
| **SKIP** | Changes to databases (linear referencing system, crash reporting) has made tracking these metrics suspect at this time. | | | | | | | |

**Describe any other aspects of the overall Highway Safety Improvement Program effectiveness on which you would like to elaborate**.

Minnesota is trying to balance out our investment between prevention and reduction. Projects focusing on prevention tend to be low-cost systemic projects touching a large number of miles with our HSIP dollars. Local HSIP projects in rural areas tend to fall under the prevention category. Reduction refers to the high crash locations that focus more dollars on fewer miles. Projects in the Metro area tend to be in the reduction category. These urban projects can balloon as associated improvements, e.g. ADA revisions and retiming, can be expensive.

## Project Evaluation

**Provide project evaluation data for completed projects (optional).**

| Location | Functional Class | Improvement Category | Improvement Type | Bef-Fatal | Bef-Serious Injury | Bef-All Injuries | Bef-PDO | Bef-Total | Aft-Fatal | Aft-Serious Injury | Aft-All Injuries | Aft-PDO | Aft-Total | Evaluation Results (Benefit/ Cost Ratio) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Various Reduced Conflict Intersections (RCIs)** | | Intersection traffic control | Intersection traffic control - other | 4 | 2 | 31 | 22 | 59 | | | 15 | 30 | 45 | 1.20 |

MnDOT is revising our process for working with local agencies after a project has been funded. The previous process did not include a consistent feedback loop on reporting when a project is finished. We have developed a database for tracking installation and begun in 2016 outreach to our partners. As the database is populated, we will be able to consistently and efficiently evaluate similar projects on an annual basis.

An evaluation of auxiliary buffer lanes at interchanges was conducted. Comparison was treatment sites to similar control sites.
Fatal Crashes: 0 treatment | 0 control
Serious Injury Crashes: 0 treatment | 4 control
Total Crashes: 877 treatment | 2,186 control
Crash Rate: 0.87 treatment | 1.42 control

Evaluation at MnDOT has expanded to include non-infrastructure strategies. The SHSP highlights "Improving Traffic Safety Culture" as a priority focus area for Minnesota. In 2015, a report on Measuring Minnesota Traffic Culture was published that creates a baseline metric for future analysis. In this initial report, new analysis of networks highlights the importance of facilitating a highly connected coalition for TZD.

A similar study evaluating connections in the Towards Zero Deaths regions resulted in a survey for further analysis. Beta tests of the survey were successful; however, dissemination will require a longer timeframe than initially planned.

MnDOT has evaluated locations for risk factors. In 2015, a study of motorcycle crashes (attached) explored identification of these factors and potential systemic solutions. Interestingly, shallow rather than sharp curves were found to have a higher risk for fatal and serious injury motorcycle crashes. Over 51% of fatal and serious injury motorcycle crashes occurred in areas with populations below 5,000. When crashes involved more than one vehicle, the most salient combination was motorcyclist travelling straight while vehicle turning left. Outreach to motorcycle groups confirmed findings and supplied strategies for implementation.

A similar systemic evaluation of sinusoidal rumble strips ("mumble strips") was published on risk factors, guidance, and acceptability.

MnDOT now publishes traffic safety reports on our external website at www.mndot.gov/trafficeng/safety/reportspubl.html

# Optional Attachments

| Sections | Files Attached |
| --- | --- |
| **Program Structure: Program Administration** | HSIP Distribution.xlsx |
| Progress in Achieving Safety Performance Targets: Application of Special Rules | Older Driver Metric (New Guidance).xlsm |

# Glossary

**5 year rolling average** means the average of five individual, consecutive annual points of data (e.g. annual fatality rate).
**Emphasis area** means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.
**Highway safety improvement project** means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.
**HMVMT** means hundred million vehicle miles traveled.
**Non-infrastructure projects** are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.
**Older driver special rule** applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.
**Performance measure** means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.
**Programmed funds** mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.
**Roadway Functional Classification** means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.
**Strategic Highway Safety Plan (SHSP)** means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.
**Systematic** refers to an approach where an agency deploys countermeasures at all locations across a system.
**Systemic safety improvement** means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.
**Transfer** means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.