



Overview of the Highway Safety Improvement Program (HSIP)

Safe Routes to School National Partnership
August 1, 2013



U.S. Department of Transportation
Federal Highway Administration



Safe Roads for a Safer Future
Investment in roadway safety saves lives

<http://safety.fhwa.dot.gov>

HSIP History

TEA-21

Section 152 (Hazard Elimination Program) was a 10% set-aside from the STP
\$625 Million per year

SAFETEA-LU

Established the HSIP as a core federal-aid program
\$1.3 Billion per year

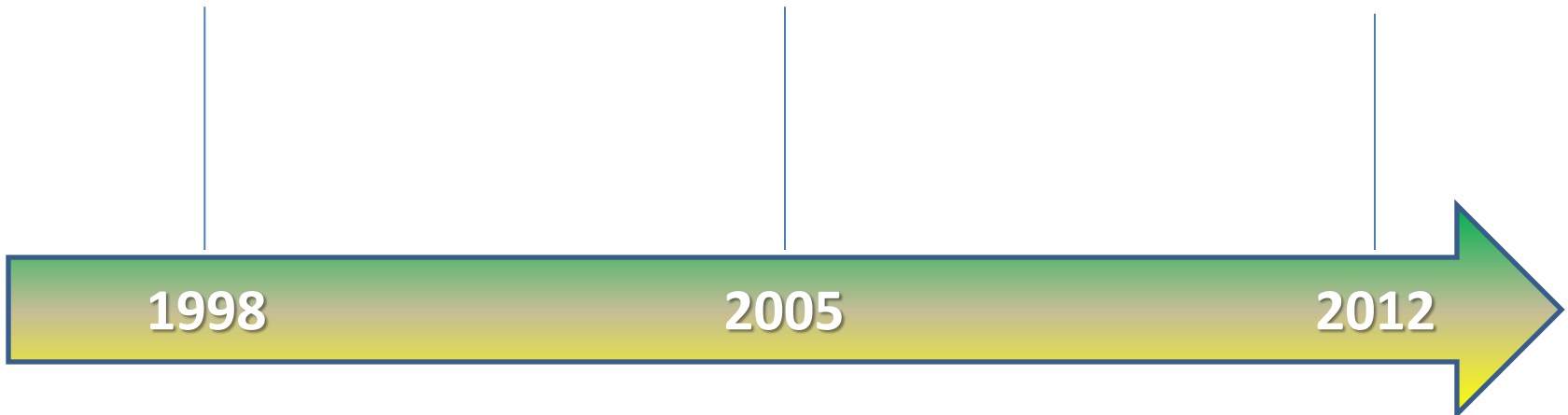
MAP-21

Continues the HSIP as a core federal-aid program with nearly double the funds
\$2.4 Billion per year

1998

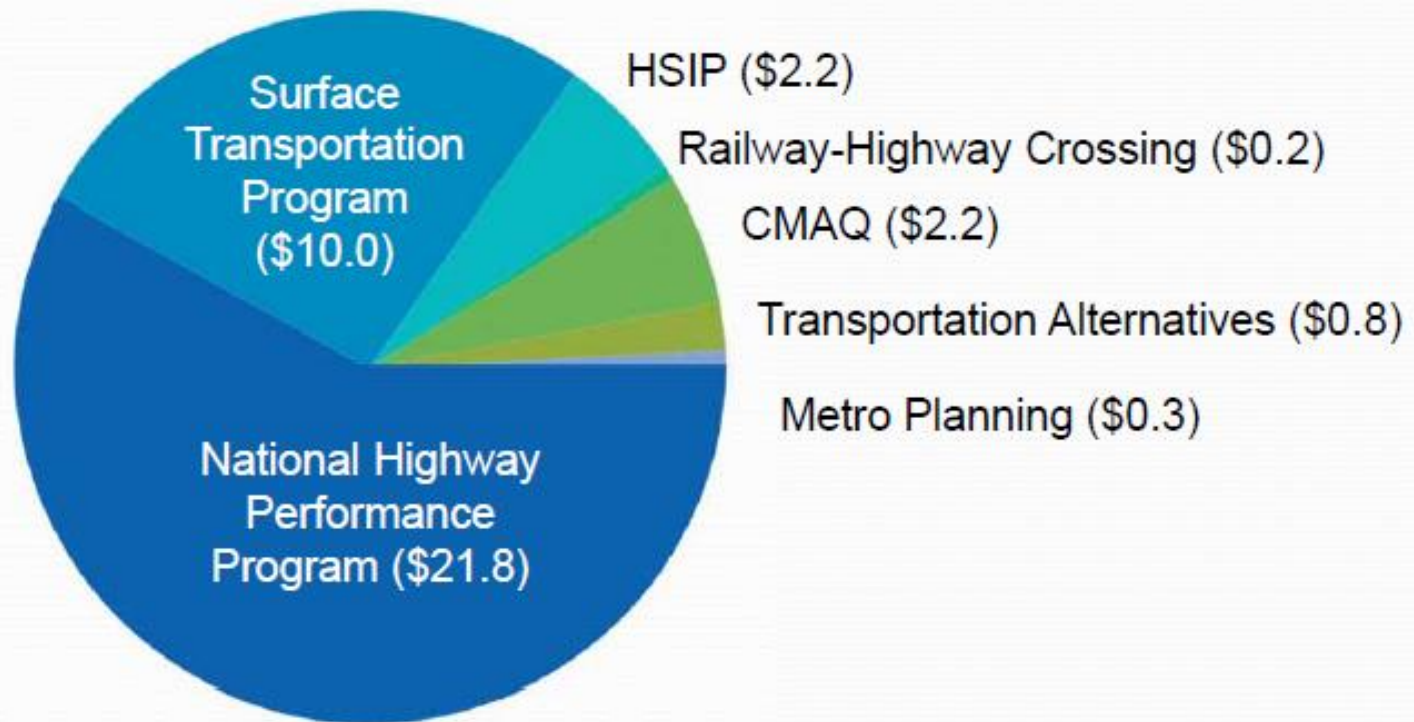
2005

2012



MAP-21 Funding

\$37.7 billion/year in formula funding



HSIP Apportionments (FY 2013)

1. California \$197.0 Million

10. Virginia \$59.9 Million

20. Kentucky \$40.1 Million

30. Oregon \$29.3 Million

40. Idaho \$16.6 Million

50. New Hampshire \$9.2 Million

Each State's Apportionment can be found at:

<http://www.fhwa.dot.gov/legsregs/directives/notices/n4510761/n4510761t1.htm>

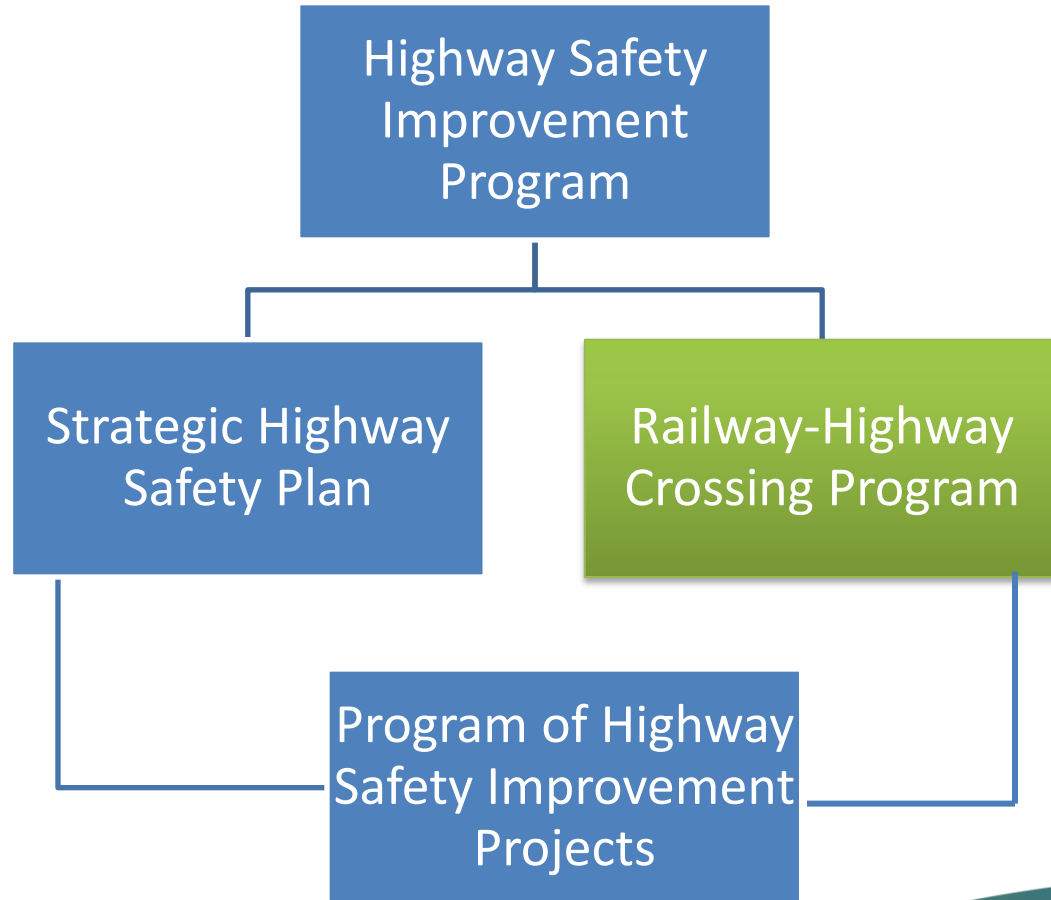
Highway Safety Improvement Program

Purpose:

Reduce fatalities and serious injuries on ALL public roads

- Strategic safety planning
- Federally-funded, state administered
- Data-driven roadway safety management process
- Highway safety improvement projects

Relationship of HSIP Programs



Strategic Highway Safety Plans (SHSPs)

A State's comprehensive transportation safety plan, based on safety data and developed after consultation with a broad range of safety stakeholders

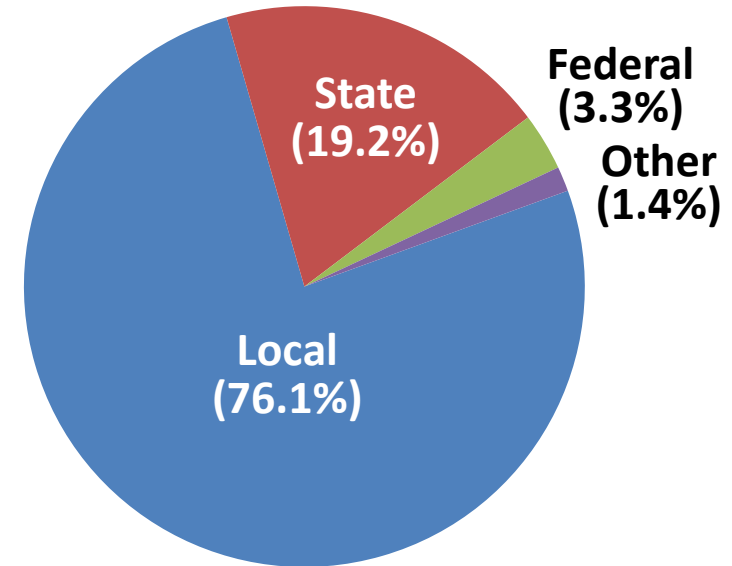
- Establishes a common vision, mission and goals to save lives on all public roads
- Developed in collaboration with a broad range of stakeholders
- Identifies a State's key transportation safety needs
- Prioritizes strategies with the greatest potential to reduce fatalities and serious injuries
- Establishes measurable performance goals and objectives
- Guides investment decisions
- MAP-21 now requires States to regularly update and evaluate their SHSP

Roadway Ownership

Why is it important to include all stakeholders in the SHSP process?

- Approximately 75% of the roadways are locally-owned and maintained (not on the State highway system)
- Varies greatly State to State
- To find out statistics in your State you can see the 2011 information from FHWA's Highway Statistics web page:

Roadway Ownership - 2011



<http://www.fhwa.dot.gov/policyinformation/statistics/2011/hm10.cfm>

Strategic Highway Safety Plans (SHSPs)

- **Outlines the overall goals and strategies (not specific projects)**
- **Developed by a State**
- **Signed by the Governor**
- **Approved by the FHWA Division Office in that State**
- **To get involved contact the State DOT in your State!**

What is the SHSP in your State? You can find that here:

http://safety.fhwa.dot.gov/hsip/shsp/state_links.cfm

FHWA Manager for the SHSPs is Jennifer Warren

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Highway Safety Improvement Projects

Under 23 CFR 924.3, a Highway Safety Improvement Project is defined as:

Strategies, activities, and projects on a public road that are consistent with the strategies in the State strategic highway safety plan and

- correct or improve a hazardous road location or feature; or
- address a highway safety problem

Each State DOT has their own method for selecting locally-administered projects

Highway Safety Improvement Projects

The projects include but are not limited to the 22 items in the example list. Note they include:

5) An improvement for pedestrian or bicyclist safety or for the safety of persons with disabilities

19) Installation and maintenance of signs
(including fluorescent yellow-green signs)
at pedestrian-bicycle crossings and in school zones.



HSIP Project Eligibility

Addresses an SHSP Priority

Identified through a data-driven process

Targets an identified safety issue

Reduces fatalities and serious injuries

Highway Safety Improvement Program

Project Eligibility

The Focus is Results!

In 2009, motor vehicle fatalities reached levels not seen since 1950. Can all of this decline be attributed to the economic downturn leading to less roadway travel? The numbers say "no." Vehicle miles traveled (VMT) have declined much less than the decrease in fatalities, giving credence to the fact the increased focus on and commitment to safety is paying off. Legislation in 23 USC 148 and advances in the science of safety have ushered in a different approach for states, regions, and localities to address safety issues and challenges, and the difference is clear.

By requiring the states to develop and implement Strategic Highway Safety Plans (SHSP) as part of the Highway Safety Improvement Program (HSIP), HSIPs became part of a broader vision involving multiple stakeholders and integrating into the planning process. The clear purpose is to achieve significant reductions in traffic fatalities and serious injuries on all public roads. The new approach provides direction for achieving the purpose.

A formula apportions HSIP funds to state departments of transportation (DOT) to administer, but any public road or pathway, including those owned by local governments, can benefit. The objective is to target resources where they will be most effective, which means the focus is results.

Eligibility Criteria

All transportation projects should include an explicit consideration of safety and can be funded through a variety of Federal and state sources. To most effectively and efficiently apply limited HSIP funds, use the criteria below.

- Project addresses priorities in the state's SHSP.

Through collaboration with safety partners, the SHSP process identifies statewide emphasis areas with the greatest potential for reducing fatalities and serious injuries. Linking the HSIP with the SHSP ensures HSIP projects address priorities identified through the broader statewide strategic approach. For example, many SHSPs include a roadway departure emphasis area addressed using HSIP funds to implement low-cost safety improvements.

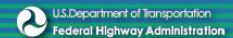
- Project or countermeasure selection is based on a data-driven process.

Data is the driving force in the decision-making process. With good data and analytic tools, states are able to identify systemic or site-specific safety problems, select and prioritize countermeasures, and evaluate impact on reducing fatalities and serious injuries.

- The selected countermeasures address the identified problems.

Ample resources and tools are available to help select the most effective projects, which also may include well-designed innovations.

The Focus is Results



<http://safety.fhwa.dot.gov/hsip/resources>

<http://www.fhwa.dot.gov/map21>

Special Eligibility Considerations



- Automated enforcement
- Non-infrastructure projects
- Projects to maintain minimum levels of retroreflectivity

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Highway Safety Improvement Program
Data Driven Decisions