

# Safety Provisions in Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21)



U.S. Department of Transportation  
**Federal Highway Administration**



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

# MAJOR THEMES

- Strengthens America's highway & public transportation systems
- Establishes a performance-based Federal program
- Creates jobs & supports economic growth
- Supports the Department's aggressive safety agenda
- Simplifies and focuses the Federal program
- Accelerates project delivery & promotes innovation



# Highway Safety Improvement Program (\$2.4B)

- Dramatically increases size of existing program
- Maintains current structure; adds requirement for regular update of the strategic highway safety plan
- Keeps setaside (\$220M/year) for rail-highway grade crossings
- No high risk rural roads setaside unless safety statistics worsen
- Secretary to establish measures and States to set targets for number of injuries and fatalities (and number per VMT)
- Strengthens link between HSIP and NHTSA programs

# State HSIP

- Advance the capabilities of the State for safety data collection, analysis and integration in a manner that complements State highway safety program and commercial vehicle safety plan
- Use that safety data system to perform safety problem identification and countermeasure analysis
  - Identify hazardous locations, sections, and elements
  - Establish relative severity of those locations
  - Identify number of fatalities and serious injuries on all public roads by location in State
  - Consider which projects maximize opportunities to advance safety

# State HSIP (cont.)

- Adopt strategic and performance-based goals that
  - address traffic safety, including behavioral and infrastructure problems and opportunities on all public roads
  - focus resources on areas of greatest need
  - are coordinated with other State highway safety programs
- Determine priorities
  - Establish and implement a schedule of highway safety improvement projects
- Establish an evaluation process
- Driven by Strategic Highway Safety Plan

# Strategic Highway Safety Plan (SHSP)

- Requires regular updates
  - Secretary to set schedule and content of updated SHSP by October 1, 2013
- Expands list of participants
  - County transportation officials
  - State representatives of non-motorized users
  - Other major Federal, State, tribal, and local safety stakeholders
- Highway Safety Plan (NHTSA) coordinated with SHSP

# Highway Safety Improvement Project

- Strategies, activities, and projects on a public road that are consistent with a State strategic highway safety plan and
  - correct or improve a hazardous road location or feature; or
  - address a highway safety problem
- Funds may be obligated to carry out any highway safety improvement project on any public road or publicly owned bicycle or pedestrian pathway or trail
- List of examples included in MAP-21

# Data Improvement

- Activities
  - Highway basemap of all public roads
  - Collect safety data
  - Store and maintain safety data
  - Develop analytical processes for safety data elements
  - Roadway safety analysis tools
  - Analytical use of safety data
- Model Inventory of Roadway Elements – Secretary shall
  - establish a subset of model inventory of roadway elements that are useful for inventory of roadway safety
  - ensure that States adopt and use subset to improve data collection



# Coordination with NHTSA Programs

- Ensure the State coordinates the Highway Safety Plan (HSP) w/the State Strategic Highway Safety Plan (SHSP)
- Ensure the State coordinates data collection and information systems with the State SHSP
- Aligns performance measures for SHSP and HSP

# Safety Performance Management

- MAP-21 identifies Safety as a national goal area
- USDOT establishes measures by April 2014
  - Serious injuries and fatalities per vehicle mile traveled (VMT)
  - Number of serious injuries and fatalities
- States set targets 1 year after measures established
  - Can adjust targets for urban or rural areas
- State & metro plans describe how programs and projects will achieve targets
- If a State has not met or made significant progress toward meeting safety targets in 2 years
  - Obligation authority equal to prior year HSIP apportionment only for HSIP projects
  - Annual safety implementation plan describing actions State will take to meet targets

# Safety Performance Management (con't)

- High-Risk Rural Road Safety: If fatality rate on rural roads increases over 2-year period, State must obligate for projects on HRRRs at least 200% of FY09 HRRR program
- Older Drivers: If fatalities and serious injuries per capita for road users over 65 increases during 2-year period, must include strategies in subsequent SHSP, considering Older Driver Handbook recommendations

# Study of High-Risk Rural Roads Best Practices

- Report by October 1, 2013
  - Literature review
  - Survey of current practice of DOTs and local units of government
- Best Practices Manual 180 days after report
  - Include list of cost-effective roadway safety infrastructure improvements and best practices
  - Use of manual shall be voluntary

# Other Safety Programs

- Safe Routes to Schools
  - Eligible as part of Transportation Alternatives program
- Railway Highway Grade Crossing Program
  - Set-aside still \$220M (~9% of total HSIP)
- Puerto Rico highways (continued; \$150M/yr)
  - $\geq 25\%$  must be used for HSIP projects
- Tribal Transportation Program
  - 2% set aside for safety on tribal land

# Questions?



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

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