

# Highway Safety Improvement Program Notice of Proposed Rulemaking

## Background

MAP-21 continued the Highway Safety Improvement Program as a core federal-aid program with the purpose to achieve a significant reduction in fatalities and serious injuries on all public roads. MAP-21 requires the Secretary to establish several new requirements and removed several provisions that were introduced under SAFETEA-LU. A revision to 23 CFR 924 is necessary to align with the MAP-21 provisions and clarify existing program requirements. The significant changes proposed in the HSIP NPRM are summarized below.

## Consistency with MAP-21 Provisions

The FHWA proposes to remove all existing references to the High Risk Rural Roads Program, 10% flexibility provision and transparency reports since these provisions no longer exist under MAP-21. The FHWA proposes the following additions to clarify other MAP-21 provisions:

**Non-infrastructure projects:** HSIP funds are eligible for any type of highway safety improvement project (i.e. infrastructure or non-infrastructure). FHWA proposes that agencies should use all other eligible funding programs for non-infrastructure projects, prior to using HSIP funds for these purposes.

**Performance management requirements:** FHWA proposed language throughout the NPRM to be consistent with the performance management requirements under 23 U.S.C. 150, which establishes safety performance measures for the purposes of carrying out the HSIP.

## MAP-21 requires the Secretary to establish:

**Strategic Highway Safety Plan Update Cycle:** The FHWA is proposing a 5-year SHSP update cycle, consistent with current practice in most States.

**Content and Schedule of the HSIP Report:** The FHWA proposes States continue to submit their HSIP reports on annual basis, by August 31<sup>st</sup> each year. In addition to existing reporting requirements and changes noted above, the FHWA proposes the annual HSIP report document and describe progress to achieve States annual safety performance targets. The FHWA also proposes States use the HSIP online reporting tool to submit their annual HSIP reports, consistent with the OIGs recommendations in the recent HSIP Audit. Currently, a majority of states use the HSIP online reporting tool to submit their annual HSIP reports. In lieu of the transparency report, FHWA is now required to post States HSIP reports to our website.

**Subset of model roadway elements:** The subset of model roadway elements are a fundamental set of roadway data elements an agency would need to conduct enhanced safety analyses to improve safety investment decision making through the HSIP. The fundamental roadway elements also have the potential to support other safety and infrastructure programs in addition to the HSIP. FHWA is proposing the fundamental roadway elements consistent with State Safety Data Systems Guidance published December 26, 2012. FHWA is proposing that States complete the collection of the fundamental roadway elements within 5 years of the effective date of HSIP final rule.

