

Highway Safety Improvement Program Moving Ahead for Progress in the 21st Century Act (MAP-21) September 2012

Under MAP-21, the Highway Safety Improvement Program (HSIP) works largely like the current program, with some changes. **Washington State's share of HSIP is estimated to be approximately \$41.8 million in federal fiscal year (FFY) 2013 and \$42.2 million in FFY 2014.**¹

BACKGROUND:

SAFETEA-LU established the Highway Safety Improvement Program (HSIP) as a new core program, with flexibility to allow states to target safety funds to their most critical safety needs. As part of this flexibility, each state was required to develop and implement a Strategic Highway Safety Plan that includes all public roads in the state. Target Zero is Washington State's Strategic Highway Safety Plan. The program includes set-asides for High-Risk Rural Roadways (HRRR) and the Railway-Highway Crossing Program.

*Historical apportionment levels**

\$ in millions	Federal Fiscal Year							
	2005**	2006	2007	2008	2009	2010	2011	2012
HSIP	0.0	15.9	15.7	16.8	17.1	20.6	19.7	19.4
HRRR Set-Aside	0.0	1.6	1.5	1.6	1.6	1.7	2.3	1.6
Rail-Highway Crossing Set-Aside	0.0	4.0	4.0	4.0	4.0	4.0	4.7	3.8
TOTAL	0.0	21.5	21.2	22.4	22.7	26.3	26.7	24.8

*The amounts for FFY2005 – FFY2012 come from FHWA apportionment notices N4510.563, N4510.604, N4510.646, N4510.683, N4510.742, N4510.744, N4510.745 and N4510.756 found at <http://www.fhwa.dot.gov/>. Amounts do not reflect penalties.

** The HSIP program did not begin until FFY2006.

HSIP funds are split between state programs and local responsibilities based on the top two priority infrastructure areas within the Target Zero Strategic Highway Safety Plan (Target Zero). Those areas are Run Off the Road and Intersection Crashes. The numbers of serious and fatal crashes are used to develop a program split which equals 30% to state programs and 70% to local agencies, primarily cities and counties. The local responsibility includes crashes on city streets designated as state highways in cities that exceed 25,000 population.

CHANGES IN MAP-21:

Under MAP-21 program changes include:

- Within one year of enactment USDOT will establish requirements for regular updates of a state's Strategic Highway Safety Plan;
- Establishes penalties for failing to get USDOT approval of the updated plan;

¹ This is before the 2 percent takedown for State Planning and Research.

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- New performance measures to be established by USDOT for states to use to assess serious injuries and fatalities per vehicle mile traveled and the number of serious injuries and fatalities;
- Performance targets to be set by states to meet the performance measures;
- If a state does not meet or make significant progress toward meeting the targets within two years of their establishment, the state must use an amount of its formula obligation limitation equal to its prior year HSIP apportionment only for obligation of its HSIP funding and submit an annual plan on how it will make progress to meet the targets;
- New requirement that if traffic fatalities and serious injuries per capita for older drivers and pedestrians increases, a state must include in its next Strategic Highway Safety Plan strategies to address the increase; and
- Eliminates the HRRR set-aside. Instead, if the fatality rate on rural roads in a state increases over the most recent two-year period, the state must obligate in the next fiscal year an amount equal to 200% of the amount of funds the state received for HRRR in FFY2009 for projects on HRRR.