

# Highway Safety Improvement Program

## Summary of Notice of Proposed Rulemaking

Docket #: FHWA-2013-0019



FHWA-SA-14-025

# HSIP Background

- Core Federal-aid program
  - Purpose: achieve a significant reduction in fatalities and serious injuries on all public roads
  - \$2.4 billion annual apportionment
    - » \$220 million RHCP set-aside
- Last rulemaking update took effect ***January 23, 2009***

# Why is FHWA proposing this change?

- Provide consistency with MAP-21
- Implement actions required by the Secretary in MAP-21
- Clarify existing program requirements

# Overview of Existing 23 CFR Part 924

- § 924.1 Purpose
- § 924.3 Definitions
- § 924.5 Policy
- § 924.7 Program Structure
- § 924.9 Planning
- § 924.11 Implementation
- § 924.13 Evaluation
- § 924.15 Reporting

# MAP-21 Changes and Requirements for HSIP

- Items Removed *(no longer exist under MAP-21)*
  - Transparency Report
  - High Risk Rural Roads set-aside and reporting requirements
  - 10% flexibility provision for States to use safety funding per 23 U.S.C. 148(e)
- Items Added
  - State Strategic Highway Safety Plan update requirements
  - Subset of model inventory of roadway elements
  - HSIP reporting content and schedule

# State Strategic Highway Safety Plan Update Requirements (924.9 Planning)

- SHSP update cycle: No later than 5 years from the previously approved version
  - Consistent with current practice in most States
  - Reflects current guidance

# HSIP Reporting Content and Schedule (924.15 Reporting)

- Content
  - Consistent with existing guidance
  - Document and describe progress made to achieve annual safety performance targets
- Schedule
  - Submit annually
  - Due **August 31**
- Submit via online reporting tool
- FHWA posts HSIP reports to Office of Safety Website:  
<http://safety.fhwa.dot.gov/hsip/reports/>

# MIRE Fundamental Data Elements

## (924.17 MIRE Fundamental Data Elements)

- Required to comply with section 1112 of MAP-21
  - Establish a subset of the model inventory elements that are useful for the inventory of roadway safety; and
  - Ensure that States adopt and use the subset to improve data collection
- MIRE (*Model Inventory of Roadway Elements*) FDE (*Fundamental Data Elements*)
  - Needed to conduct enhanced safety analysis
  - Potential to support other safety and infrastructure programs
  - All public roads
- Consistent with State Safety Data Systems Guidance published ***December 26, 2012***



# MIRE FDE Outreach

- 2008 GAO Report, *“Highway Safety Improvement Program: Further Efforts Needed to Address Data Limitations and Better Align Funding with States’ Top Safety Priorities”*
- 2009 FHWA Peer Exchange at Asset Management Conference
- December 2009 Webinars
- January 2010, TRB Listening Session
- August 2011 *“Guidance Memorandum on Fundamental Roadway and Traffic Data Elements to Improve the Highway Safety Improvement Program”*
- December 2012, *“State Safety Data System”* Guidance

# MIRE Fundamental Data Elements (924.17 MIRE Fundamental Data Elements)

- Two Tables (*roadway segments, intersections, interchanges/ramps*)
  - Roads with AADT  $\geq$  400 vehicles per day  
(37 elements)
  - Roads with AADT  $<$  400 vehicles per day  
(14 elements)

# MIRE FDE for Roads > 400 AADT

## Roadway Segments

- Segment Identifier
- Route Number
- Route/street Name
- Federal Aid/Route Type
- Rural/Urban Designation
- Surface Type
- Begin Point Segment Descriptor
- End Point Segment Descriptor
- Segment Length
- Direction of Inventory
- Functional Class
- Median Type
- Access Control
- One/Two-Way Operations
- Number of through lanes
- AADT
- AADT Year
- Type of Governmental Ownership

# MIRE FDE for Roads > 400 AADT Intersections

- Unique Junction Identifier
- Location Identifier for Road 1 Crossing Point
- Location Identifier for Road 2 Crossing Point
- Intersection/Junction Geometry
- Intersection/Junction Traffic Control
- AADT [for each Intersection Road]
- AADT Year [for each Intersecting Road]

# MIRE FDE for Roads > 400 AADT

## Interchanges/Ramps

- Unique Interchange Identifier
- Location Identifier for Roadway at Beginning Ramp Terminal
- Location Identifier for Roadway at Ending Ramp Terminal
- Ramp Length
- Roadway Type at Beginning Ramp Terminal
- Roadway Type at Ending Ramp Terminal
- Interchange Type
- Ramp AADT
- Year of Ramp AADT
- Functional Class
- Type of Governmental Ownership

# MIRE FDE for Roads < 400 AADT

- Roadway Segment
- Segment Identifier
- Functional Class
- Surface Type
- Type of Governmental Ownership
- Number of Through Lanes
- AADT
- Begin Point Segment Descriptor
- End Point Segment Descriptor
- Rural/Urban Designation
- Intersection
- Unique Junction Identifier
- Intersection/Junction Geometry
- Location Identifier for Road 1 Crossing Point
- Location Identifier for Road 2 Crossing Point
- Intersection/Junction Traffic Control

# MIRE FDE Implementation Dates

- ***July 1, 2015\**** - Implementation plan for collecting MIRE FDE
- ***September 30, 2020\**** – Complete collection of MIRE FDE on all public roads

\*Actual dates dependent upon effective date of final rule

# Clarifications

- Use of HSIP Funds
- Performance management requirements



# Use of HSIP Funds (924.5 Policy)

- HSIP funds are eligible for any highway safety improvement project:
  - Infrastructure
  - Non-infrastructure
- Use funding for projects with greatest potential to reduce a State's fatalities and serious injuries
- Use all other eligible funding for non-infrastructure projects prior to using HSIP funds

# Performance Management Requirements

- Safety performance measures required to:
  - Carry out the HSIP [23 U.S.C. 150(c)(4)]
- Consistency with:
  - SHSP Performance Goals
  - Evaluation
- Reporting

# What's New in the Regulation Text?



# Regulation Structure

- § 924.1 Purpose
- § 924.3 Definitions
- § 924.5 Policy
- § 924.7 Program Structure
- § 924.9 Planning
- § 924.11 Implementation
- § 924.13 Evaluation
- § 924.15 Reporting
- § 924.17 MIRE Fundamental Data Elements (*new*)

## Section 924.1 Purpose

- Purpose of this regulation is to prescribe requirements for the development, implementation, and evaluation of a highway safety improvement program (*HSIP*) in each State

## Section 924.3 Definitions

- Removed 8 definitions (*no longer used*)
- Revised 8 definitions (*for clarity/consistency*)
- Added 4 definitions (*new terms*)
  - Model Inventory of Roadway Elements (MIRE)
  - Fundamental Data Elements (FDE)
  - Reporting year
  - Spot safety improvement
  - Systemic safety improvement

## Section 924.5 Policy – Paragraph (a)

- *Editorial:* objective to significantly reduce fatalities and serious injuries resulting from crashes on all public roads

## Section 924.5 Policy – Paragraph (b)

- Deleted: 10% flex fund provisions
- Added: Funding shall be used for highway safety improvement projects that have the greatest potential to reduce a State's fatalities and serious injuries
- Clarify use of funds for non-infrastructure projects: FHWA will assess the use of other available funds (*such as NHTSA, FMSCA*)



## Section 924.5 Policy – Paragraph (c)

- *Removed:* 1<sup>st</sup> sentence regarding use of other Federal-aid funds (*repeated in 924.11 Implementation*)
- *Editorial:* Updated references to National Highway Performance Program (*NHPP*) and Surface Transportation Program (*STP*); removed references to other funding sources that have been consolidated into other program areas
- *Unchanged:* Safety improvements that are part of a broader Federal-aid project should be funded from the same source as the broader project.

# Section 924.7 Program Structure – Paragraph (a)

- Clarifies by listing main components of HSIP
  - Strategic Highway Safety Plan;
  - Railway-Highway Crossing Program; and
  - Program of highway safety improvement projects

## Section 924.7 Program Structure – Paragraph (b)

- Specifies a separate process for planning, implementation, and evaluation of the HSIP components listed in section 924.7(a) for all public roads in the State.
- Clarifies cooperation with FHWA Division Administrator and consultation with other safety stakeholders
- Removes references to processes that may be used (*guidance, rather than regulation*)

## Section 924.9 Planning – Paragraph (a)

- *Revised*: Reflects sequence of actions in HSIP planning process
  - Safety data
  - Safety data includes all public roads
  - Updating SHSP
    - » 11 sub-items (*reordered/combined to reflect sequence*)
  - Process for analyzing safety data
- Items 5) and 6) minor revisions for clarification

# Section 924.9 Planning – Paragraphs (b) and (c)

- Minor revisions for consistency
- Non-infrastructure safety projects
  - Must be shown separately in the STIP

# Section 924.11 Implementation

- Removes 10% flex funds and high risk rural roads to reflect MAP-21 changes
- Adds MIRE FDE elements:
  - Implementation Plan by *July 1, 2015*
  - Complete collection of MIRE FDE on all public roads 5 years after final rule
- Requires SHSP include actions that address SHSP emphasis areas

# Section 924.13 Evaluation

- Clarifies the evaluation process
- Identifies how to use the results of the evaluation

# Section 924.15 Reporting

- Removes Transparency and High Risk Rural Roads Reporting Requirements
- Identifies requirements, including content for HSIP report
  - Submittal via online reporting tool required
  - Structure of HSIP
  - Process in implementing highway safety improvement projects
  - Progress in achieving safety performance targets
  - Effectiveness of highway safety improvement projects
  - Section 508 compliant
- Railway-highway crossing improvements report (*NO CHANGES*)



# Section 924.17 MIRE Fundamental Data Elements

- **Two Tables** (*roadway segments, intersections, interchanges, ramps*)
  - Roads with AADT  $\geq$  400 vehicles per day (*37 elements*)
  - Roads with AADT  $<$  400 vehicles per day (*14 elements*)

# Costs to Implement NPRM Requirements

- MAP-21 Requirements
  - SHSP update cycle (*none*)
  - HSIP report content and schedule (*none*)
  - MIRE FDE (*added costs to States*)
- Clarifications
  - Use of HSIP Funds (*none*)
  - Performance management requirements (*addressed elsewhere*)

# MIRE FDE Costs & Benefits

- Costs based on what is not already being collected through HPMS and other efforts
  - Developing a statewide location referencing system (*LRS*) linkable with crash data
  - Collecting the MIRE FDE on all public roadways
- Benefits associated with ability to better locate problem areas and apply appropriate countermeasures
  - Difficult to quantify, break even analysis used instead
- MIRE FDE Cost Benefit Estimation Report
  - <http://safety.fhwa.dot.gov/rsdp/fhwasa13018updated.cfm>

# Recap of HSIP NPRM

- Reflect changes required as a result of MAP-21
  - Items Removed *(no longer exist under MAP-21)*
    - » Transparency Report
    - » High Risk Rural Roads set-aside
    - » 10% flexibility provision for States to use safety funding per 23 U.S.C. 148(e)
  - Items Added
    - » State Strategic Highway Safety Plan update requirements
    - » HSIP reporting content and schedule
    - » Subset of Model Inventory of Roadway Elements
- Clarify existing program requirements

# Comments on the NPRM

- Submit comments regarding:
  - Economic, administrative, operational impacts of NPRM
    - » Specific burdens, impacts, and costs
  - SHSP update cycle and related costs
  - Timeframe for collecting and implementing MIRE FDE
  - Additional data elements to collect to support safety analysis
  - Systems to support MIRE FDE collection efforts
  - Assumptions used in MIRE FDE benefit/costs estimation
  - Ways to improve benefits and usefulness to the State
  - All facets of proposed rulemaking

Submit comments to

[www.regulations.gov](http://www.regulations.gov)

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*Safety TPM Docket Number:*

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