

Safety Provisions in Moving Ahead for Progress in the 21st Century (MAP-21)



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>

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
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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