Safety Provisions in Moving Ahead for Progress in the 21\textsuperscript{st} Century (MAP-21)
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)
  – ≥ 25% must be used for HSIP projects

• Tribal Transportation Program
  – 2% set aside for safety on tribal land