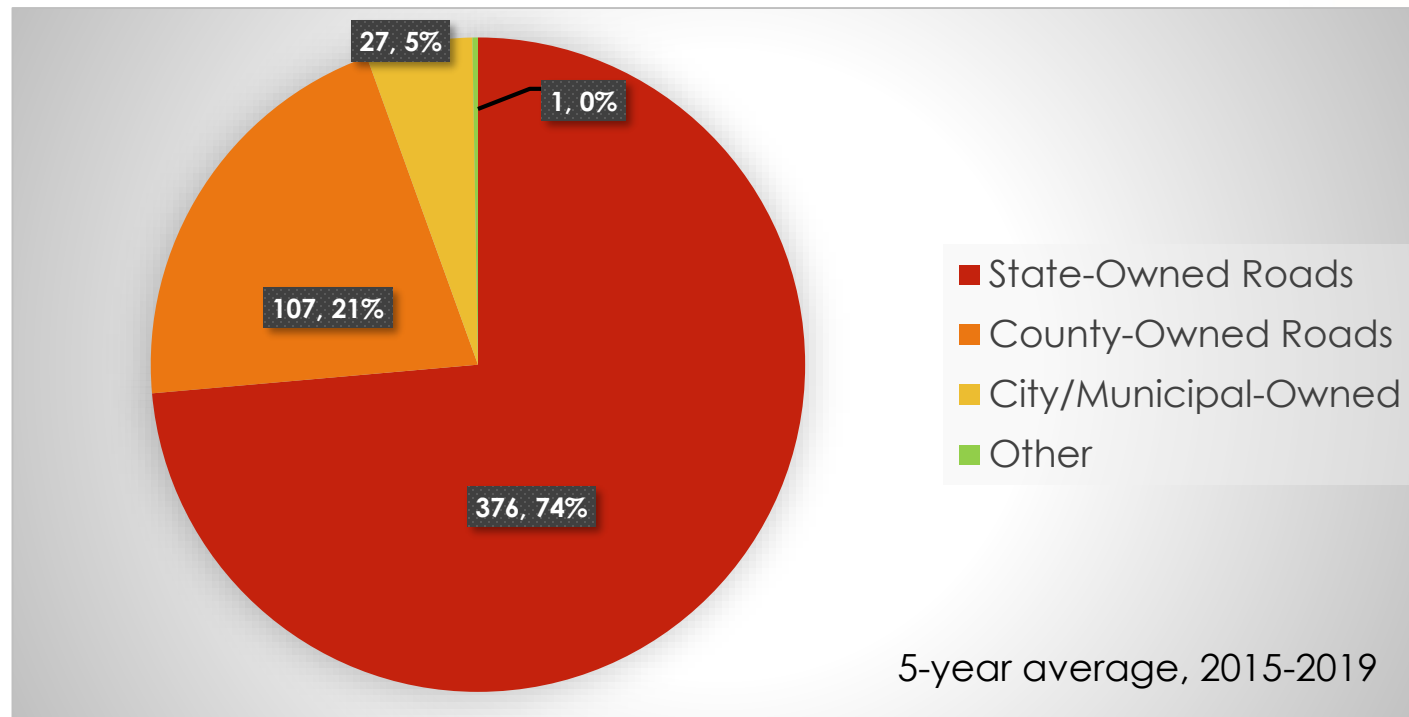# HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

Major Source of Funds for Improving Highway Safety

- Established in Federal legislation and FHWA Lead
- HSIP funding is administered by MDOT SHA's Office of Traffic and Safety

Significantly reduce fatal and severe injury crashes on public highways

- Focus of the program is on funding infrastructure improvements
- Funds can be used to address safety issues at high crash locations
- Funds can also be used to make low-cost "systemic improvements"

HSIP FUNDING FOR LOCAL ROADS

27, 5%
1, 0%
107, 21%
376, 74%

- State-Owned Roads
- County-Owned Roads
- City/Municipal-Owned
- Other

5-year average, 2015-2019

26% of fatalities in Maryland occurred on locally-owned roads

- **Goal**: **Provide funding to support local government safety improvements**

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LOCAL AGENCY ELIGIBILITY

- **Counties must have a Local Road Safety Plan (LRSP)**
  - Baltimore
  - Carroll
  - Harford
  - Howard
  - Montgomery
  - Prince George's
  - Washington
- **Cities and municipalities can also participate through their county**

LOCAL PROJECT ELIGIBILITY

- **HSIP funds limited to roadway infrastructure safety improvements**

- **Systemic improvement only for the first 1~2 years. Spot improvement will be eligible in future years.**

- **Examples of HSIP eligible projects**

  - Installation of signing

  - Installation of lane striping

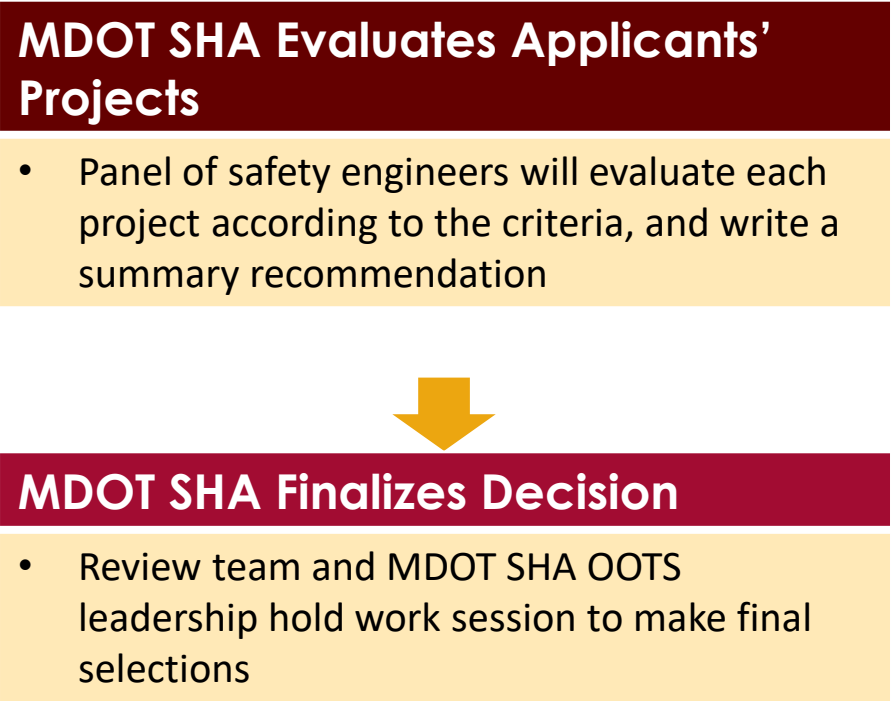 - Installation of rumble strips

ITEMS NOT ELIGIBLE

- Education and enforcement
- Maintenance activities
- Safety studies to identify project locations
- Administrative time to manage safety programs
- Replacement of existing traffic signals, without safety-related timing changes
- ADA compliance projects
- Off-street, recreation-focused pedestrian and/or bicycle facilities
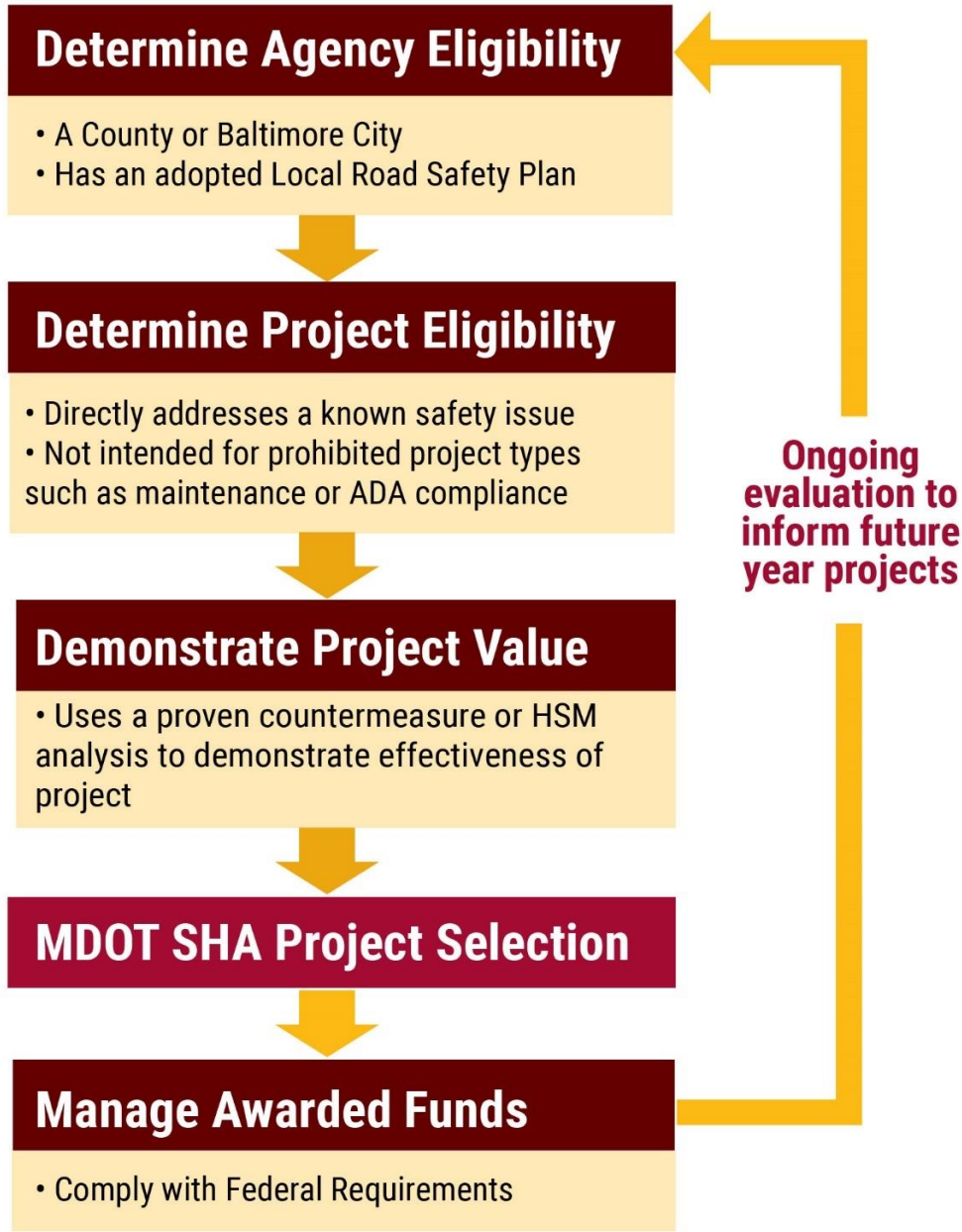- Replacement of roadside safety hardware

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HOW TO SELECT SYSTEMIC PROJECTS

- **Identify a "problem" based on systemwide data**
- **Look for characteristics frequently present in severe crashes**
- **Focus on widespread deployment of one or more low-cost countermeasures**
- **Identify and prioritize locations across the roadway network for implementation.**

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MDOT SHA Project Selection Process:

Agency Application Process

MDOT SHA Evaluates Applicants' Projects
- Panel of safety engineers will evaluate each project according to the criteria, and write a summary recommendation

MDOT SHA Finalizes Decision
- Review team and MDOT SHA OOTS leadership hold work session to make final selections

Determine Agency Eligibility
- A County or Baltimore City
- Has an adopted Local Road Safety Plan

Determine Project Eligibility
- Directly addresses a known safety issue
- Not intended for prohibited project types such as maintenance or ADA compliance

Demonstrate Project Value
- Uses a proven countermeasure or HSM analysis to demonstrate effectiveness of project

MDOT SHA Project Selection

Manage Awarded Funds
- Comply with Federal Requirements

Ongoing evaluation to inform future year projects

USING THE SPREADSHEET-BASED APPLICATION

1. Overview
2. Project Details
3. Crash Analysis

ADMINISTERING AND DELIVERING PROJECTS

- **FHWA Authorization**

  "FHWA Authorization must be obtained before beginning any project activity (Preliminary Engineering, Right of Way, Final Design, and Construction) for which Federal-aid reimbursement will be requested. If the sub-recipient does not have written confirmation from [MDOT] SHA that FHWA Authorization has been secured for a specific project activity, work should not begin."

- **Reimbursement**
  1. County pays project expenses up front
  2. County sends bill to MDOT SHA
  3. MDOT SHA tracks project progress and approves/reject invoices

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THANK YOU!

QUESTIONS?