

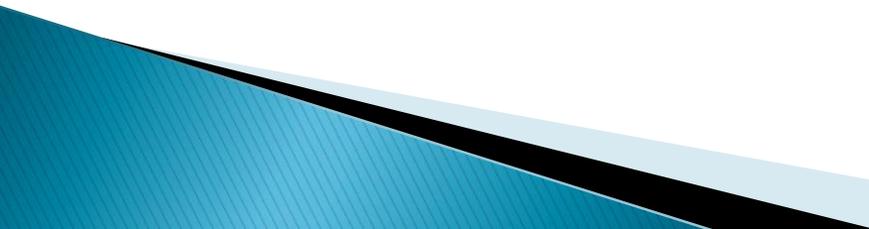
Highway Safety Improvement Program (HSIP)

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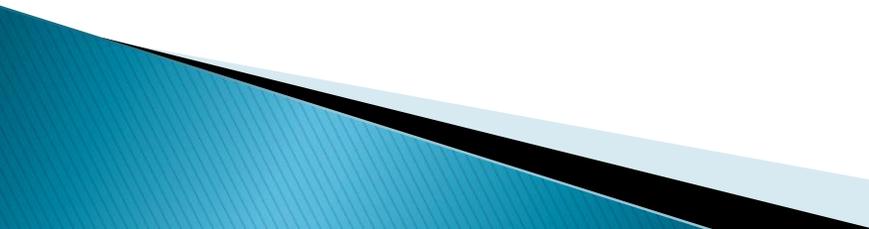
HSIP: SAFETEA-LU

- ▶ Federal HSIP funds are split equally between State and Local
 - \$65M each
- ▶ Caltrans manages and administers HSIP for the State Highway System
 - SHOPP Safety averages \$280M/yr
- ▶ Caltrans administers HSIP for local roads
- ▶ Eligibility for HSIP includes infrastructure type projects only

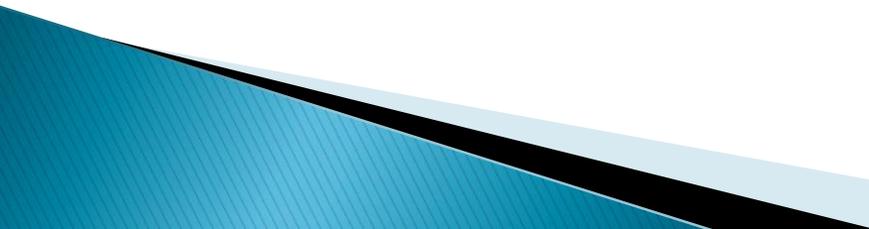
HSIP: SAFETEA-LU => MAP-21

- ▶ Increases size of existing program
 - ~\$130M (2011) to ~\$200M (2012)
 - ▶ Keeps set aside for Rail-Highway grade crossings
 - ▶ No High Risk Rural Roads set aside (unless rural road safety performance worsens)
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HSIP: SAFETEA-LU => MAP-21

- ▶ Maintains current structure; adds requirement for regular updates of the Strategic Highway Safety Plan (SHSP)
 - ▶ Establishes requirements of Performance Measures and Targets
 - ▶ Expands eligibility requirements to include non-infrastructure as well as infrastructure
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HSIP: MAP-21

- ▶ Requires data driven approach to safety management
 - ▶ Requires strategic and performance-based goals that address traffic safety, both from behavioral and infrastructure opportunities
 - ▶ Allows flexibility to use HSIP \$ for data and safety management systems
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MAP-21 HSIP

- ▶ Eligibility includes strategies, activities, and projects that are consistent with the State's SHSP
 - Infrastructure and non-infrastructure

MAP-21 HSIP

▶ Challenges

- Update the State's SHSP
 - Establish Performance Measures and Targets
 - Developing methodologies for measuring benefits for non-infrastructure type projects
 - Establishing criteria for prioritizing infrastructure and non-infrastructure type projects
 - Data availability, accuracy and timeliness
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