

# HSIP SAVES LIVES

## HSIP FUNDS SAFETY PROJECTS

Each year, FHWA distributes HSIP funding to States for highway safety improvement projects dedicated to addressing deaths and serious injuries on all public roads, including non-State-owned county, local, and Tribal roads. In 2023 alone, FHWA distributed more than \$3 billion in HSIP funding. To be eligible for HSIP funding, projects must align with the State's Strategic Highway Safety Plan (SHSP) and address a highway safety problem or correct or improve a hazardous road location or feature.<sup>1</sup> States use crash experience, crash potential, crash rate, or other data-supported means to identify their projects.<sup>2</sup> For more information about HSIP eligibility—including updates and special rules from the Infrastructure Investment and Jobs Act (IIJA)—see <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>.<sup>3</sup>

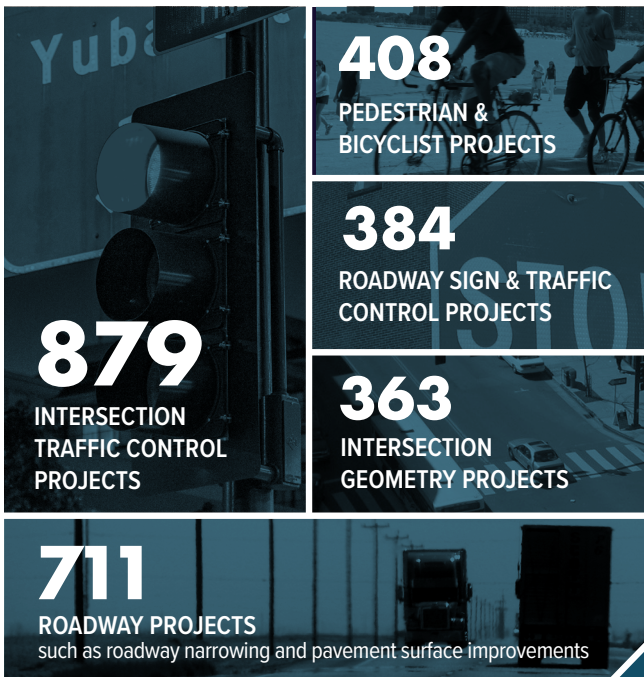
HSIP FUNDED  
**4,284 PROJECTS**  
 WITH A TOTAL HSIP COST OF  
**\$3.3 BILLION**

HSIP FUNDS IMPROVED  
**66,000 MILES OF ROADWAY**  
 THAT'S MORE THAN 2.5 TRIPS  
 AROUND THE GLOBE!

ABOUT  
**10%** OF HSIP PROJECTS WERE SPECIFICALLY FOR <<  
 >>> VULNERABLE ROAD USER SAFETY

This information comes from the 2023 State HSIP reports. For individual reports, visit <https://highways.dot.gov/safety/hsip/reporting>.

## TOP 5 PROJECT TYPES BY NUMBER



Together, these five types account for 65% of all HSIP projects.

## SPECIFIED SAFETY PROJECTS

States can use up to 10 percent of their HSIP funds for specified safety projects that:

- Promote public awareness and inform the public on highway safety matters;
- Facilitate enforcement of traffic safety laws;
- Provide infrastructure and infrastructure-related equipment for emergency services;
- Conduct research to evaluate experimental safety countermeasures or equipment; or
- Support safe routes to school with non-infrastructure-related activities.<sup>4</sup>

Specified safety projects broaden the impact of the HSIP program and help States implement their SHSP priorities. Seven States—Alabama, Arizona, Connecticut, Louisiana, Montana, Ohio, and Utah—used this provision in fiscal year 2023, obligating a total of \$6.7 million.

## GROWING HSIP FUNDS

A State may transfer up to 50 percent of its fiscal-year apportionments into its HSIP program from the National Highway Performance Program; the Surface Transportation Block Grant Program; the Congestion Mitigation and Air Quality Improvement Program; the National Highway Freight Program; the Carbon Reduction Program; and the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Formula Program.<sup>5</sup> Using transfers to grow HSIP funds can help States fund more safety projects or safety projects with higher costs. **From fiscal year 2016 through fiscal year 2023, nine States transferred a total of \$2.3 billion into their HSIP programs:** Arkansas, California, Georgia, North Dakota, Ohio, South Dakota, Tennessee, Virginia, and Washington.<sup>6</sup>

1 23 U.S.C. 148(1)(4)(A).

2 23 U.S.C. 148(c)(2)(B)(iv).

3 Pub. L. 117-58.

4 Pub. L. 117-58, Div. A, Title I, § 11111(a)(4); 23 U.S.C. 148(e)(3).

5 23 U.S.C. 126(a). With certain limitations, States may also transfer up to 50 percent of their annual HSIP apportionment to these other programs.

6 FHWA, "Obligation Rates for the Highway Safety Improvement Program," <https://highways.dot.gov/safety/hsip/obligation-rates-highway-safety-improvement-program#HSIP%20Funding%20Transferred%20To/From%20Other%20Core%20Apportioned%20Programs%20Through%20FY%202023>, accessed May 28, 2024.

IN 2023

STATES SPENT **\$518 MILLION** ON SAFETY PROJECTS ON LOCAL AND TRIBAL ROADS

(16% OF THE TOTAL HSIP COST)



URBAN VS RURAL PROJECTS



33%  
URBAN



30%  
RURAL



22%  
MIXED



15%  
NOT SPECIFIED

**1,718**

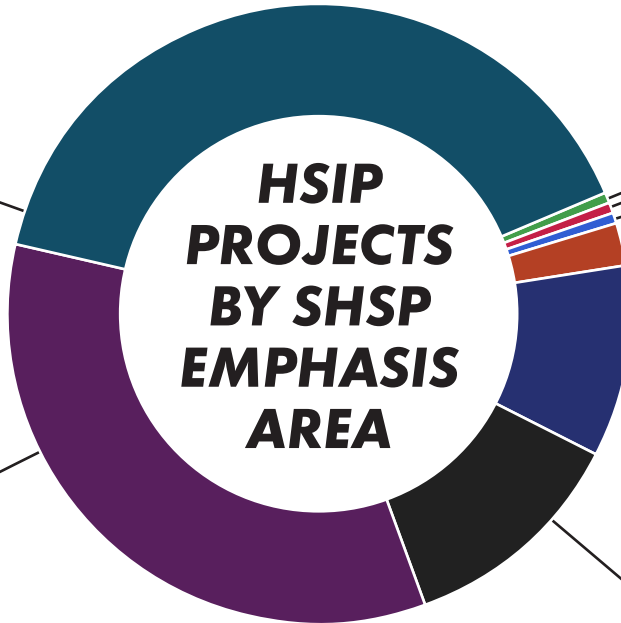
LANE OR ROADWAY DEPARTURE

Total HSIP Cost: \$1.5 billion  
Average Project Cost: \$1.4 million

**1,471**

INTERSECTIONS

Total HSIP Cost: \$1.1 billion  
Average Project Cost: \$1.4 million



**19 OLDER DRIVERS**

Total HSIP Cost: \$27.9 million  
Average Project Cost: \$1.6 million

**24 WORK ZONES**

Total HSIP Cost: \$5.5 million  
Average Project Cost: \$245,000

**25 BICYCLISTS**

Total HSIP Cost: \$10.6 million  
Average Project Cost: \$752,000

**90 DATA**

Total HSIP Cost: \$42.3 million  
Average Project Cost: \$400,000

**433 PEDESTRIANS**

Total HSIP Cost: \$230.3 million  
Average Project Cost: \$905,000

**504 OTHER**

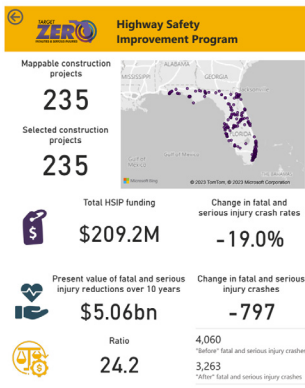
Total HSIP Cost: \$366.7 million  
Average Project Cost: \$1.9 million

"Other" includes access management and railroad grade crossing projects and projects without specified types.

This information comes from 2023 State HSIP reports and represents the primary purpose of the project. Many projects support multiple SHSP emphasis areas. For individual reports, visit <https://highways.dot.gov/safety/hsip/reporting>.

HSIP IN ACTION

FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) HSIP EVALUATION DASHBOARD



FDOT tracks crash statistics along all public roadways at a State and District level and reports data through its HSIP Evaluation Dashboard. This tool helps FDOT understand how crash rates and crash severities have changed along roadways with completed HSIP-funded projects.

The dashboard's before-and-after analysis helps FDOT to measure the effectiveness of its HSIP spending to inform future decision-making at the policy and project level. FDOT's integration of the HSIP Evaluation Dashboard into its reporting practices demonstrates that HSIP can not only provide State and local agencies with the financial support they need to make their communities safer but also support the tools and resources agencies need to comprehensively understand the health and safety of their roadway networks.

To find out how HSIP can help save lives in your community, contact your State DOT:

<https://www.fhwa.dot.gov/about/webstate.cfm>

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U.S. Department of Transportation  
Federal Highway Administration



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