

# The Highway Safety Improvement Program—2020

Saving Lives with Data-Driven Decisions and Strategic Safety Planning

## ABOUT HSIP

In 2019, 36,096 people died in traffic crashes in the United States. That same year, traffic crashes injured more than 2.7 million people.<sup>1</sup> In 2020, the Highway Safety Improvement Program (HSIP) provided States more than \$2.4 billion in Federal funds to address road safety challenges on all public roads, including non-State-owned roads and roads on Tribal land.<sup>2</sup> Focusing on performance, the HSIP takes a data-driven, strategic approach to improve highway safety.

## Zero Deaths

Many States and local communities are working to eliminate all traffic deaths and serious injuries. HSIP aids these efforts by helping States and local agencies be proactive in preventing severe crashes via systemic safety improvements that protect road users—even when they make mistakes.

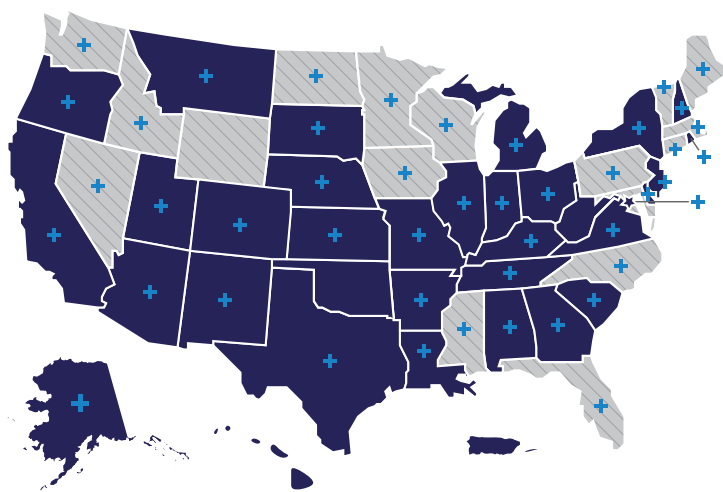
## FUNDING SAFETY PROJECTS

Every year, States receive an apportionment of HSIP funding for highway safety improvement projects that are consistent with the State's Strategic Highway Safety Plan (SHSP). Eligible projects must address a highway safety problem or correct/improve a hazardous road location/feature.<sup>3</sup> Projects must also be identified on the basis of crash experience, potential, rate, or other data.<sup>4</sup> For HSIP eligibility guidance, see [https://safety.fhwa.dot.gov/hsip/rulemaking/docs/BIL\\_HSIP\\_Eligibility\\_Guidance.pdf](https://safety.fhwa.dot.gov/hsip/rulemaking/docs/BIL_HSIP_Eligibility_Guidance.pdf).

## HSIP in 2020

**35** States had roadway departure programs.

**47** States had intersection improvement programs.



■ States with roadway departure programs  
+ States with intersection improvement programs



**68%** of highway safety improvement projects occurred on roads owned by the State Department of Transportation.



**70%** of highway safety improvement projects fell into the following safety treatment categories:

- roadway (24%)
- intersection traffic control (21%)
- roadside (12%)
- intersection geometry (12%)



States obligated more than \$5.5 billion to more than 5,300 highway safety improvement projects.

This information comes from 2020 State HSIP reports. For individual reports, visit <https://safety.fhwa.dot.gov/hsip/reports/>.

<sup>1</sup> USDOT and NHTSA, "Traffic Safety Facts Annual Report Tables," <https://cdan.dot.gov/tsftables/tsfar.htm#>.

<sup>2</sup> FHWA, "Fixing America's Surface Transportation Act or FAST Act" (February 2016), <https://www.fhwa.dot.gov/fastact/factsheets/hsipfs.cfm>. The most recent year for crash data is 2019. Local and Tribal roadways are considered those with ownership category attribute codes 2, 3, 4, 12, 25, 32, 50, 62.

<sup>3</sup> Per 23 U.S.C. 148(1)(4)(A).

<sup>4</sup> Per 23 U.S.C. 148(c)(2)(B)(iv).

# Project Costs



About 34 percent of HSIP projects cost less than \$100,000.

Among HSIP projects, State highway agency projects had the highest average total cost per project at \$1.4 million. City or municipal highway agency projects had the second highest average at \$900,000, and other local agency projects had the third highest average at \$600,000.



Of the HSIP projects with identified area types, 54 percent were rural and 46 percent were urban. The average total cost of urban projects (\$1.2 million) was higher than rural projects (\$923,000).

Shoulder treatments, interchange designs, and roadside projects had the highest average cost per project (\$0.9–\$2.2 million).

Roadway signs and traffic controls, railroad crossings, and speed management projects had the lowest average cost per project (\$200,000–\$300,000).

# THE ROAD TO HSIP FUNDING



A local or State agency identifies a safety issue—such as frequent lane departure crashes—through such methods as site analysis, systemic safety analysis, and targeted studies.



The agency identifies countermeasures—such as rumble strips—using sources such as FHWA proven safety countermeasures or Crash Modification Factors Clearinghouse (CMF).



SHSP emphasis areas help identify problems, and data-driven safety analysis tools support network screening.



SHSP strategies support countermeasure selection.



Project prioritizations align with SHSP priorities and action plans.



Project is programmed and scheduled on the State's statewide transportation improvement program (STIP).



Highway safety improvement projects are consistent with the State's SHSP.

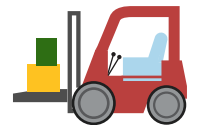


Projects are prioritized and put on State's HSIP project list to maximize lives saved.



Performance measures and evaluations help track and improve SHSP implementation efforts.

Project is evaluated to determine how effective the solutions were in improving roadway safety.



Project is designed, advertised, and constructed.

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

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



**ZERO IS OUR GOAL**  
A SAFE SYSTEM IS HOW WE GET THERE



U.S. Department of Transportation  
**Federal Highway Administration**

Have an HSIP success story? Share your projects on Facebook, Twitter, and Instagram with #HSIPsavesLives.

