

THE HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) 2022

HSIP Saves Lives

About HSIP

In 2022, an estimated 42,795 people died in traffic crashes in the United States. That's the equivalent of one person every 12 minutes.¹

To address road safety challenges, the HSIP provided more than \$3.1 billion in Federal funds to States in 2022. These funds improved highway safety on all public roads, including non-State-owned roads and roads on Tribal land. The HSIP requires States to take a performance-centric and data-driven approach that evaluates the safety of all road users.¹

Aligning with the Safe System Approach

The Safe System Approach acknowledges that road users are vulnerable and make mistakes, and it ensures layers of protection help prevent death and severe injury if a crash does happen. Promoting safer speeds in all roadway environments is a core principle of the Safe System Approach. The HSIP supports a Safe System Approach by funding projects that create protections for all road users and target roadway features correlated with severe crash types. For more on the Safe System Approach, visit <https://www.transportation.gov/NRSS/SafeSystem>.

Safety Project Funding

Every year, States receive an apportionment of HSIP funding that can be used for highway safety improvement projects and specified safety projects that are consistent with the State's Strategic Highway Safety Plan (SHSP).² For State SHSPs, see <https://highways.dot.gov/safety/hsip/shsp/shsp-resources>. Projects must also address a highway safety problem or correct or improve a hazardous road location or feature.³ States identify these projects based on crash experience, crash potential, crash rate, or other data-supported means.⁴ For more information on HSIP eligibility, see https://safety.fhwa.dot.gov/hsip/rulemaking/docs/BIL_HSIP_Eligibility_Guidance.pdf.

HSIP in 2022



HSIP funded more than 5,100 projects with a total cost of \$3.1 billion.



More than 6% of HSIP-funded projects were specifically for vulnerable road user safety.



HSIP-funded projects improved 6,442 intersections.



HSIP-funded projects improved 28,612 miles of roadway—that's like flying between New York and Los Angeles 11 times!

Who Owned the Roadways Where HSIP Projects Were Built?



STATE
3,865 projects
(74.7% of all projects)



COUNTY
439 projects
(8.5% of all projects)



LOCAL
657 projects
(12.7% of all projects)

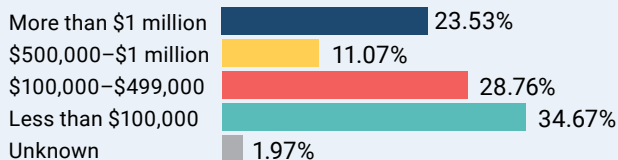


TRIBAL
4 projects
(0.1% of all projects)



OTHER OR UNKNOWN
212 projects
(4.1% of all projects)

How Much Did Projects Cost?



This information comes from 2022 State HSIP reports. For individual reports, visit <https://highways.dot.gov/safety/hsip/reporting>.

How Many Projects Were Low Cost?

More than one-third of HSIP projects cost less than \$100,000.

Common low-cost project types included:

- Access management
- Advanced technology and ITS
- Intersection geometry
- Intersection traffic control
- Roadway signs and traffic control
- Pedestrian and bicycle facilities
- Railroad crossings
- Lighting
- Shoulder treatments
- Speed management

¹ 23 U.S.C. 148(c)(2).

² 23 U.S.C. 104(b)(3), 148(a)(4)(A), 148(e)(1), and 148(e)(3).

³ National Highway Traffic Safety Administration (NHTSA), "Traffic Safety Facts: Early Estimate of Motor Vehicle Traffic Fatalities in 2022" (April 2023), <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813428>.

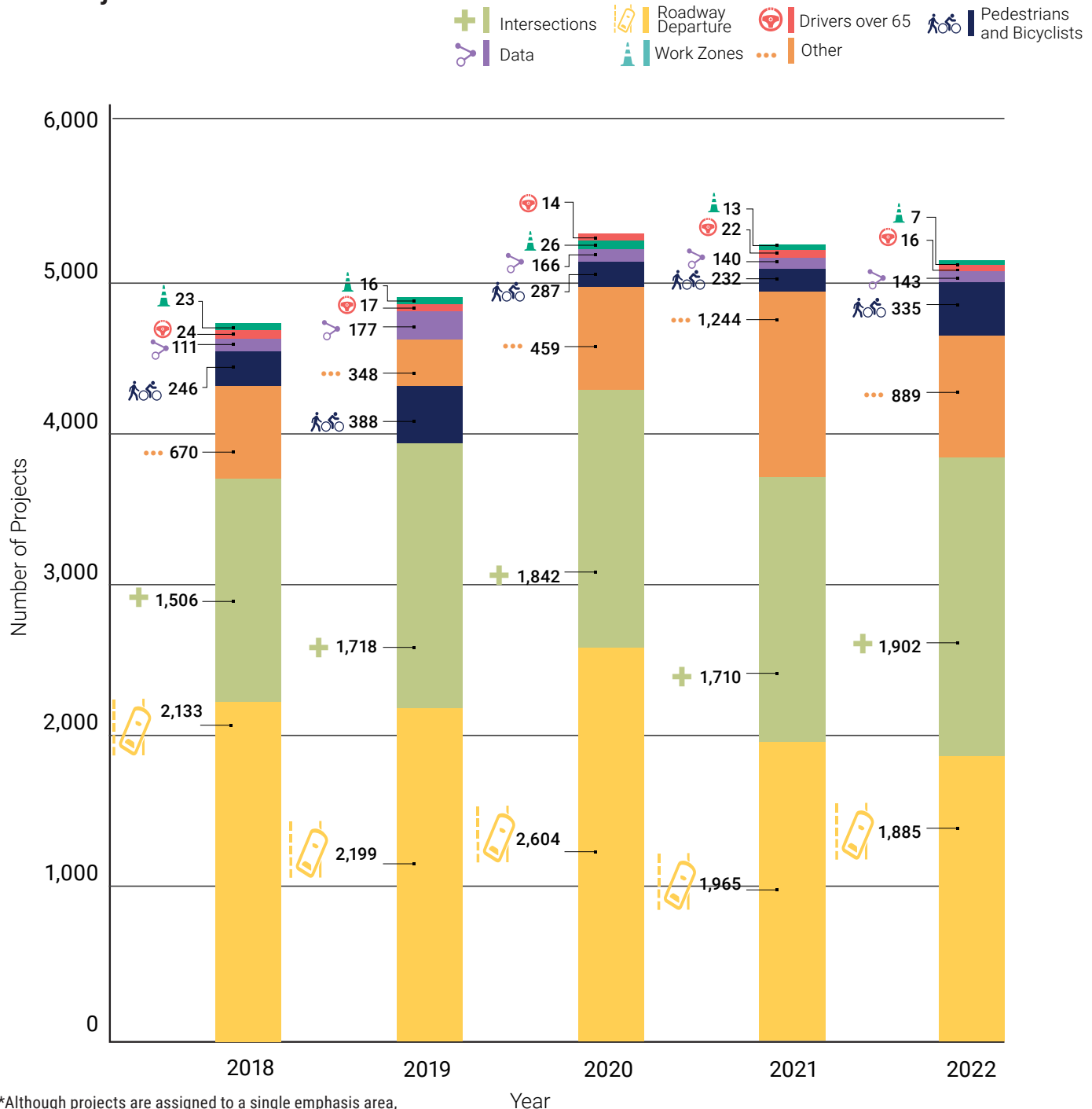
⁴ 23 U.S.C. 148(a)(4)(A).

⁵ 23 U.S.C. 148(c)(2)(B)(iv).

What SHSP Emphasis Areas Do HSIP Projects Support?

Since 2005, the HSIP has provided States with continuous funding for safety improvements. For the past 5 years, intersections and roadway departure crashes have consistently been emphasis areas for many States.

HSIP Projects Over the Past Five Years



*Although projects are assigned to a single emphasis area, many projects improve safety in multiple areas. For example, a project listed under "intersections" may also include safety improvements for pedestrians and bicyclists.

To find out how HSIP can help save lives in your community, contact your State DOT:
<https://www.fhwa.dot.gov/about/webstate.cfm>



U.S. Department of Transportation
Federal Highway Administration



Except for the statutes and regulations cited, the contents of this document do not have the force and effect of law and are not meant to bind the States or the public in any way. This document is intended only to provide information regarding existing requirements under the law or agency policies.

The U.S. Government does not endorse products or manufacturers. Trademarks or manufacturers' names appear in this document only because they are considered essential to the objective of the document. They are included for informational purposes only and are not intended to reflect a preference, approval, or endorsement of any one product or entity.

FHWA-SA-23-019