

What is HSIP?

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. HSIP requires a data-driven, strategic approach to improving highway safety with a focus on performance.

VDOT's HSIP efforts involve identifying intersections or highway segments with above average total and injury crashes, analyzing crash trends and existing conditions, conducting economic and/or risk evaluation of proposed safety project benefits, and funding projects that will have the greatest impact on safety.

Why make changes?

SAVE LIVES

Deaths on Virginia's roads have increased in recent years, with 843 and 819 fatalities in 2017 and 2018, respectively. The Commonwealth Transportation Board (CTB) finds current highway safety trends unacceptable and directed OIPI, working with VDOT and DMV, to develop a plan to reduce fatal and serious injury crashes.

INCREASE RETURN ON INVESTMENT

Systemic and hybrid safety improvements provide significant benefits in reducing fatalities and serious injuries at lower cost. Once implemented, an initial deployment of systemic improvements on the VDOT-maintained network is estimated to save 60 lives and 1,200 injuries per year statewide.

IMPROVE TRANSPARENCY AND ACCOUNTABILITY

The project selection process will have increased involvement with CTB and public engagement to ensure projects with the greatest benefits are advanced. Additionally, annual reporting will document funding distribution, investment performance, and progress on deployment of systemic improvements.

CATEGORIES OF SAFETY PROJECTS

Systemic –

A project that deploys a lower-cost/high-benefit highway safety countermeasure at multiple higher-risk roadway locations to address a particular crash type.

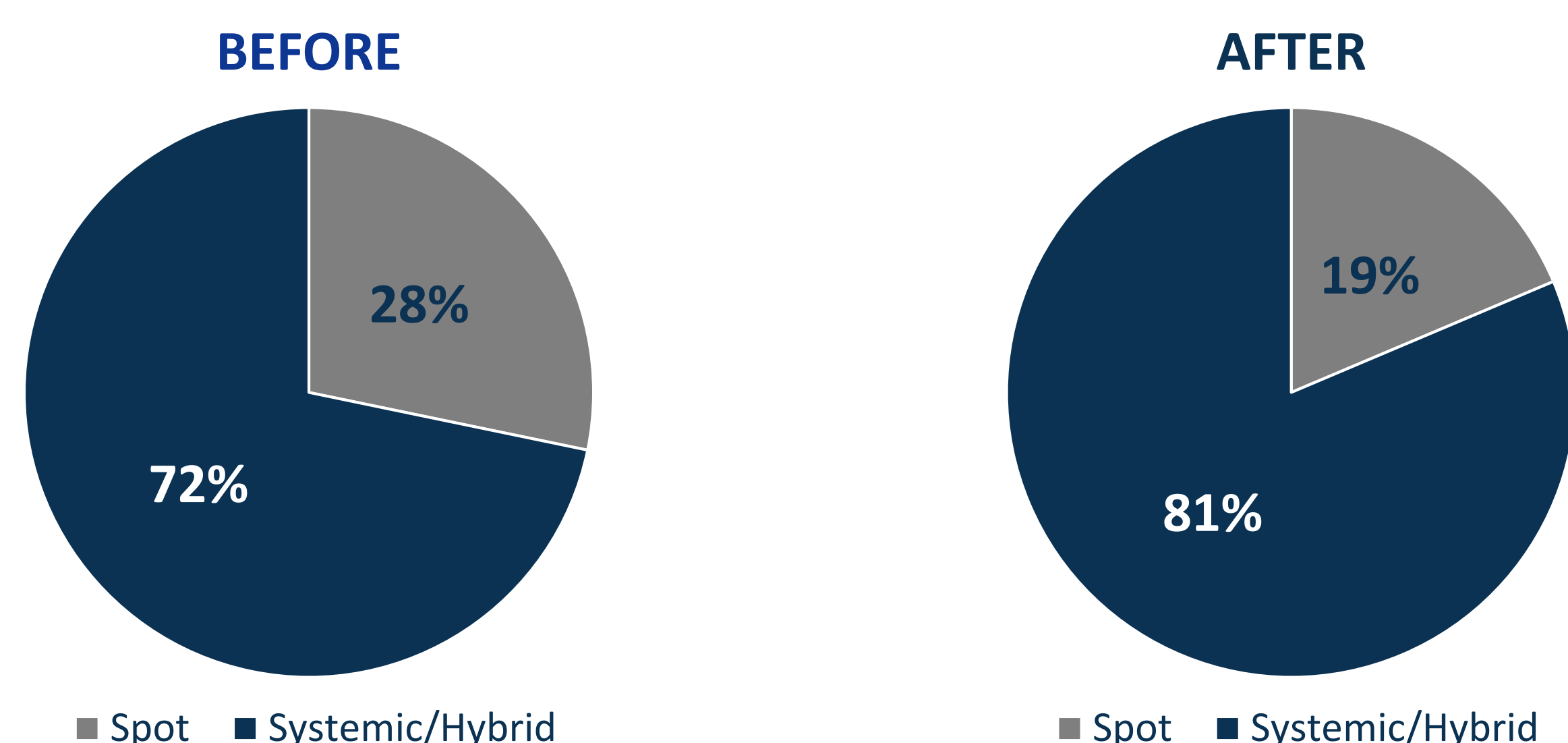
Spot –

A project at a single location or along a single corridor on the highway network. Often involves reconstruction or new construction.

Hybrid –

A project that furthers deployment of edgeline rumble strips, a systemic safety improvement, and requires shoulder widening. These projects are more expensive than systemic, due to the shoulder widening costs, but less than spot projects.

Proposed Changes: Funding Distribution, Implementation Plan, Project Selection, Annual Reporting



HSIP funding distribution by project type, FY20-25, both before and after initial Implementation Plan recommendations adopted by CTB.

FUNDING DISTRIBUTION

- 1) HSIP funds will continue to be distributed based on the proportion of fatalities between VDOT and Locality maintained roads
- 2) Funds to be allocated based on risk-based locations of systemic safety improvements included in VDOT's initial Implementation Plan.
 - Allocate approximately 80 percent of available funds to systemic safety improvements over the six-year improvement program.
 - Funds for systemic improvements available for Local roads in FY24/FY25
- 3) No changes to the process for distributing High Risk Rural Roads and Railway-Highway Crossing funds.

IMPLEMENTATION PLAN

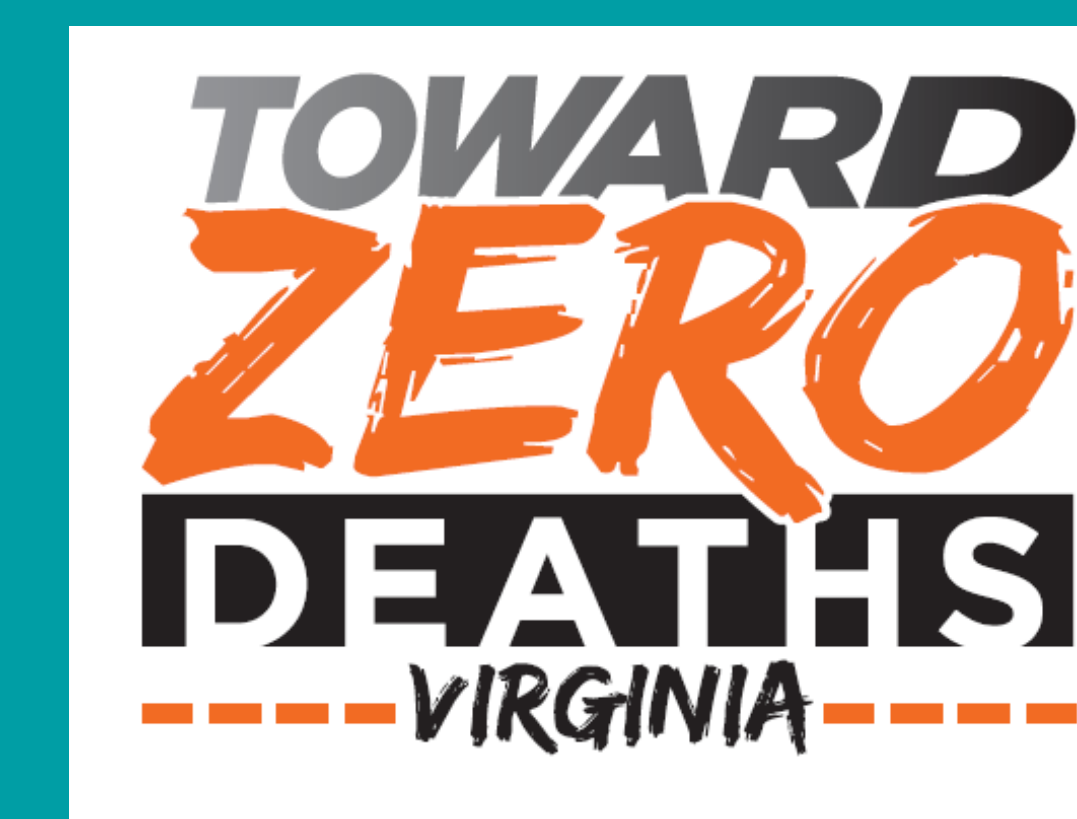
- 1) In September 2019, CTB approved \$137 million in systemic safety projects included in VDOT's initial Implementation Plan.
 - **Projects estimated to save 60 lives and 1,200 injuries per year statewide (once implemented).**
- 2) The initial Implementation Plan:
 - Establishes goals and schedules for deploying eight systemic improvement types across VDOT's network.
 - Includes a risk-based assessment of eight systemic improvements to include the locations, appropriate improvements, cost estimates, and schedules on all public roads.
 - Aligns with emphasis areas in Virginia's Strategic Highway Safety Plan
 - Will be updated periodically to advance additional systemic improvements.

PROJECT SELECTION

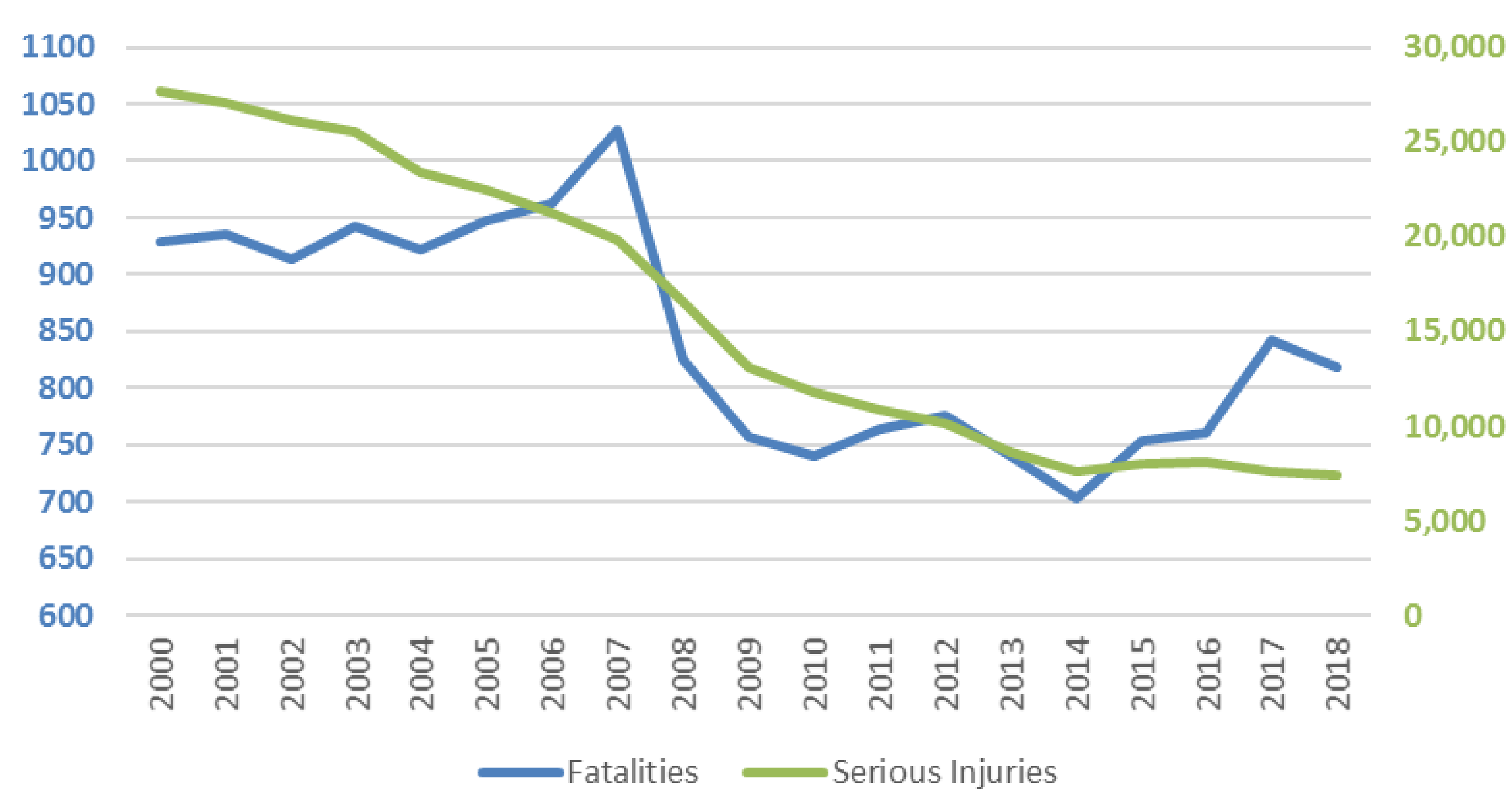
- 1) **Local projects**
 - Funds available to systemic improvements only for FY24-FY25
 - Beginning in FY23, localities may submit applications for funding
 - VDOT to establish process for screening, scoring, and selection of projects
 - CTB to review and approve projects for funding
- 2) **Spot improvement projects**
 - No new spot improvement projects until FY2026 SYIP
 - In the interim, VDOT Commissioner may approve spot improvement projects with CTB concurrence. Spot projects must meet minimum thresholds:
 - Benefit/Cost ratio > 15
 - Project to be implemented or under construction in less than 12 months
 - Number of targeted crashes/injuries reduced
 - Future recommendations for project selection process for FY2026 to be provided to the CTB.

ANNUAL REPORT

- 1) Concurrent with annual HSIP report, due annually by August 31, VDOT and OIPI will report on the following:
 - Progress on advancement of systemic improvements
 - Funding distribution information
 - Anticipated benefits of investments and performance to date
 - Recommendations for changes to Implementation Plan and HSIP Policy



Annual Fatalities and Serious Injuries on Virginia Roads (2000-2018)



Systemic Safety Projects: Low-cost, high-benefit improvements systemically spread on a roadway network at targeted locations

- High-Visibility Backplates
- Flashing Yellow Arrow
- Curve Signs
- Pedestrian Crossings
- Unsignalized Intersections
- Pavement Shoulder Wedge
- Centerline Rumble Strips
- Edgeline Rumble Strips