

High Risk Rural Roads

§ 1401

Program Purpose

The Highway Safety Improvement Program (HSIP) was elevated to a core program as a result of the passage of SAFETEA-LU. It includes a new set-aside provision known as the High Risk Rural Roads (HRRR) Program. This program is a component of the HSIP and is a \$90 million per year program set-aside after HSIP funds have been apportioned to the states.

Approximately 60% of fatalities occur on rural roads, and the purpose of this program is to achieve a significant reduction in traffic fatalities and incapacitating injuries on rural major or minor collectors, and/or rural local roads.

Statutory References

- SAFETEA-LU Sections 1401 (a) & (f)
- Modifies Section 148 (f) of Title 23 of the United States Code (23 USC 148)

Program Features

The HRRR funds construction and operational improvements on roadways that have accident rates for fatalities and incapacitating injuries that exceed the statewide average on rural major or minor collectors, or rural local roads, OR that will likely have increases in traffic volume that are likely to create an accident rate above the statewide average for the respective roadway functional classes. Implementation thereby requires comprehensive crash data for all public roads.

Funding

Year	2005	2006	2007	2008	2009
Authorization	\$0	\$90M	\$90M	\$90M	\$90M

The state funding levels for the HRRR are set aside *after* the funds are apportioned to the states by using the same formula that was used for the overall HSIP apportionments. The amount of funds set aside in each State is based on its proportionate share of the total HSIP apportionment (i.e. based on Federal-aid lane miles, vehicle miles traveled, and fatalities).

A memorandum will be sent to the FHWA Division office in each state indicating the actual amounts available to each state each year.

Eligible Use of Funds

As part of the HSIP, construction and operational safety improvements are funded on roadways functionally classified as a rural major or minor collector or a rural local road that has fatal and incapacitating injury crash rates higher than the statewide average for those functional classes of roads, or that will likely have increases in volume that are likely to create such rates. Funds must be obligated within four years.

Federal Share

The Federal share is 90% (subject to the sliding scale with certain activities eligible for 100% under sec. 120(c)).

Implementation

States will administer the HSIP, with appropriate oversight by the Office of Safety and the FHWA Division Office. Further guidance on the High Risk Rural Road Program and on the various reporting requirements will address program implementation specifics. Note that implementing this program effectively requires comprehensive crash data on all rural roads. Some Questions and Answers about HRRR have already been posted (see second bullet below). Annual HSIP reports will reflect the HRRR program.

See Also

- Office of Safety Website – <http://safety.fhwa.dot.gov/safetealu/>
- Questions and Answers – http://safety.fhwa.dot.gov/safetealu/qa_programarea.htm
- *SAFETEA-LU Fact Sheets* on HSIP, SHSP, and HSIP Reporting.
- *High Risk Rural Roads (HRRR) Program Guidance* will be published separately.

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