



To use HSIP funds, each state must:

Write a Strategic Highway Safety Plan



Set Performance Targets



Select Projects based on a data-driven process



Add selected projects to the TIP/STIP



Build projects

State plans and key attributes can be found at https://rspcb.safety.fhwa.dot.gov/shsp_cop.aspx

Bicycle and pedestrian emphasis areas and strategies are compiled at <https://data.bikeleague.org/show-your-data/state-data/section-vii-plans-policies/>

States must meet or make significant progress towards [performance targets](#). States that fail to meet or make significant progress towards performance targets must spend HSIP funding on HSIP projects according to an implementation plan that supplements the Strategic Highway Safety Plan (SHSP).

A past League analysis of targets is available at <https://bikeleague.org/content/state-safety-targets-show-need-congress-further-prioritize-safety>

Projects should “logically flow from the emphasis areas and strategies identified in the State’s SHSP.”

In states where 15% or more of annual traffic fatalities in the preceding year were vulnerable road users, states must spend 15% or more of HSIP funds on vulnerable road user safety. Find state fatality data here: <https://data.bikeleague.org/show-your-data/state-data/states-biking-walking-road-safety/>

Before federal funding can be obligated, projects must appear on a Transportation Improvement Program (TIP) adopted by the state DOT or an entity, such as a [Metropolitan Planning Organization](#), with obligation authority.

An in-depth examination of STIPs can be found here: https://bikeleague.org/sites/default/files/LiftingTheVeil_ReportScoreCards.pdf

[Federal Guidance](#) says projects that: 1) Separate users in time and space, 2) Match vehicle speeds to the built environment, and 3) Increase visibility (e.g., lighting) advance implementation of a Safe System approach and improve safety for vulnerable road users.