Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

SAFETEA-LU
Key Safety Provisions

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Key Provisions

• New “Core” Highway Safety Improvement Program (HSIP)
• SAFETEA-LU Almost Doubles TEA-21 Safety Apportionment
• Strategic Highway Safety Plans
• Flexibility
• Safety Set Asides
Highway Safety Improvement Program (HSIP)

• Purpose:
  To achieve a significant reduction in traffic fatalities and serious injuries on public roads
Highway Safety Improvement Program (HSIP)

• New “Core” Program
• $5.1 Billion over 4 years (FY06 – FY09)

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• Set Asides
  – High Risk Rural Roads - $90 Million/Year
  – Railway Highway Crossings - $220 Million/Year
Highway Safety Improvement Program (HSIP)

Apportionment Formula

- 1/3: Total lane miles federal aid highways
- 1/3: Total vehicle miles traveled on lanes on federal aid highways
- 1/3: Number of fatalities on federal aid system
- Minimum: ½ of 1% of HSIP funds
Highway Safety Improvement Program (HSIP)

To obligate HSIP funds, States’ must:

• Develop and implement a State Strategic Highway Safety Plan
• Produce a program of projects or strategies
• Evaluate the plan on a regular basis
• Submit an annual report to the Secretary
Strategic Highway Safety Plans (SHSP)

- Developed by DOT after consultation with prescribed safety stakeholders
- Analyzes and makes effective use of crash data
- Addresses 4 E’s plus management and operations
- Considers safety needs of all public roads
- Describes program of projects or strategies to reduce or eliminate safety hazards
- Approved by State Governor or responsible State agency

**SHSP Guidance**
States’ must submit an annual report** to the Secretary that:

- Describes not less than 5% of locations exhibiting the most severe safety needs, with an assessment of:
  - Potential remedies to hazardous locations identified
  - Estimated costs associated with remedies
  - Impediments to implementation other than cost

**Reports made available to the public through USDOT web site
States’ must submit a report to the Secretary that:

• Describes progress being made to implement highway safety improvement projects
• Assesses the effectiveness of those improvements
• Describes the extent to which improvements:
  – Reduce the # of roadway fatalities
  – Reduce the occurrences of roadway injuries
  – Reduce the # of roadway-related crashes
  – Mitigating the consequences of roadway related crashes
  – Reduce occurrences of crashes at railway highway crossings
HSIP Flexibility

• A State may use up to 10% of HSIP funds to carry out other safety projects identified in the SHSP

• The State must certify that:
  – The State has met needs in the State relating to railway-highway crossings
  – The State has met the State’s infrastructure safety needs relating to highway safety improvement projects
Railway Highway Crossings

$220 Million/Year Set Aside (FY06 – FY09)

• New Funding Formula:
  – 50% based on STP formula factors
  – 50% based on # of public railway-highway crossings
  – Minimum apportionment: ½ of 1% of program funds

• 50% of State’s apportionment for installation of protective devices
Railway Highway Crossings (cont’d)

• Up to 2% of Section 130 funds can be used for data analysis and compilation for annual report to Secretary

• Section 130 activities also eligible under HSIP (Section 148)

• Report to Congress every two years beginning April 1, 2006
High Risk Rural Roads

$90 Million/Year Set Aside (FY06 – FY09)

- Eligible on any roadway functionally classified as:
  - Rural major collector
  - Rural minor collector
  - Rural local road

- Accident rate for fatalities and incapacitating injuries > statewide average
High Risk Rural Roads (cont’d)

• Construction and operational improvements

• Flexibility:
  – State certifies it has met all of its needs relating to high risk rural roads
  – May use set aside funds for any project under Section 148 (HSIP)
Safe Routes to School (SR2S)

• Program Purpose:
  – Enable and encourage children to walk and bicycle to school
  – Make walking and bicycling to school a safer and more appealing transportation alternative
  – Facilitate planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption and air pollution in the vicinity of schools
SR2S Funding

- Apportionment Ratio
  - Total student enrollment in primary and middle schools (K-8) in each state to all states
- Minimum: $1,000,000/Fiscal Year
- SR2S Coordinator funded from state apportionment

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SR2S Eligible Projects & Activities

**Infrastructure Related Projects**
- Sidewalk improvements
- Traffic calming & speed reduction improvements
- Pedestrian & bicycle crossings improvements
- On-street bicycle facilities
- Off-street bicycle & pedestrian facilities
- Secure bicycle parking facilities
- Traffic diversion improvements

**Non-Infrastructure Related Activities**
- Public Awareness campaigns
- Outreach to press & community leaders
- Traffic education & enforcement
- Student sessions on pedestrian & bicycle safety, health & environment
- Funding for training, volunteers and managers of SR2S programs
Other SR2S Activities

• National SR2S Clearinghouse
  – Develop information and educational programs
  – Technical assistance

• National SR2S Task Force
  – Leaders in health, transportation and education
  – Study and develop a strategy for advancing SR2S nationwide (March 31, 2006)
Work Zone Safety

- Work Zone Safety Grants
- National Work Zone Safety Information Clearinghouse
- Worker Injury Prevention & Free Flow of Vehicular Traffic
- Temporary Traffic Control Devices
Road Safety Improvements for Older Drivers & Pedestrians

- Improve traffic signs and pavement markings
- “Guidelines and Recommendations to Accommodate Older Drivers and Pedestrians” dated October 2001
- Federal Share = 100%
- No specific funding, “such sums” authorized for ’05 – ‘09
Incentive/Transfer Programs

- **Section 154**: Open Container Requirements
- **Section 157**: Safety Incentive Grants for Use of Seat Belts
- **Section 163**: Safety Incentives to Prevent Operation of Motor Vehicles by Intoxicated Persons
- **Section 164**: Minimum penalties for repeat offenders for driving while intoxicated or driving under the influence
NHTSA - Managed Programs

• Section 406:
  Safety Belt Performance Belt Grants

• Section 408:
  State Traffic Safety Information System Improvements
NHTSA - Managed Programs

- Section 406: Safety Belt Performance Belt Grants
- Section 408: State Traffic Safety Information System Improvements
“The care of human life & happiness…is the first and only objective of good government”

Thomas Jefferson