

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

***SAFETEA-LU  
Key Safety Provisions***

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**Executive Committee for Highway Safety**

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**Federal Highway  
Administration**

# SAFETEA-LU Overview

- Highway Bills
- What is SAFETEA-LU?
- How much does NC get?
- Caveats...
- How does SAFETEA-LU compare?
- What about safety?

# Key Safety Provisions

- New “Core”  
Highway Safety Improvement Program
- 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 (NC)
- \$121 Million over 4 years (FY06 – FY09)

Fiscal Year	2006	2007	2008	2009
Authorization	\$29.3 M	\$29.9 M	\$30.5 M	\$31.1 M

- Set Asides
  - Railway Highway Crossings - \$6.5 Million/Year
  - High Risk Rural Roads



# 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:  $\frac{1}{2}$  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\*\***



# HSIP Reporting Requirements

**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 DOT web site**



# HSIP Reporting Requirements (cont'd)

**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:  
 $\frac{1}{2}$  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 (NC)

Fiscal Year	2005	2006	2007	2008	2009
Authorization	\$1 M	\$2.45 M	\$3.26 M	\$4.03 M	\$5.04 M

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



# SR2S Eligible Projects & Activities

## Infrastructure Related Projects

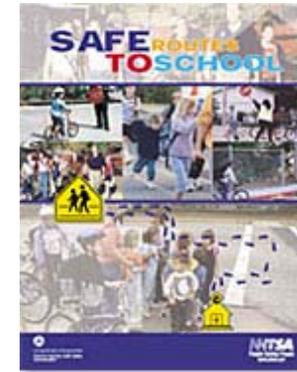
- Sidewalk improvements
- Traffic calming & speed reduction improvements
- Pedestrian & bicycle crossings improvements
- On-street bicycle facilities
- Off-street bicycle & pedestrian facilities
- Secure bicycle parking facilities
- Traffic diversion improvements

## 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

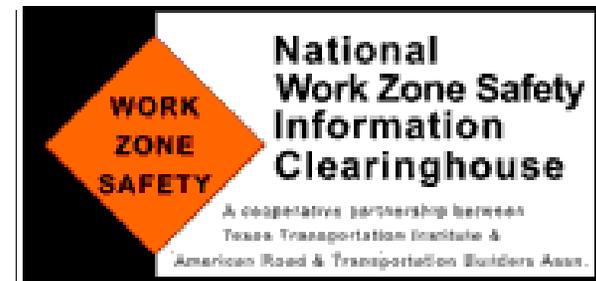
# Other SR2S Activities

- 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)



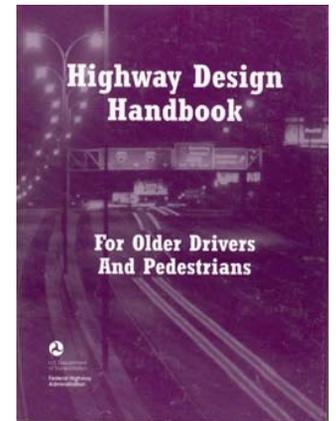
# Work Zone Safety

- 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

***“The care of human life & happiness...is the first and only objective of good government”***

**Thomas Jefferson**

**<http://safety.fhwa.dot.gov/safetealu/index.htm>**

