

## SAFETEA-LU vs TEA-21 – Highway Safety Improvement Program

TEA-21 and Previous (HES and Rail-Hwy Safety)	SAFETEA-LU (SECTION 148)
Railway-Highway Crossings (Sec. 130) and Hazard Elimination (Sec. 152)	Highway Safety Improvement Program (HSIP) (Sec. 148)
10% set aside from STP totaling approximately \$650 Million per year (FY 2000 – 2005)	Stand alone “core” program of approximately \$1.3 Billion per year (FY 2006-2009)
No comparable provision	Requires a Strategic Highway Safety Plan (SHSP) developed through a collaborative, comprehensive and data driven approach
Section 152 Hazard Elimination Program and 130 Rail-Highway Program.	States with an SHSP can obligate funds for projects that are eligible under Section 148 Hazard Elimination Program. States without an SHSP are limited to projects eligible under the Section 152 Hazard Elimination Program and Section 130 Rail-Highway Program.
No comparable provision	After FY 2007, States without an SHSP will have their safety funds capped at the FY 2007 level.
No comparable provision, however all public roads eligible for funding.	Establishes a set aside program (\$90 Million each FY) for High Risk Rural Roads.
Railway-Highway Crossing Safety program is funded through 10% set aside (approximately \$155 Million each FY) from STP	Establishes a set aside program (\$220 million each FY) for Railway-Highway Crossing Safety (Section 130)
Program is a 10% set aside from STP which does not consider fatalities in the distribution formula	HSIP distribution formula equally considers fatalities on federal-aid system, VMT, and lane miles on federal-aid highways.
No comparable provision	10% of HSIP funds may be used for other safety projects listed in a State’s SHSP if railway-highway crossing and infrastructure safety needs are met
No comparable provision	Annual report must be completed describing 5% of a State’s locations with the most severe safety needs and this information will be made available to the public on the internet
Annual implementation and evaluation reports required, but no requirement to submit to Congress. No provision on funding or reporting requirements.	Biennial report to Congress required for railway-highway safety projects. No more than 2% of funds can be used for reporting requirements

## SAFETEA-LU vs TEA-21 – Highway Safety Improvement Program

TEA-21 and Previous (HES and Rail-Hwy Safety)	SAFETEA-LU (SECTION 148)
Annual reports required describing progress and effectiveness of Hazard Elimination Program and Railway-Hwy Safety Program	Annual reports describing progress and effectiveness of the HSIP required
Roundabouts not included in Section 120 under “Increased federal share for certain safety projects”	Roundabouts eligible for 100% Federal funding in Section 120 under “Increased federal share for certain safety projects”
<p>Safety improvement project means a project that:</p> <ul style="list-style-type: none"> <li>- corrects or improves high hazard locations</li> <li>- eliminates roadside obstacles</li> <li>- improves highway signing and pavement marking</li> <li>- installs priority control systems for emergency vehicles at signalized intersections</li> <li>- installs or replaces emergency motorist aid call boxes</li> <li>- installs traffic control or warning devices at locations with high accident potential</li> <li>- improves safety on a publicly owned bike/ped pathway or trail</li> <li>- installs a traffic calming measure to improve safety</li> </ul>	<p>The term “highway safety improvement project” means a project described in the State strategic highway safety plan that corrects or improves a hazardous road location or feature, or addresses a highway safety problem. The term includes a project for one or more of the following:</p> <ul style="list-style-type: none"> <li>- Intersection safety improvement</li> <li>- Pavement and shoulder widening</li> <li>- Installation of rumble strips or another warning device</li> <li>- Installation of a skid-resistant surface</li> <li>- An improvement for pedestrian or bicyclist safety or safety of the disabled.</li> <li>- Construction of any project for the elimination of hazards at a railway highway crossing</li> <li>- Construction of a railway highway crossing safety feature, including installation of protective devices.</li> <li>- The conduct of a model traffic enforcement activity at a railway-highway crossing.</li> <li>- Construction of a traffic calming feature.</li> <li>- Elimination of a roadside obstacle.</li> <li>- Improvement of highway signage and pavement markings.</li> <li>- Installation of a priority control system for emergency vehicles at signalized intersections.</li> <li>- Installation of a traffic control or other warning device at a location with high accident potential.</li> <li>- Safety-conscious planning</li> <li>- Improvement in the collection and analysis of crash data</li> <li>- Planning, integrated interoperable emergency communications equipment, operational activities, or traffic enforcement activities (including police assistance) relating to workzone safety.</li> </ul>

# SAFETEA-LU vs TEA-21 – Highway Safety Improvement Program

TEA-21 and Previous (HES and Rail-Hwy Safety)	SAFETEA-LU (SECTION 148)
	<ul style="list-style-type: none"><li>- Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes for the safety of motorists and workers) and crash attenuators.</li><li>- The addition or retrofitting of structures or other measures to eliminate or reduce accidents involving vehicles and wildlife.</li><li>- Installation and maintenance of signs (including fluorescent, yellow-green signs) at pedestrian-bicycle crossings and in school zones.</li><li>- Construction and operational improvements on high-risk rural roads.</li></ul>