

Highway Safety Improvement Program Reporting Requirements Web Conference

FHWA Office of Safety

June 20, 2006

Cancelled

Meeting Agenda

- Welcome and conference operating procedures
- Overview of all 3 reporting requirements
- Reiteration of specific reporting requirements by each lead person followed by questions and answers.

Two ways to participate in the discussion:

- Ask a question during open discussion (press *1).
- Submit your question through the “chat” pod.

Presenters

- HSIP--Ken Epstein and Leslie Wright
- Highway-Railway Crossings—Guan Xu
- 5% Report—Ed Rice

General Information

- Guidance on each of the reporting requirements disseminated during April and May
- Guidance now on the Safety Website
<http://safety.fhwa.dot.gov/safeteaau>
- Request for Clearance by the Office of Management and Budget—60-day *Federal Register* notice published on May 4
- Guidance will be continually monitored and updated as we gain additional experience

Report Submittal

- Reports are due annually by **August 31** to Division Offices, and to the Office of Safety by **September 30**
- State Options—Three separate reports or one report with three distinct sections
- Electronic submission of reports

Protection from Discovery and Admission into Evidence

- 23 U.S.C. §148(g)(4) – Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purposes directly relating to . . . [the HSIP and 5% Reports] . . . shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in such reports, surveys, schedules, lists, or other data

HSIP Report

- Section 148(g) and Section 152(g)
- Purpose of report -- to assess whether the HSIP is accomplishing its intended purpose to reduce fatalities and serious injuries on public roads

HSIP Report

- Report Contents [Section 148(g)]
 - (1) Description of progress being made to implement HSIP projects
 - (2) Assessment of the effectiveness of the projects
 - (3) Description of the extent to which the HSIP improvements contribute to:
 - (a) Reducing fatalities
 - (b) Reducing injuries
 - (c) Reducing crashes
 - (d) Mitigating the consequences of crashes
 - (e) Reducing rail-highway crossing crashes



HSIP Report

- The report should also contain:
 - Information on the State's High Risk Rural Roads Program
 - Relationship of the HSIP projects to the State's SHSP

Progress in Implementing HSIP Projects

Description of:

- HSIP funds available
- Number and general listing of HSIP projects initiated—how they relate to the State's Strategic Highway Safety Plan
- How projects are chosen for the HSIP

Assessment of the Effectiveness of the Improvements

Demonstration of program effectiveness—
general information and trends

- Overview of general highway safety trends
- Description of the overall effectiveness of the HSRP
- Summary of the High Risk Rural Roads program effectiveness

Project Evaluation—How improvements contributed to specific goals

- Addresses requirements from both SAFETEA-LU and Section 152(g)
- Overall purpose—To determine if the project achieved its purpose

Project Evaluation

Information being requested

- Location/identifier for project
- Type of improvements(s)—Table provided
- Cost of improvement
- “Before” and “After” crash results—Use 3 years of “before” and 3 years of “after” data
- Evaluation results—Benefit/Cost or other methodology

Reporting on High Risk Rural Roads Program

- HRRR report criteria is included as a section in the HSIP report guidance
 - Basic program implementation information
 - Methods used to select HRRR
 - Detailed information assessing the HRRRP projects

HRRR Program Implementation

- Based on the most recent completed State FY
 - # and type of HRRRP projects initiated
 - HRRRP funds available

HRRR Selection Process

- With a comprehensive statewide crash and roadway data system
 - Methodology used
 - Data used
 - #fatalities, #incapacitating injuries, etc.
 - VMT, ADT, lane miles, number of vehicles entering an intersection, etc.

HRRR Selection Process

- Working towards a comprehensive statewide crash and roadway data system
 - Interim Methodology used (data-based)
 - Possible interim data used
 - #fatalities, #incapacitating injuries of a defined area
 - “per capita” data (registered vehicles, licensed drivers, population, etc.)

HRRR Selection Process

- Techniques used to identify roadways with projected increases in traffic volumes that cause a projected increase in crash rates exceeding the statewide average. [23 U.S.C. §148(a)(1)(B)]
- Steps underway to improve crash and roadway data systems
 - considering all public roads

Assessment of HRRRP Project Effectiveness

- Present/describe evaluation data for projects
 - Location/identifier
 - Federal functional class of roadway
 - Type of improvement
 - Cost of improvement
 - “Before” and “After” crash results
 - Evaluation Results

Rail-Highway Crossings Report

- Sections 130(g) and 148(g) [SAFETEA-LU Section 1401(d)]
- Purpose of report - to assess whether the program is accomplishing its intended purpose
- Annual report is due by August 31 each year to Division Offices, to Office of Safety by September 30
- Biennial report due to Congress on April 1, 2006 and every 2 years thereafter

Section 130 Projects

- Purpose: Eliminate hazards of HRGX
- Project types
 - Crossing Approach Improvements
 - Crossing Warning Sign and Pavement Marking Improvements
 - Active Grade Crossing Equipment Installation/Upgrade
 - Visibility Improvements
 - Roadway Geometry Improvements
 - Grade Crossing Elimination
 - Crossing Inventory Update



Rail-Highway Crossings Report

Report Contents

- General Program
 - Overall efforts funded by Section 130 including total number of projects and costs
 - Status of data acquisition and analysis efforts and expenditures;
 - Total number of public crossings within the State, including type of crossing protection;
 - Specific program emphasis areas; and
 - Assessment of overall Section 130 program effectiveness.

Rail-Highway Crossings Report

Report Contents

- Project Metrics
 - Location of projects;
 - USDOT crossing numbers;
 - FHWA roadway functional classification;
 - Crossing protection (i.e., active, passive);
 - Crossing type (e.g., vehicle, pedestrian, etc.);
 - Specific project type and description;
 - Cost of project;
 - Funding types (Section 130 or other);
 - Crash data
 - Effectiveness of prior year projects.

Rail-Highway Crossings Report

- States can use up to 2% of their rail-highway crossing funds to compile and analyze data for the reports required under Section 130(g)



“5% Report”

- Mandated by Section 148(c)(1)(D)
- Is a condition to obligating annual HSIP funds

“5% Report”

- As part of their Strategic Highway Safety Plans, States must have crash data systems capable of:
 - Identifying hazardous locations on all public roads;
 - Establishing the relative severity of those locations using criteria deemed appropriate to the State, in terms of crashes, injuries, fatalities, traffic volumes, and other relevant data.
- The purpose of the HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on public roads – Section 148(b)(2)

“5% Report”

- The annual report should then identify not less than 5% of those locations in the State exhibiting the most severe safety needs.
- Purpose - to raise public awareness of the safety needs and challenges in the States

“5% Report”

- It is recognized that not all States are currently able to identify crash locations on non-State-maintained roads
 - Current methodology can be used for the initial report(s)
- The Guidance recommends that States improve their data systems so that full public road coverage can be achieved by 8/31/09

“5% Report”

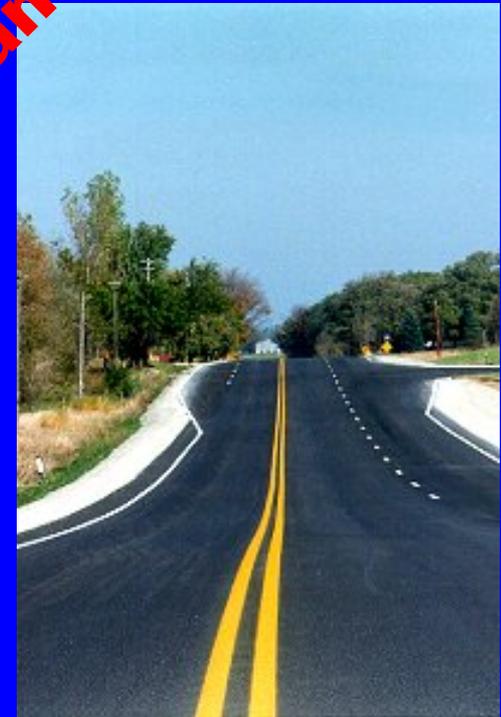
- Methodologies used by the States should include fatalities and serious injuries and may be based on one or more of the following:
 - Frequencies
 - Rates per 100 MVMT
 - Rates per million entering vehicles (intersections)
 - Rates per mile
 - Fatal and serious injury crashes as a % of total crashes
 - Crash loss (dollars)
 - Other as identified by a State

“5% Report”

- Number of locations in the report should be:
 - Commensurate with the size of the State
 - Reflect the locations the State DOT believes have the greatest safety needs in the State to raise public awareness of these needs
- No minimum or maximum number of locations can be recommended at this time
- Some examples are presented in the Guidance

“5% Report”

- The reports shall also include:
 - Potential remedies for the identified locations (in any of the “4E” areas)
 - Estimated costs of the remedies
 - Impediments to implementation other than cost



“5% Report”

- It is recommended that the report submissions include:
 - The State’s methodology used to determine the locations (will vary among the States)
 - Extent of public road coverage
 - Schedule for updating crash data system to full coverage (if applicable)
 - Calendar years used in the data analyses (most recent 3-5 years of data recommended)
 - State contact person and/or office

“5% Report”

- Sample tabular report format is included in the Guidance
- Reports will be made available to the public on the USDOT web site - Section 148(g)(3)(A)
- Reports must be 508 compliant (any maps used must have a text equivalent)

“5% Report”

- States have much flexibility in determining their locations with the most severe safety needs – shouldn’t compare States’ reports
- Most Federal-aid highway funds can be used for crash database and analysis improvements (refer to www.dottec.gov/pages/funding.htm)

Thank You!

Questions?

Suggestions??

Thoughts???