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

SAFETEA-LU

Key Safety Provisions
Key Safety Provisions

- New “Core” Highway Safety Improvement Program
- SAFETEA-LU 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
- $5.06 Billion over 4 years (FY06 – FY09)

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- Set Asides
  - Railway Highway Crossings - $220 Million/Year
  - High Risk Rural Roads - $90 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
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**
• A State may use up to 10% of HSIP funds to carry out other safety projects identified in the SHSP.

- The State has met its needs relating to highway safety improvement projects relating to railway-highway crossings.
- The State must certify that:
  - The State has met its needs relating to railway-highway crossings.
  - The State has met its infrastructure safety needs relating to highway safety improvement projects.
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
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 # roadway fatalities
  - Reduce the # roadway injuries
  - Reduce the occurrences and mitigate the consequences of roadway-related crashes
  - Reduce occurrences of crashes at railway-highway crossings

HSIP Reporting Requirements (cont’d)
Railway Highway Crossings

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

• New Funding Formula:
  – 50% based on STR formula factors
  – 50% based on # public railway-highway crossings
  – Minimum apportionment: \( \frac{1}{2} \) of 1% of program funds

50% of State’s apportionment for installation of protective devices
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
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

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Authorization Canceled for all years.
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
- Consistent with “Guidelines and Recommendations to Accommodate Older Drivers and Pedestrians” October 2001
- Federal Share = 100%
- No dedicated funding
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 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