

## **ACTION: Eligibility of Red Light Running Countermeasures**

**Associate Administrator for Safety  
and System Applications**

**HHS-10**

**Regional Administrator  
Federal Lands Highway Program Administrator**

The Offices of Highway Safety and Technology Applications developed the “Red Light Running Campaign” in coordination with the National Highway Traffic Safety Administration. This campaign was initiated to reduce the number of crashes at signalized intersections and active highway-rail grade crossing where crash records and/or experience demonstrated that drivers were not complying with the traffic control device. That is, drivers were running red lights or proceeding through activated railroad signals. The “Red Light Running Campaign” provided an excellent opportunity for communities to demonstrate how engineering, enforcement, and educational activities can be combined to enhance highway safety by reducing the number of crashes resulting from signal violations. For information on the “Red Light Running Campaign,” please contact Ms. Mila Plosky (202-366-5915) of this office.

By this memorandum, we are encouraging all FHWA field offices to participate with their States in identifying and funding similar driver compliance projects. Federal-aid highway and State and Community Highway Safety Grant Program (23 U.S.C. Section 402) funds may be used to improve intersection and highway-rail grade crossing safety through better compliance with traffic signals, highway-rail signals, signs, and pavement markings. The following are examples of activities eligible for Federal funds:

- Identification of intersections or crossings that have a history of poor driver compliance or accident records demonstrating risk taking.
- Project planning, data collection, analysis, and project evaluations of any of the improvements or driver compliance countermeasures.
- Analyses of traffic data and crash records to determine appropriate or recommended actions.
- Operational improvements, such as capital improvements for traffic surveillance and control equipment, upgrading equipment, vehicle detectors, multi-phase controllers, and computerized signal systems, and improved signal system timing. Noncompliance may be caused by inappropriately timed signals or signals that are technically incapable of providing the appropriate phase times needed to achieve good compliance. (Federal-aid funds only).
- We have determined that red-light-running countermeasures equipment furthers the goal and constitutes a necessary expense that is consistent with the purpose of the State and

Community Highway Safety Grant Program (23 U.S.C. Section 402). The goal is to reduce traffic crashes and death, injuries, and property damage.

- Therefore, red-light-running countermeasures equipment such as video cameras, monitoring systems, electronic ticketing systems, or other data collection and processing equipment may be funded with Section 402 or STP funds. Agencies using these funds for the purchase of equipment should demonstrate during the project development stage how the information gathered will be used to improve driver compliance and reduce the number and/or severity of crashes. Additionally, agencies should also conduct evaluations to determine the effectiveness of their red-light-running countermeasures activities. The measures of effectiveness should be driver compliance and number and severity of intersection-related crashes.
- Highway design improvements including turning lanes, storage lanes, improved curve radii, or improved sight distance. (Federal-aid funds only).

No Federal funds shall be used to pay enforcement personnel employed in the issuing or processing of traffic tickets.

Agencies interested in implementing red-light-running countermeasures should be encouraged to develop system-wide implementation plans and evaluations. Often changes in traffic control systems at one intersection or highway-rail grade crossing have the result of shifting or creating a new problem at other locations. Additionally, if a capital investment is being made to institute an operational initiative, such as electronic countermeasures, we recommend that the initiative be continued for a minimum of two years or sooner if the investment meets its intended purpose.

Thank you for your efforts in supporting the highway safety programs, particularly those associated with improving driver compliance.

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