

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

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



**Federal Highway
Administration**

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)

Fiscal Year	2006	2007	2008	2009
Authorization	\$1,236 M	\$1,256 M	\$1,276 M	\$1,296 M

- 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****



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 it's needs relating to railway-highway crossings
 - The State has met it's 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**



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 # 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



Railway Highway Crossings

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

- **New Funding Formula:**
 - 50% based on STP 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

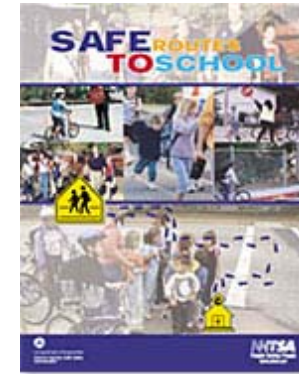
Fiscal Year	2005	2006	2007	2008	2009
Authorization	\$54 M	\$100 M	\$125 M	\$150 M	\$183 M

- Apportionment Ratio
 - Total student enrollment in primary and middle schools (K-8) in each state to all states
- Minimum: \$1,000,000/Fiscal Year
- SR2S Coordinator



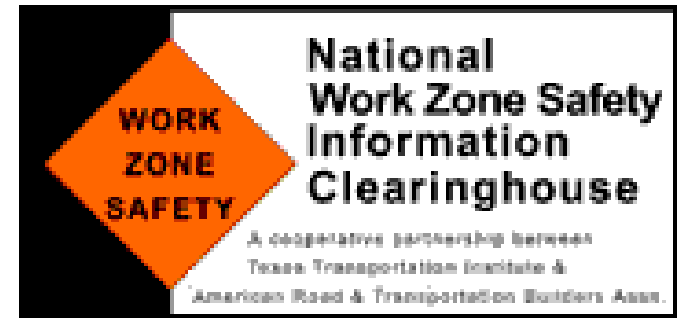
Other SR2S Activities

- 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)



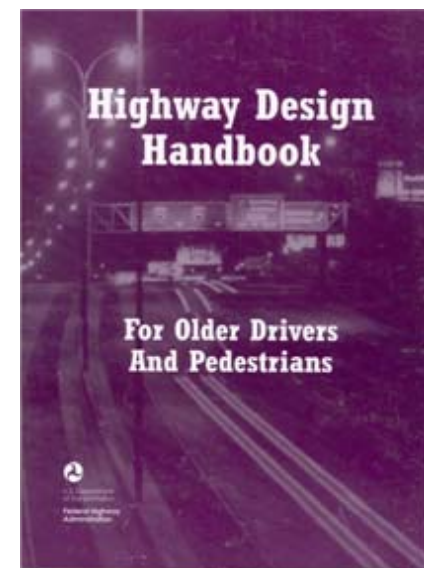
Work Zone Safety

- 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

