

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

***Advancing Safety through
SAFETEA-LU***



Federal Highway
Administration

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TRB 2006 Session 572
January 24, 2006**

SAFETEA-LU

Key Hwy. Safety Provisions

- **New “Core” Highway Safety Improvement Program (HSIP)**
- **SAFETEA-LU Almost Doubles Safety \$\$**
- **Strategic Highway Safety Plans (SHSP)**
- **Flexibility**
- **Safety Set Asides**
- **New Programs / Areas of Emphasis**



Highway Safety Improvement Program (HSIP)

- New “Core Funding” Program: *To achieve a significant reduction in traffic fatalities and serious injuries on public roads*
- \$5.1 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: \$220M/Yr
 - High Risk Rural Roads: \$90M/Yr



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 State 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**



HSIP Reporting Requirements

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 # of roadway fatalities
 - Reduce the occurrences of roadway injuries
 - Reduce the # of roadway-related crashes
 - Mitigating the consequences of roadway related crashes
 - Reduce occurrences of crashes at railway highway crossings



HSIP Reporting Requirements

Data Transparency

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 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 needs in the State relating to railway-highway crossings**
 - **The State has met the State's infrastructure safety needs relating to highway safety improvement projects**



Railway Highway Crossings

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

- **New Funding Formula:**
 - 50% based on STP formula factors
 - 50% based on # of 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**
- **Construction and operational improvements**



Safe Routes to School (SRTS)

- 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



SRTS 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 per State: \$1,000,000 each Fiscal
- SRTS Coordinator funded from state apportionment



SRTS: Eligible Projects & Activities

Infrastructure Related Projects

- Sidewalk improvements
- Traffic calming & speed reduction improvements
- Pedestrian & bicycle crossings improvements
- On-street bicycle facilities
- Off-street bicycle & pedestrian facilities
- Secure bicycle parking facilities
- Traffic diversion improvements

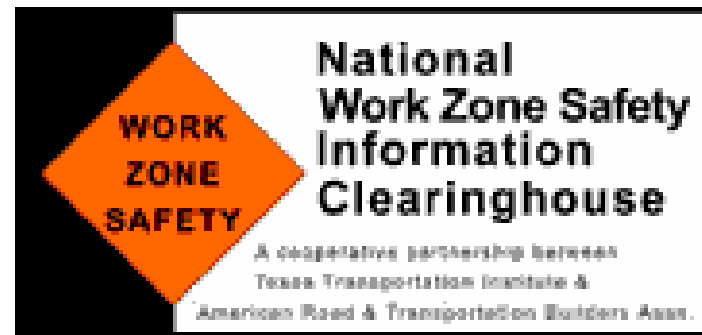
Non-Infrastructure Related Activities

- Public Awareness campaigns
- Outreach to press & community leaders
- Traffic education & enforcement
- Student sessions on pedestrian & bicycle safety, health & environment
- Funding for training, volunteers and managers of SRTS programs



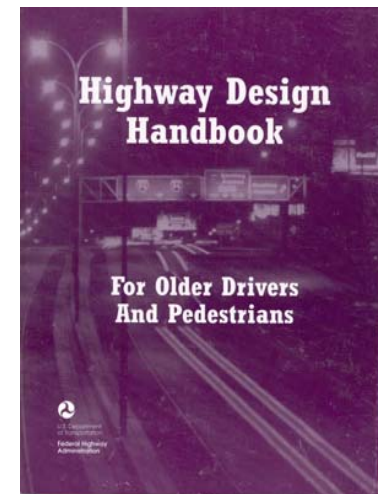
Work Zone Safety

- **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
- *Guidelines and Recommendations to Accommodate Older Drivers and Pedestrians* dated October 2001
- Federal Share = 100%
- No specific funding, “such sums” authorized for '05 – '09



NHTSA - Managed Programs

Examples

- **Section 406:**
Safety Belt Performance Grants

- **Section 408:**
State Traffic Safety Information System Improvements

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Partnering to Save Lives

“The care of human life & happiness...is the first and only objective of good government”

Thomas Jefferson

