

SAFETY-LU

What it Means to Local Agencies

What is SAFETEA - LU?

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

Authorizes the Federal Surface transportation Programs for
highways, highway safety, and transit for the 5-year
period 2005 - 2009

Key Safety Provisions

- New “Core” Highway Safety Improvement Program (HSIP)
- SAFETEA-LU Doubles TEA-21 Safety Apportionment
- Strategic Highway Safety Plans
- Set asides
- Reporting

Highway Safety Improvement Program (HSIP)

- Purpose:
To achieve a significant reduction in traffic fatalities and serious injuries on public roads



HSIP

- 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)

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)

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

What projects are eligible under the new HSIP?

HSIP Project Categories

- Intersection Improvements
- Roadway and Structure Improvements

Intersection Improvements

- Add/upgrade/modify/remove traffic signal and/or signal phasing
- Construct/improve channelization, turn lanes, speed-change lanes, etc.
- Install/improve signing and marking
- Install flashing beacon
- Install a skid-resistant surface
- Install/improve lighting
- Install priority control system for emergency vehicles at signalized intersections
- Improve sight distance

Roadway and Structure Improvements

- Widen pavement and/or shoulder (including adding a passing lane to remedy an unsafe condition)
- Install rumble strips or another warning device
- Install a skid-resistant surface
- Install/improve signing, pavement marking and/or delineation
- Install/improve roadway lighting
- Construct/modify median
- Realign roadway
- Construct access management (driveways, median openings, etc.) modifications
- Install a traffic control or other warning device at a location with high crash potential (or high potential for severe crashes)
- Add or retrofit structures or other measures to eliminate or reduce vehicle-wildlife collisions
- Plan integrated interoperable emergency communications equipment, operational activities, or traffic enforcement activities (including police assistance) relating to work zone safety

Pedestrian and Bicycle Improvements

- Construct improvements that enhance pedestrian or bicyclist safety or safety of the disabled
- Construct a traffic calming feature
- Install and maintain signs (including fluorescent, yellow-green signs) at pedestrian-bicycle crossings and in school zones

Roadside Improvements

- Eliminate/mitigate roadside obstacles
- Install/upgrade guardrails, barriers (including temporary barriers between construction work zones and traffic lanes for the safety of motorists and workers), and crash attenuators

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****

SET ASIDE PROGRAMS

- Rail highway crossing
- High Risk Rural Roads
- Safe Routes 2 School

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

A New National Program

A New Earmarked Federal Transportation
Funding Source for Infrastructure and Non-
Infrastructure Projects

Funding Facts:

- \$19 million for Michigan over 5 Years 2005-2009
- Funding by Fiscal Year:
 - 2005 \$1 million
 - 2006 \$3 million
 - 2007 \$4 million
 - 2008 \$5 million
 - 2009 \$6.2 million
- 70% must be spent for infrastructure
- 10% must be spent for non-infrastructure
- 20% may be spent for either or both
- 100% federal (no match requirement)
- Funding lasts till spent

Infrastructure - Engineering

Project Types:

- Sidewalks
- Traffic calming and speed reduction
- Pedestrian and bicycle crossing improvements
- On-street and off-street bicycle facilities
- Off-street pedestrian facilities
- Traffic diversion improvements in the vicinity of schools

Non-infrastructure (Education, Encouragement, Enforcement, Evaluation)

Project Types:

- Activities to encourage walking and bicycling to school
- Public awareness campaigns, community outreach
- Traffic education
- Traffic enforcement operations in the vicinity of schools
- Student training sessions (bicycle and pedestrian safety, health, and environment)
- Funding for training volunteers and managers of safe routes to schools programs

Eligibility Facts

- Schools serving students in the Kindergarten through-8th grade range
- Projects within 2 miles of the school
- Recipients can be State, local, and regional agencies, including non-profit organizations, that demonstrate an ability to meet the requirements of this section

Michigan Program Development Status:

- January 2007 target for issuing application guidance
- Known attributes of the program:
 - SR2S Handbook Action Plan is prerequisite
 - Applications should address activity in all relevant E's, necessary to achieve SR2S program purposes
 - MFF/Fitness Council will administer selected non-infrastructure projects
 - MDOT will administer infrastructure projects
 - Infrastructure funding will be channeled through the relevant road authorities

Early Wins

Street crossing safety



This wide crossing was narrowed by building an island

MORE INFORMATION

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HSIP Reporting

- 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



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 HSIP
- 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

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
 - HSIP
 - Rail-crossing
 - 5%

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

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
- Biennial report due to Congress on April 1, 2006 and every 2 years thereafter

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.

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 Selection Process

- States 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.

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

HIGHWAY SAFETY IMPROVEMENT PROGRAM

23 U.S.C 148(c)(1)(D)

“5 PERCENT REPORT”

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

Purpose - to raise public awareness of the safety needs and challenges in the States

Reports made available to the public through FHWA web site

“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



2006 Michigan 5% Report

- All roads in state
- Not able to consider traffic volumes
- Intersections and segments
- Fatal and A injury crashes
- 3-5 years of crash data
- All local agencies involved contacted for their input on required data

5 % Report

SAMPLE FORMAT				
Highway Segments/Intersections Exhibiting the Most Severe Safety Needs (Minimum of 5%)				
Location	Potential Remedies	Estimated Costs	Implementation Impediments	Comments
Additional Information Requested 1. Description of methodology used 2. Extent of public road coverage 3. Schedule for upgrading crash data system to full coverage (if applicable) 4. Years used in data analysis 5. State contact person/office				Date: _____

Questions?