



# CalSTA Safety Sub Working Group Presentation



## Agenda

Welcome and Introductions

Purpose and Objective

IIJA/BIL Safety Provisions (3:05 - 3:45 pm)

OTS Safety Provisions (3:05 - 3:15 pm)

Caltrans (3:15 - 3:45 pm)

- HSIP (Section 11111) Overview

- HSIP (Section 11111)

  - State HSIP Program

  - Local HSIP Program

Discussion (3:45 - 3:55 pm)

Next Steps (3:55 pm – 4: 00 pm)



# Safety Sub-Working Group

## Purpose and Objective

### **Purpose**

To provide an overview of the safety provisions in the Infrastructure Investment and Jobs Act (IIJA)

### **Objective:**

To discuss implementation issues for road safety and develop an action plan/white paper to communicate how the new law effects road safety, which may include policy/funding recommendations for consideration by the Caltrans directorate/CalSTA team.



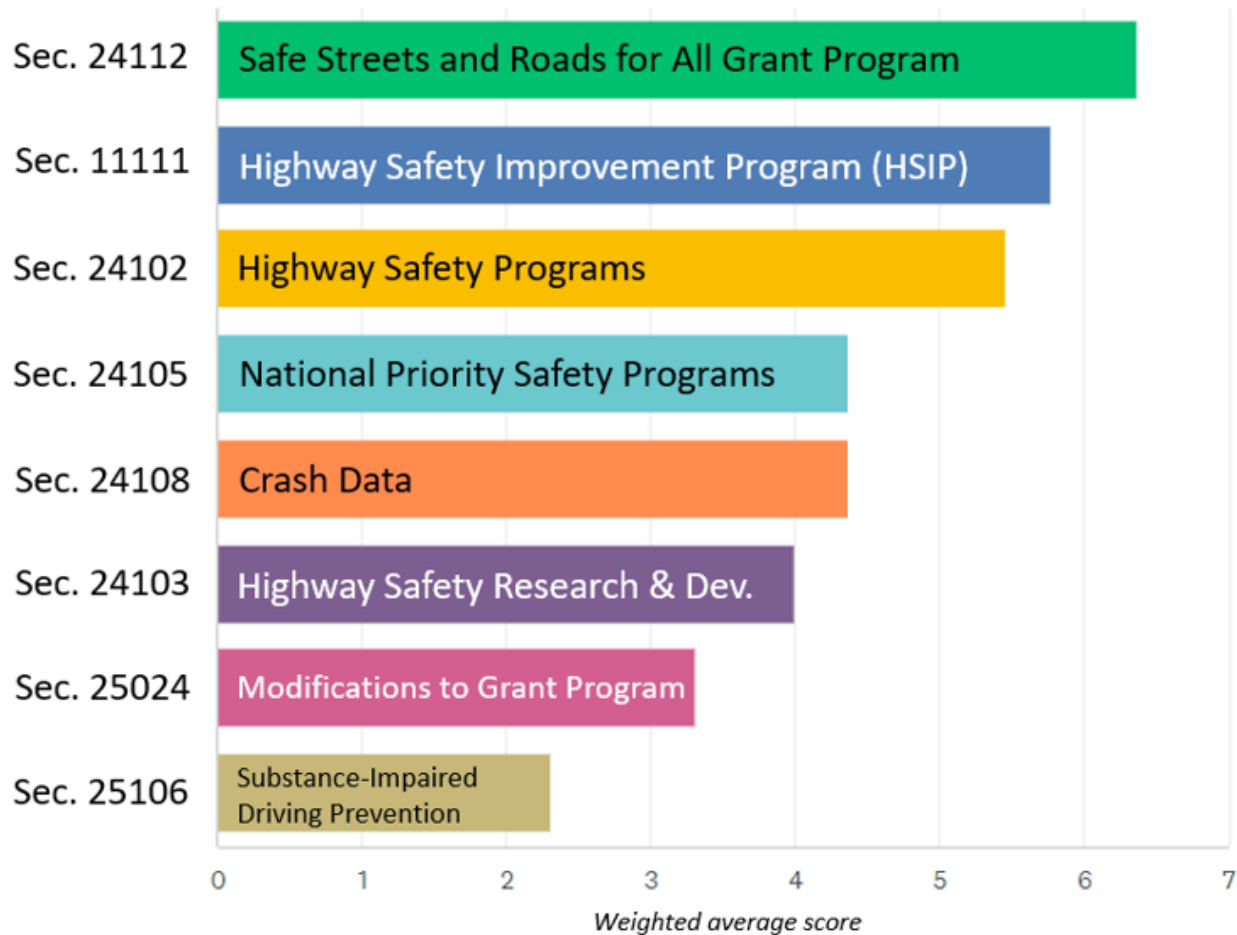
## IIJA Highway Safety Provisions

- Section 24102 Highway Safety Programs (NHTSA)
- Section 24103 Highway Safety Research and Development (NHTSA)
- Section 24105 National Priority Safety Programs (NHTSA)
- Section 24106 Multiple Substance-impaired Driving Prevention (NHTSA)
- Section 24108 Crash Data (New) (NHTSA)
- Section 24112 Safe Streets and Roads for All grant program (New) (USDOT)
- Section 11111 Highway Safety Improvement Program (FHWA)



# IIJA Safety Sub Working Group

## Survey Results



- Safe Streets and Roads for All (24112 by Caltrans)
- NHTSA (24102- 25106 by OTS)
- Highway Safety Improvement Program (Section 11111 by Caltrans)



# NHTSA's Highway Safety Programs

## Highway Safety Programs

- IIJA reauthorized NHTSA's highway safety grant programs and made several changes to the laws governing the program.
- NHTSA is working to promulgate regulations to administer the program during the period of authorization.
- Target completion of a Final Rule by December 31.
- Anticipate the release of a Notice of Proposed Rulemaking (NPRM) in August.
- Planning for stakeholder engagement (likely listening sessions) prior to NPRM release.

## Highway Safety Plan and Grant Applications

- The State's Highway Safety Plan (HSP) documents a State's highway safety program that is data-driven in establishing performance targets and selecting the countermeasure strategies, planned activities and projects to meet performance targets.
- Consists of specific components including the highway safety planning process, a performance report, performance plan, highway safety program area problem identification, countermeasure strategies, planned activities and funding.
- The Annual HSP including certifications and assurances, and any separate applications for Section 405 and 1906 serve as the State application for federal funding.

## Highway Safety Plans and Grant Applications

- Beginning with FY 2024, States will be required to develop a 3-year Highway Safety Plan (HSP) to facilitate long-term planning over the current requirement for an annual plan. Due to NHTSA by July 1 every three years.
- States must produce an Annual Grant Application that includes any updates of analysis in the triennial plan, identification of projects and subrecipients to be funded in support of the 3-year HSP, and application for any additional grants.
- States must continue to submit an Annual Report 120 days after the end of each Federal Fiscal Year that has a performance report.



## Section 402

- Directs states to “provide for a comprehensive, data driven traffic safety program that results from meaningful public participation and engagement from affected communities, particularly those most significantly impacted by traffic crashes resulting in injuries and fatalities;”
- Require State programs, as part of a comprehensive program, support: (i) data-driven traffic safety enforcement programs that foster effective community collaboration to increase public safety; and (ii) data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities;”

## Section 402

- Allows Section 402 funds to be used for driver misuse of new technology, pediatric vehicular hyperthermia education, to prevent move over crashes, and to address unsecured vehicle loads.
- Allows Section 402 funds to be used for automated enforcement systems in school or work zones.
- Allows states to use Section 402 funding for cross-border initiatives.

## Section 402

- Directs states with legalized marijuana to take into consideration implementing programs to address marijuana-impaired driving.
- Directs each state to use a portion of Section 402 to carry out a program on vehicular heatstroke awareness.

## Highway Safety Research and Development (Section 403)

- Increases the BTSCRCP (Cooperative Agreement with GHSA) from \$2.5 M to \$3.5 M each year as a takedown of 402.
- Maintains funding for the DADSS program, increasing it from \$21.2 M to \$45 M per year, and removes a directive that it be tied to 0.08 BAC.
- Authorizes \$1.5 M for US DOT to competitively award grants to states for programs to increase vehicle recall awareness.
- Directs NHTSA to evaluate the effectiveness of innovative behavioral traffic safety countermeasures, other than enforcement, that are considered promising or likely to be effective in order to further enrich the “Countermeasures That Work” publication.

## National Priority Safety Programs

- Adjusts Section 405 allocations between national priority safety programs (occupant protection, traffic records, impaired driving, distracted driving, motorcyclist safety, nonmotorized safety).
- Makes specific changes to these individual grant programs (e.g., allowable uses, adjusted eligibility requirements).
- Establishes two new grants to: preventing roadside deaths (405h), and driver and officer traffic stop safety education (405i).
- Eliminates funding for graduated driver licensing programs.
- Eliminates all Maintenance of Effort requirements for Section 405 programs.

## Section 1906 Racial Profiling Data Collection Grants (Starting in FY 2022)

- Increases annual funding to states to \$10.35 M and makes available \$1.15 M for NHTSA to provide technical assistance to states and increase program utilization.
- Expands the eligible use of funds allowing states to develop and implement programs, public outreach and training to reduce the negative impact of traffic stops.
- Eliminates the current limitation to award the grant no more than two years in a row.
- Allows states that have a fully functional racial profiling grant program for all traffic stops to access up to 10% of funds; states that are undertaking activities to establish a program are eligible for up to 5%.

## Crash Data (New)

- Creates a new competitive grant program for states for data system modernization and to distinguish “personal conveyance devices” and add data elements on vulnerable road users.
- Electronic data transfer capability to NHTSA. States are eligible if they submit an e-data transfer plan
- Funds may be used for database updates, electronic crash reporting, and MMUCC updates.
- Directs NHTSA to support e-data transfer and make state crash data publicly available.

## Other Misc. Items of Interest

- Allows states to use open container and repeat offender transfer funds for drug-impaired driving countermeasures.
- Adopts the RIDE Act to require NHTSA to require advanced drunk driving prevention technology standard equipment.
- Directs US DOT to study barriers that states encounter in submitting toxicology data in FARS, in consultation with SHSOs and others.
- Directs US DOT to coordinate with the US DOJ and HHS to study how to improve scientific research on marijuana-impaired driving.
- Directs NHTSA to study low-income access to child safety seats, driver monitoring systems, connected vehicle technology for pedestrian safety, and equity in crash test dummy design.





## Section 24112 (USDOT)

### Safe Streets and Roads for All grant Program (New)

- \$5 billion between FFY 2022 and FFY 2026 (\$1 billion annual average; \$6 billion total including authorized funding).
- Competitive grants for metropolitan planning organizations (MPOs), local governments, and tribal governments to develop and carry out comprehensive safety plans to prevent death and injury on roads and streets, commonly known as “Vision Zero” or “Toward Zero Deaths” initiatives.

## Highway Safety Improvement Program (HSIP)

- HSIP Overview
- HSIP – Key areas of emphasis in IIJA
- California Strategic Highway Safety Plan (SHSP)
- California HSIP Implementation Plan
- California HSIP Funding Apportionments
- California State HSIP - Draft Response to IIJA

## HSIP - Overview



### PURPOSE

Produce a program of projects or strategies to reduce identified safety problems (SHSP)

**23 USC 148, 402, 405**

**23 CFR 490 & 924**

## HSIP- Key Areas of Emphasis in IJA

- Encourages adoption of Safety System Approach (SSA) and Equity
- Emphasizes the importance of vulnerable road user safety
- Encourages safety in all Federal-aid investments to address roadway safety and implement the Safe System approach wherever possible

- Special Rules:

Carrier Over: High Risk Rural Roads, Older Drivers and Pedestrians

New: Vulnerable Road Users (VRU's):

VRU fatalities  $\geq 15\%$  of annual crash fatalities: 15% HSIP apportionment

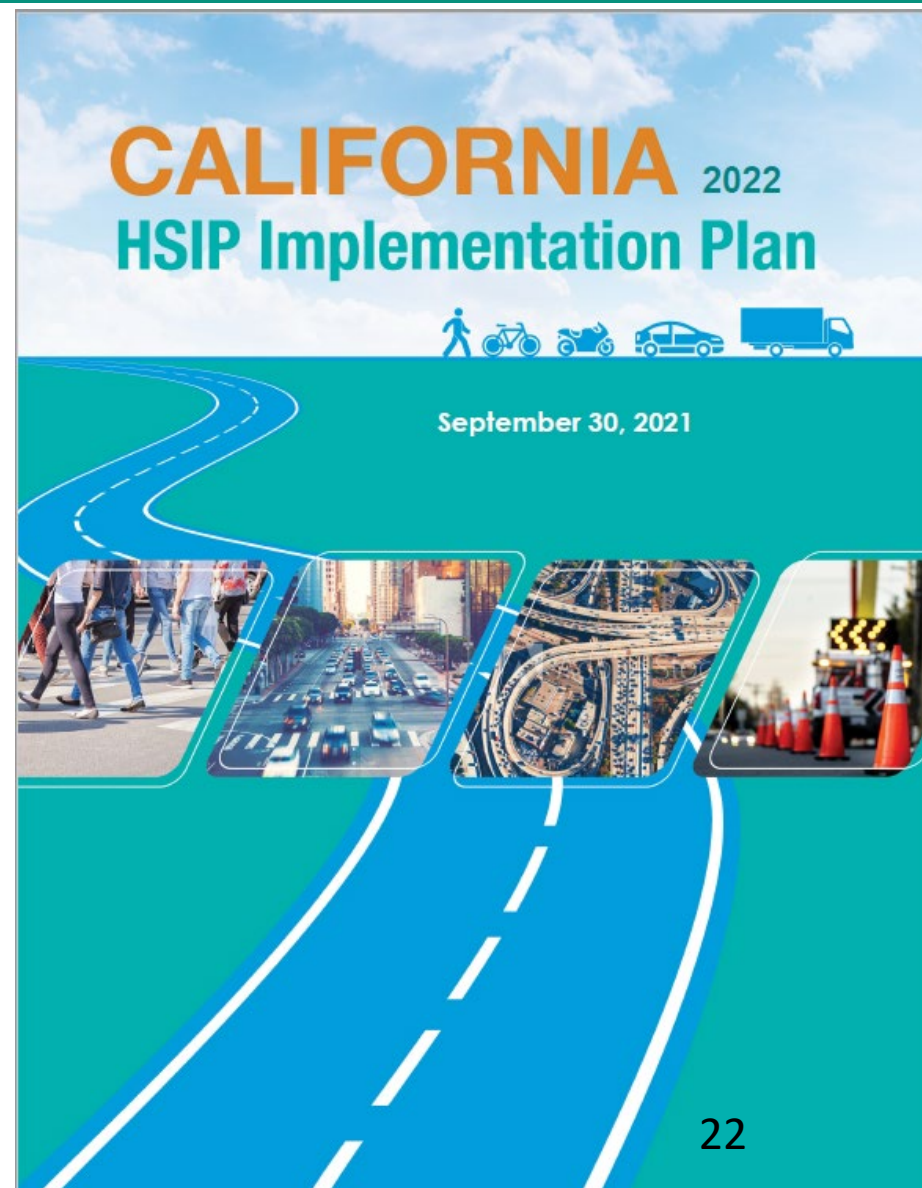
## California Strategic Highway Safety Plan (SHSP)



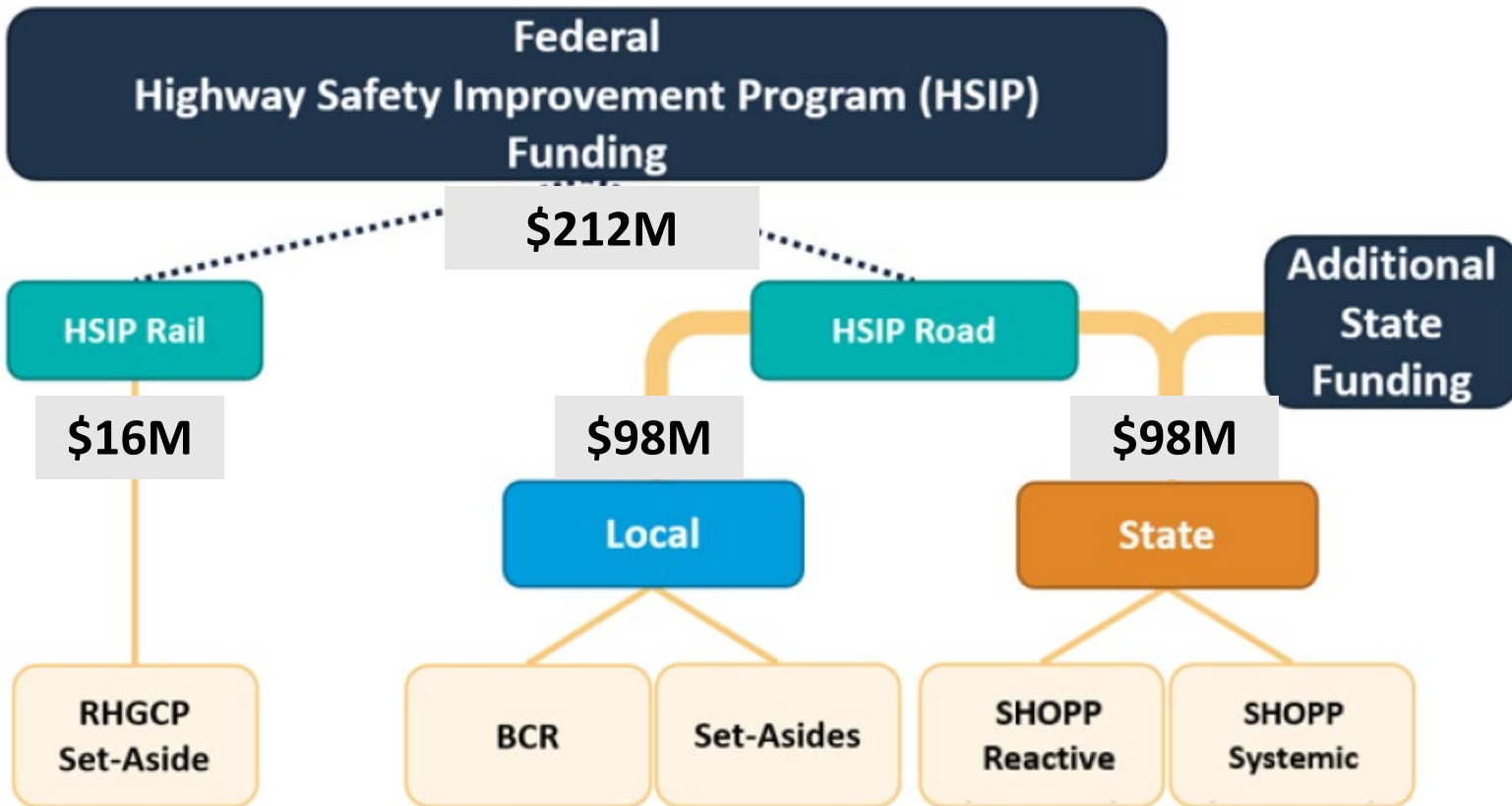
## CA HSIP Implementation Plan

- Aligns efforts with the SHSP and other safety plans
- Develops a data-driven approach towards target setting

Performance Measure	FY 2022 Targets (2018-2022)
Number of Fatalities	3,491.8
Fatality Rate (per 100 MVMT)	1.042
Number of Serious Injuries	16,704.2
Serious Injury Rate (per 100 MVMT)*	4.879
Number of Non-Motorized Fatalities and Serious Injuries	4,684.4



## California HSIP Funding Apportionments



Annual Estimated IJA HSIP Funding 2021- 2026

Fiscal Year	Funding
2021 (Actual)	\$209.2M
2022	\$262.3M
2023	\$267.9M
2024	\$273.6M
2025	\$279.4M
2026	\$285.3M

## California State HSIP - Draft Response to IJA

1. Funding Set Aside for Vulnerable Road User (VRU) Special Rule
  - Establish 50% as a set aside for the new State and Local HSIP for VRU safety with a focus on pedestrians
2. Require the use of Safe Systems Principles in HSIP and other projects
3. Establish funding set asides for priority focus areas
  - Safe Systems Adoption
  - Proactive Safety
  - Speed Management Support
  - Implementation of Proven Safety Countermeasures
  - School-based road user safety education
4. Director's Policy on Road Safety





## Local HSIP Overview

- Local HSIP Advisory Committee
- Local HSIP Funding 20/21
- Local HSIP – Eligible Applicants
- Local HSIP Project Selection
- Local HSIP Project Delivery Process
- Local HSIP - Cycle 10 Call for Projects
- Local HSIP - Cycle 11 Call for Projects

## Local HSIP Advisory Committee

RTPAs & MPOs 06

FHWA & Caltrans 01

League of Cities 02

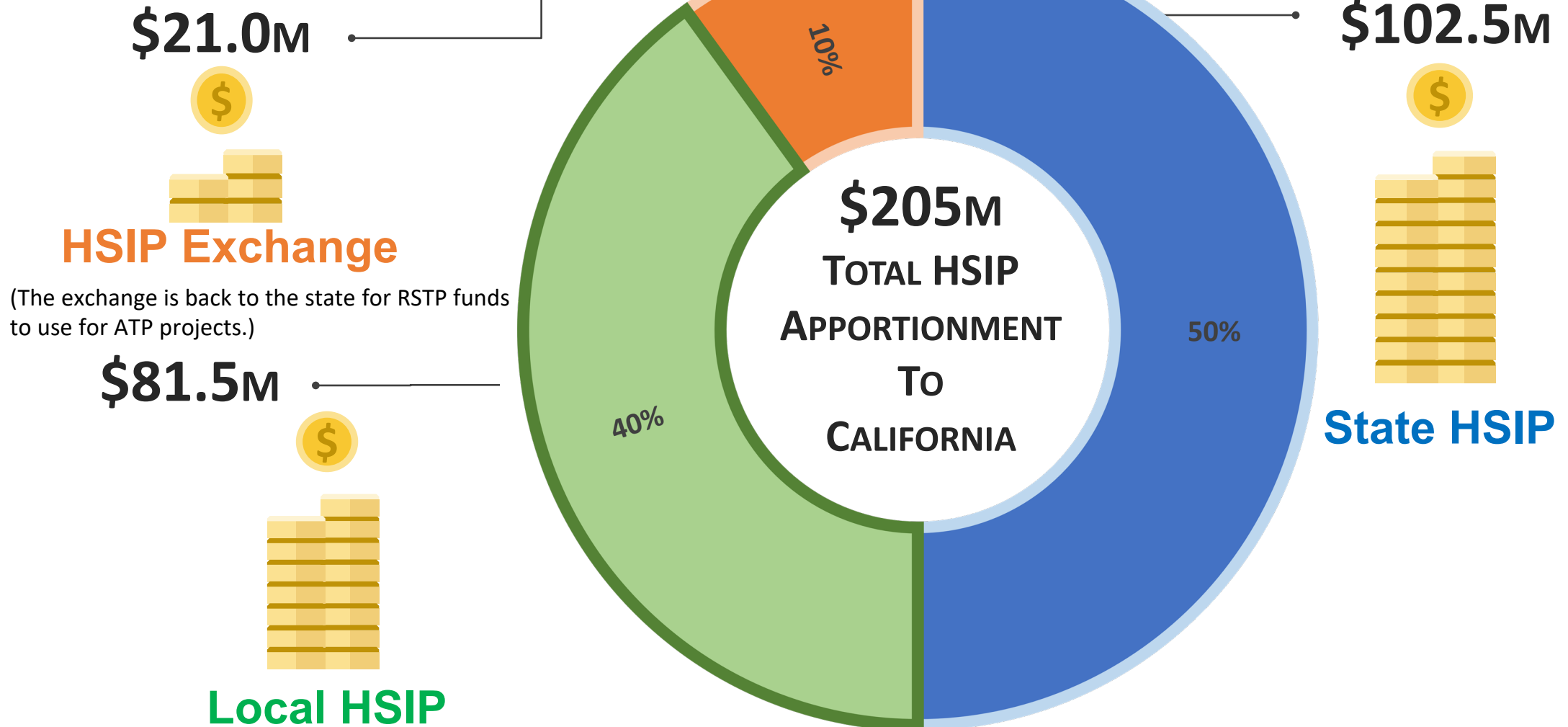
Rural County Task Force 05

Association of Counties 03

CA Transportation Cooperative Committee 04



## Local HSIP Funding 20/21

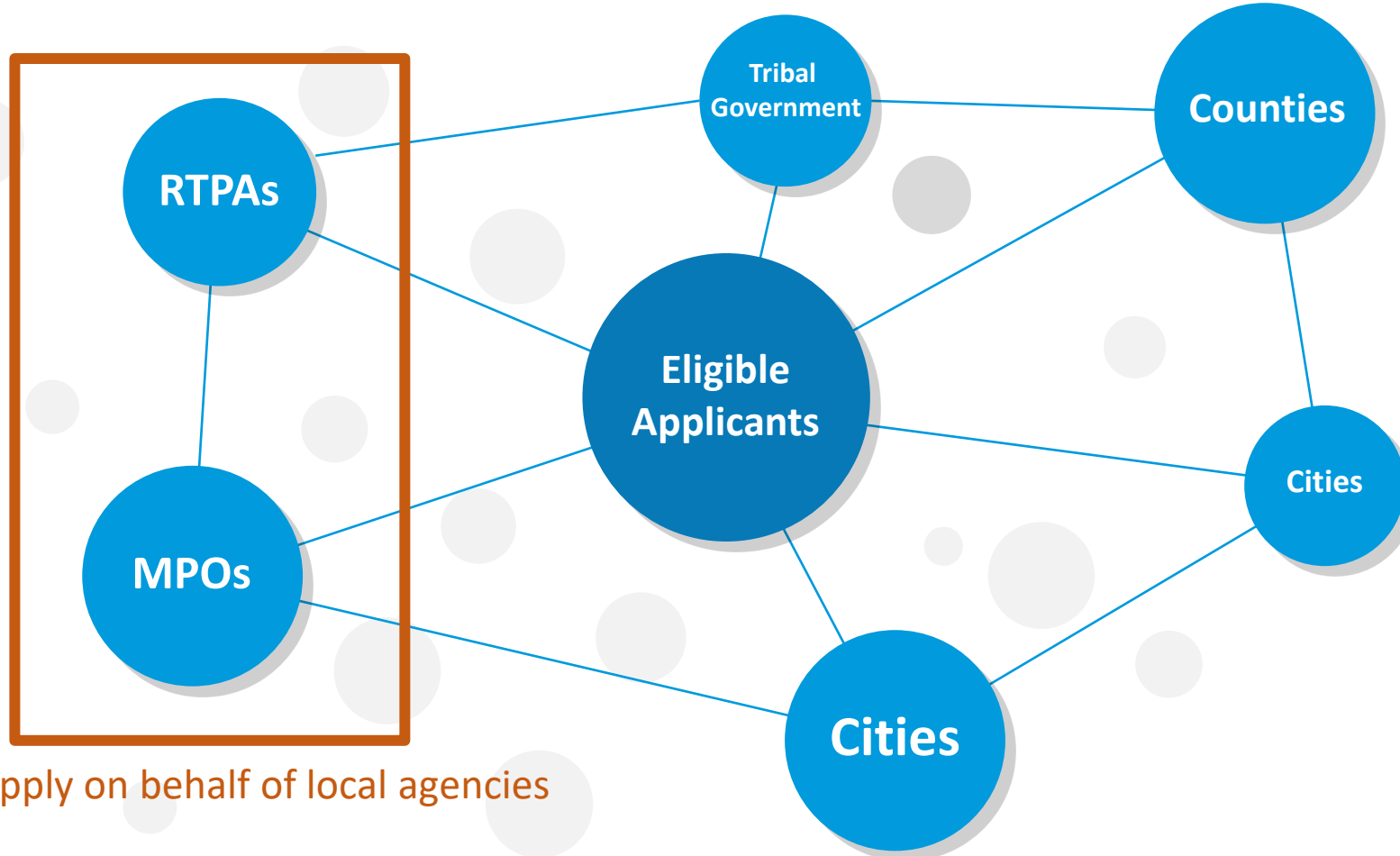


## Local HSIP Funding 20/21

**S &HC - 2333.** In each annual proposed budget prepared pursuant to Section 165, there shall be included an amount equal to the estimated apportionment available from the federal government for the programs described in Sections 2331 and 2333.5. The commission may allocate a portion of those funds each year for use on city streets and county roads. It is the intent of the Legislature that the commission allocate the total funds received from the federal government under Section 148 of Title 23 of the United States Code in approximately equal amounts between state highways and local roads.

**S&HC – 2381 -** The Active Transportation Program shall be funded by state and federal funds from appropriations in the annual Budget Act. Funds for the program shall be appropriated to the department, for allocation by the commission. The amount to be appropriated shall include 100 percent of the federal Transportation Alternative Program funds, except for any federal Recreational Trails Program funds appropriated to the Department of Parks and Recreation; **twenty-one million dollars (\$21,000,000) of federal Highway Safety Improvement funds** or other federal funds; and State Highway Account funds. Future funding may be augmented if state or federal funds increase, or if other funding sources are identified. Funds appropriated for the Active Transportation Program shall be distributed as follows:

## Local HSIP –Eligible Applicants



Can apply on behalf of local agencies

## Local HSIP –Project Selection

01

### Benefit Cost Ratio (BCR)

- About **75%** of the total funding
- Projects with **higher BCRs** are selected.
- Applications are reviewed for completeness

02

### Set-Asides

- About **25%** of the total funding
- **HSIP Advisory Committee** approves the funding and countermeasures for each set-aside.
- Each agency can only submit one project for any set-aside.
- The **maximum funding** for a set-aside project is capped by the committee.
- **Cycle 10:** Ped-Crossing enhancements, Guardrail upgrades, Edge-line installation and Tribal Governments

## Local HSIP –Project Delivery Process

### 01 FTIP Programming

Approve project list incorporated within **4-year** FTIP

### 02 PE- Authorization

Within **9 months** of programming

### 03 CON- Authorization

Within **36 months** of programming

### 04 De- Programming

Risk of having project deprogrammed beyond **60 months** of programming

# Local HSIP –Cycle 10 Call for Projects



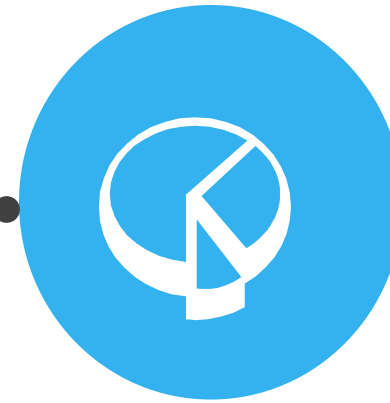
## Application

- **429 applications** submitted by **193 agencies**.
- **\$489.8M HSIP funding** requested for all applications.



## Selection

- **266 applications** from **154 agencies** selected for **\$227.6M funding** from FFY 20/21 to 23/24.
- **Average project cost** (including support) is **\$932K**.
- **147 applications** selected with a **BCR>12.0**.
- **119 set-aside applications** selected for Ped-X enhancement, guardrail upgrade, and edge-line installation.



## Project Examples

- 76 locations with **high friction surface treatments**.
- More than 2000 **intersections** with various **safety improvements**.
- 604 intersections with **leading-pedestrian-interval signals**.
- 596 miles of **centerline/edge-line** installation.
- 423 miles of **rumble strip** installation.
- 198 **Ped-X enhancements** with **rectangular rapid flashing beacon (RRFB)** installation.





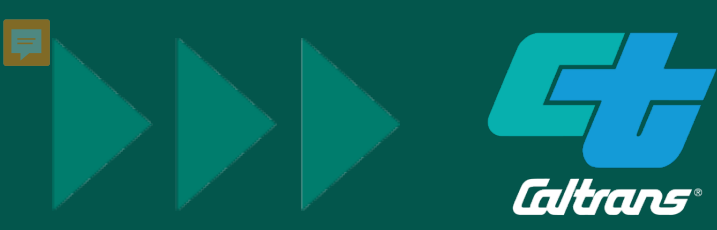
## Local HSIP –Cycle 11 Call for Projects

- Target for Call for Projects May 9<sup>th</sup> – due date ~ 3 months later - Aug, 2022. Webinar the following week – TBD
- LRSP or equivalent will be required in order to apply
- No safety project on the delayed list
- As with Cycle 10, state funds will be used for selected safety projects
- Expect to have more project applications than funds available
- Added bicycle safety countermeasures as a set aside



# CalSTA Safety Sub working Group

## Discussion



## Next Steps

Future Engagement