



ITE SAFETEA-LU REPORT CARD

In 2001 and 2002 ITE, with technical input and guidance from its technical councils, Policy and Legislative Committee and International Board of Direction, developed a policy paper entitled, “Providing a Safe, Reliable and Secure Transportation System: 2004 and Beyond.” The document outlined ITE’s policy recommendations for the reauthorization of the Federal Surface Transportation Program. The policy document was shared with the administration, congressional committees, ITE membership and sister associations. Here’s how we fared.

ITE policy recommendations	SAFETEA-LU
Increase overall funding level	TEA-21: \$218 billion over six years SAFEATEA-LU: \$286.5 billion over five years
Review of funding mechanism for the Highway Trust Fund	Authorizes National Surface Transportation Infrastructure Financing Commission, Road User Fees Study and National Surface Transportation Policy and Revenue Study Commission
Increase funding flexibility for both capital and management costs for traffic operations and safety projects	Transportation Systems Management and Operations eligible for funding under CMAQ, NHS, Transportation Planning, ITS Research and Real-Time System Management Information Programs
Include language in support of American Association of State Highway and Transportation Officials/U.S. Department of Transportation safety goal of 20-percent reduction in fatal crashes	Authorizes new core Highway Safety Improvement Program (HSIP) at approximately \$5 billion per year beginning in fiscal year 2006; states required to develop a Strategic Highway Safety Plan (if plan not developed, state HSIP funds frozen at fiscal year 2007 levels and 10 percent of HSIP funds ineligible for use)
Authorize National Highway System safety audit	Requirement of state strategic highway safety plan includes submittal of an annual report with information on no less than 5 percent of the most severe safety needs, as determined by the state
Support safety awareness programs with emphasis on needs of aging population, young drivers, pedestrians, persons with disabilities, intersections, work zones and land-use planning	Includes efforts via the Federal Highway Administration (FHWA) and National Highway Traffic Safety Administration (NHTSA) to reduce fatalities with increased emphasis on both infrastructure and behavioral safety activities. Specific references/programs include: work zone safety, pedestrians, older drivers, traffic signs and pavement markings, drunk driving and seatbelts.
Direct NHTSA and FHWA to develop crash record systems that include causal factors	As part of State Strategic Highway Safety Plan, states must have in place a crash data system; information from the system to be used to address behavioral and infrastructure-related safety problems

ITE policy recommendations	SAFETEA-LU
Authorize study to identify best practices of incorporating operations and safety in the planning process	Research authorized to focus on “surface transportation congestion relief”
Increase performance reporting (metropolitan planning organizations and state departments of transportation)	Performance reporting requirement as part of strategic highway safety plan
Clearly define management and operations	No new language added
Re-introduce National Traffic Signal Timing Program	No specific language
Provide continued funding for ITS research and deployment	ITS research up 9 percent annually; \$110 million included in ITS research and development; \$122 million for fiscal year 2005 for deployment
Support ITS performance standards, research, outreach and awareness	Authorizes the development of a five-year National ITS Transportation System Plan
Support “infostructure” development	Authorizes a Real-time System Management and Information Program (RSMIP); no specific funding provided, but eligible for NHS, CMAQ and STP; standards on data exchange to be developed in two years
Regional Incident Management Program	No separate program, aspects of recommendation incorporated in RSMIP
Advance project streamlining initiatives to meet environmental standards while delivering projects efficiently and effectively	DOT lead agency for environmental reviews; judicial reviews must be done within 180 days of final action; environmental decisions to be published in Federal Register; pilot program for states to serve as lead agencies
CMAQ extend provision of operating funds beyond three years	Funding to be available for four years
Increase funding for workforce development programs	Average annual funds increased by 51 percent. Defines “surface transportation workforce development, training and education”; authorizes new programs including Transportation Scholarship Opportunities Program, Transportation Education Development Pilot Program and new Garrett A. Morgan Technology and Transportation Education Program (\$1.25 million per year from fiscal years 2006 to 2009)
Authorize Future Strategic Highway Research Program	New research program authorized at \$51.25 million per year
Reauthorize Transit Cooperative Research Program	Authorized at \$9 million per year, slight increase over TEA-21