



## **MEMORANDUM**

**TO:** Transportation Safety Subcommittee  
**FROM:** Jon Schermann, TPB Systems Performance Analysis Manager  
**SUBJECT:** Regional Safety Program  
**DATE:** December 8, 2020

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This document describes a proposed structure of the Transportation Planning Board (TPB) Regional Safety Program (Program). The Program was formally established by the TPB as part of Resolution R3-2021 adopted on July 22, 2020.

### **DESCRIPTION**

The Regional Safety Program provides short-term consultant services to individual member jurisdictions to assist with planning or preliminary engineering projects that address roadway safety issues. Examples include studies, planning, or design projects that will improve roadway safety and lead to a reduction in fatal and serious injury crashes on the jurisdiction's roadways. The program provides consultant assistance of up to \$60,000 for studies or planning projects, and up to \$80,000 for design or preliminary engineering projects.

### **FUNDING**

The Regional Safety Program is funded at \$250,000 for fiscal year 2021. It is anticipated that similar levels of funding will be provided in future fiscal years.

### **APPLICATION PROCESS**

Any TPB member jurisdiction or agency that is a member of the Transportation Planning Board is eligible to apply. Projects are eligible to receive up to \$60,000 in assistance for studies or planning projects and up to \$80,000 for design or preliminary engineering projects. Recipients will receive short-term consultant services. They will not receive direct financial assistance.

The FY 2021 application period is open between January 4, 2021 and February 26, 2021. TPB staff will engage in preapplication awareness activities in November and December of 2020. Potential applicants may also submit an optional abstract by January 29, 2021. TPB staff will provide preliminary feedback on the abstracts approximately one week after their submittal.

A panel of consisting of safety experts from MDOT, DDOT, and VDOT as well as COG/TPB staff will review the application submissions and recommend projects to the TPB for funding. The panel's recommendations will represent a cross-section of jurisdictions throughout the region. The TPB is scheduled to approve the applications in May of 2021.

#### Selection Panel Composition

The selection panel will consist of one TPB staff member, one FHWA safety representative, and a safety representative from each member state.

The initial set of projects will begin in the summer of 2021 and must be completed by April 29, 2022.

## **FUNDING PRIORITIES**

The TPB encourages applications that address one or more of these regional safety priorities at the community level:

### *SAFETY IMPROVEMENTS FOR LOW-INCOME AND MINORITY COMMUNITIES*

The TPB has identified locations, called Equity Emphasis Areas, that have high concentrations of low-income and minority populations. The Regional Safety Program encourages applications focused on reducing roadway fatalities and serious injuries in these areas.

### *IMPROVING ROAD USER BEHAVIOR*

The Regional Safety Program seeks projects that increase seat belt use among motor vehicle occupants; reduce unsafe vehicle speeds; and reduce impaired and distracted driving.

### *IDENTIFYING AND DESIGNING SAFETY COUNTERMEASURES*

The Regional Safety Program seeks projects that and design applicable countermeasures especially those outlined in TPB Resolution R3-2021, as appropriate and on a case by case basis.

### *UNDERSTANDING SAFETY DATA*

The Regional Safety Program seeks projects to analyze crash data to better understand jurisdictional- or community-level roadway safety issues and identify behavioral or infrastructure countermeasures to address them.

### *CROSS JURISDICTIONAL SAFETY IMPROVEMENTS*

The Regional Safety Program encourages cross jurisdictional cooperation to improve safety on corridors or in areas that straddle jurisdictional boundaries.

## **STUDIES AND PLANNING PROJECTS (UP TO \$60,000 IN FUNDING)**

The TPB encourages planning projects that lead to reductions in fatal and serious injury crashes, improved jurisdictional safety planning capacity, and support the goals outlined in the regional safety resolution R3-2021. Projects may include (but are not limited to):

- Support for local roadway safety plans
- Road Safety Audits
- Crash data analysis
- Jurisdictional efforts to leverage the “Street Smart” program
- Identification of jurisdictional “high injury networks”

## **DESIGN (UP TO \$80,000 IN FUNDING)**

Design projects can cover any of the planning project categories and should have undergone a local planning process. Projects should be ready for focused design or preliminary engineering work. Regional Safety Program funds can help projects reach up to 30 percent design completion or make progress toward that phase of project development. Project categories may include (but are not limited to):

- Road diet design
- Lighting and signage improvements
- Intersection improvements
- Enhanced pedestrian infrastructure

## **CONTRACTING**

To minimize the time required to get consultants under contract, DTP will consult with the COG contracts office to investigate a Regional Safety Program IDIQ. The intent of the IDIQ is to prequalify a number of consultant firms to do the work coming out of the Program. Once projects are approved by the TPB the preapproved consultants would submit proposals and we could award them quickly thereafter.

### **FIRST YEAR (PILOT) TIMELINE**

- Regional Safety Program defined: November 2020
- Solicit applications: January 2021 through February 2021
- Develop IDIQ: December 2020 through February 2021
- Select projects: March 2021
- TPB approval April or May 2021
- IDIQ consultants submit proposals: June 2021
- Contract award: July 2021
- Project complete: April 2022

### **FUTURE YEAR (REGULAR PROGRAM) TIMELINE**

- Solicit applications: April through May
- Select projects: June
- TPB approval: July
- IDIQ consultants submit proposals: August
- Contract award: September
- Projects complete: May