



Federal Funding Options for Bridge and Highway Improvement

Summary

Cargill SafeLane™'s anti-icing technology can save lives and budgets, protect bridges, surfaces and infrastructure, and reduce chemical usage. The [Federal Highway Administration](#) of the [U.S. Department of Transportation \(USDOT\)](#) administers the Federal - Aid Highway Program, which provides various program and funding options that could support the installation of bridge and highway improvements such as SafeLane.

These options fall into two general categories: apportioned programs and discretionary programs.

Apportioned programs funds are:

- For core highway infrastructure activities such as Interstate Maintenance
- Distributed to the states by the USDOT on an annual basis, based on a variety of factors and weights
- Applied for at the state level

Discretionary programs funds are:

- Kept at the USDOT
- Made available for activities such as research and development
- Applied for at the national level with the USDOT

Following are brief capsules highlighting potential funding sources and how SafeLane can aide your requisition of them.

Apportioned Programs

- [Hazard Elimination Program \(HES\) Requirements](#)

Sections 152 and 130 of 23 United States Code (USC) established the federal HES and Highway-Rail Grade Crossings Programs for public highways. These programs require all states to identify hazardous roadway locations and to prioritize projects developed to eliminate the hazards. About \$550 million annually was allocated under the Transportation Equity Act for the 21st Century (TEA-21) for hazard elimination. This amount could substantially increase when the reauthorization process for the fiscal years (FY) 2004-2009 federal surface transportation program is completed. HES funds may be accessed through the states. Following are the general requirements for HES funding as described in 23 CFR, Chapter I, Part 924.

1. Each state shall develop and implement, on a continuing basis, a highway safety improvement program that has the overall objective of reducing the number and severity of accidents and decreasing the potential for accidents on all highways.
2. The program shall have a planning component that includes:
 - a. A process for collecting and maintaining a record of accident, traffic, and highway and railroad-highway grade crossing data and the characteristics of highway and train traffic.
 - b. A process for analyzing available data to identify highway locations determined to be hazardous, based on accident experience or potential.



- c. A process for conducting engineering studies of hazardous locations to develop highway safety improvement projects.
 - d. A process for establishing priorities for implementing safety improvements considering potential reduction in number and severity of accidents, cost of projects and resources available, relative hazard of railroad-highway grade crossings, and potential danger of grade crossings to large numbers of people.
 - e. HES and Rail-Highway Crossing funds can be used to implement safety projects on any public road.
3. An evaluation is required to determine the effect of the highway safety improvement in reducing the number and severity of crashes and potential crashes. After the completion of safety improvements, a record of crash experience is compared, including the crash numbers, rates and severity observed. The value of the safety benefits derived and the relationship to the cost of the project (improvement) are to be quantified in the form of a Benefit/Cost ratio. Success will be reflected in a higher ratio. A Benefit/Cost ratio in excess of 1 may be sufficient to qualify a project for HES funding.

- [Highway Safety Improvement Program](#)
(Full pdf at: <http://www.fhwa.dot.gov/tfhrc/safety/pubs/81218/81218.pdf>)

Provides approximately \$5 billion for FY06-09 for projects that “correct or improve a hazardous road location or feature,” including the “installation of a skid-resistance surface,” and “any highway safety improvement project on any public road.”

- [Highway Bridge Replacement and Rehabilitation Program](#)

Provides approximately \$20 billion for FY05-09 for projects that “improve the condition of highway bridges”; eligible activities include “application of de-icing compositions.”

- [National Highway System \(NHS\), Surface Transportation Program \(STP\) and Interstate Maintenance \(IM\)](#)

Provides approximately \$30 billion, \$31 billion and \$25 billion for FY05-09 respectively for the “construction, reconstruction, rehabilitation, resurfacing, restoration and improvements of highways and bridges.”

Discretionary Programs

- [Highways For Life - HfL](#)

Provides \$75 million for FY06 - 09 (may be supplemented by not more than 10 percent of NHS, STP and/or IM funds) for up to 15 projects per fiscal year (limit \$5 million per project) to “advance longer-lasting highways using innovative technologies and practices” and for “the construction of efficient and safe highways and bridges.”



Protecting people, bridges and roads

- [Research, Technology, and Education](#)

Provides \$982 million for FY05-09 to promote “new and innovative ideas, practices, and approaches through such mechanisms as field applications.”

- [Innovative Bridge Research and Deployment Program](#)

Provides approximately \$30 million for FY06-09 to “prepare projects to meet future bridge technology needs” and approximately \$78 million for FY05-09 to “promote, demonstrate, evaluate and document the application of innovative designs, materials and construction methods in the construction, repair and rehabilitation of bridges and other highway structures.”

- [Technology Deployment](#)

Provides various funding amounts to support technology deployment programs “concerning innovative material”; to “support, demonstrate and document the application of innovative pavement technologies, practices, performance and benefits,” and to “research alternative materials used in highways.”

- [Road Weather Research and Development Program](#)

Provides \$20 million for FY06-09 to “promote technology transfer of effective road weather scientific and technological advances.”

SafeLane Can Help

Sorting through and identifying the right program for transportation funding can be daunting. In addition to helping identify the best Federal program and funding source(s) for a particular project, SafeLane can help Departments of Transportation and other partners in all aspects of the process including, but not limited to:

- Preparing all necessary application documents
- Briefing key decision-makers
- Testimonials from current customers
- Soliciting project support, including at the Congressional level
- Coordinating overall installation and project strategy

Please contact SafeLane if you are interested in any of these value-added services.

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