



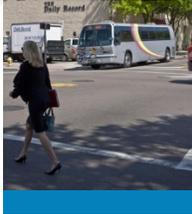
Performance Briefs

Safety and Security

October 2010

This Performance Brief provides performance information used by the Florida Department of Transportation and others to guide the development and investment decisions for Florida's transportation systems. Additional Briefs and related information on transportation performance reporting in Florida are available at <http://www.dot.state.fl.us/planning/performance>.

This Performance Brief is reporting on one of the five goals of the 2025 Florida Transportation Plan (FTP). A new 2060 Florida Transportation Plan is being developed and expected to be completed by December 2010. The 2011 Performance Briefs will be revised to align with the goals of the 2060 FTP.



Our Goal:

A Safer and More Secure Transportation System

Improving the safety of the transportation system is among the state's highest commitments to its residents and visitors. Safety improvements can save lives, enhance our quality of life, and support Florida's economic competitiveness. In today's global environment, it is also important to enhance the security of the transportation system for both people and freight while ensuring mobility.

In light of the importance of transportation safety, extensive efforts are invested in researching, monitoring, reporting, and improving safety. Transportation safety is perhaps the most complex aspect of transportation policy as it is affected by a multitude of factors such as: human traits and behaviors, technology, communications, enforcement, education, design, investment, and the natural environment including weather. The interactions of the individual, the vehicle, the infrastructure system, and the rest of the environment influence safety. Safety is an issue for every mode of transportation.

Our Long-Range Objectives:

The 2025 Florida Transportation Plan identifies four long-range safety and security objectives:

- Improve the safety of all modes of transportation comprising Florida's transportation system, for all users, including roadway intersections and locations where modes intersect.
- Reduce the rate of motor vehicle, bicycle, and pedestrian fatalities and serious injuries through design techniques and the application of the "4 Es" – engineering, education, enforcement, and emergency response strategies.
- Focus resources proactively where opportunities for safety improvements are greatest, as identified by best available data and trends.
- Improve the security of Florida's transportation system to deter and respond to attacks on transportation facilities or domestic targets, while ensuring mobility for all users.

Our Short-Range Objective:

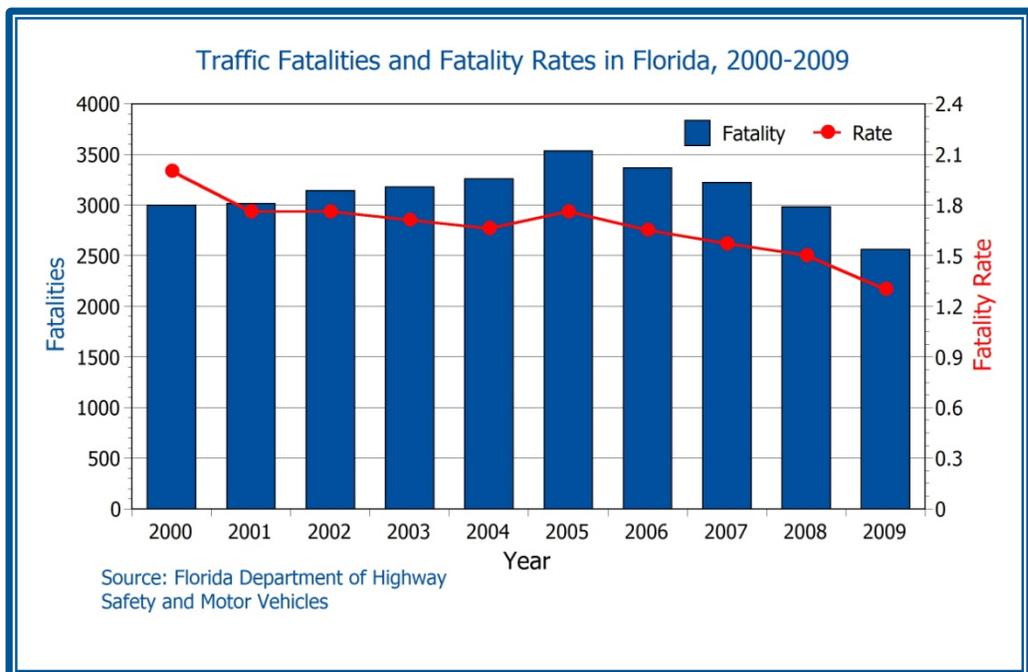
Through 2015, reduce by 5 percent annually, the highway fatality and serious injury rate per 100 million vehicle miles traveled.

To achieve our long-range objectives, the Florida Department of Transportation (department) has established the measurable short-range objective of achieving a

five percent annual reduction in the rate of traffic related fatalities and serious injuries beginning in 2007 and has identified many strategies for implementation. This objective is consistent with the goal established in Florida's Strategic Highway Safety Plan which was adopted in September 2006.

Highway safety experts use the number of highway fatalities per 100 million vehicle miles of travel (VMT) to calculate a "fatality rate." It includes motor vehicle and motorcyclist fatalities as well as bicyclist and pedestrian fatalities involving motor vehicles.

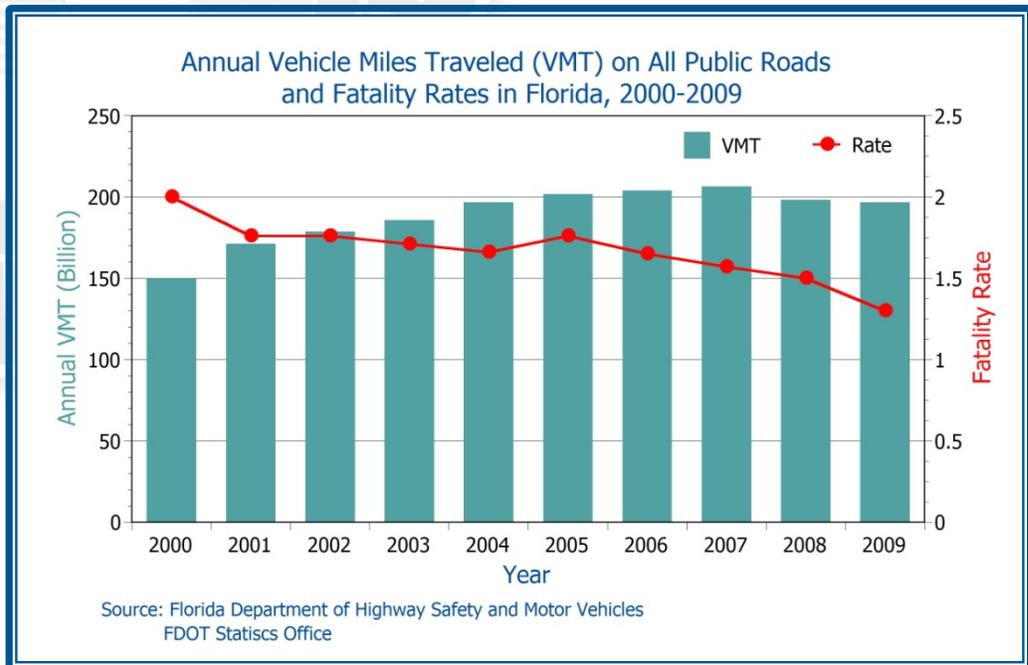
Florida has made progress over the past three decades in reducing its highway fatality rate. However, the state remains behind most states and the national average. After an unexpected spike in 2005, Florida's highway fatality rate per 100 million VMT has declined for four consecutive years to 1.65 in 2006, 1.57 in 2007, 1.50 in 2008 and 1.30 in 2009. In 2009, the fatality rate reduced by over 13 percent from 2008 and over 26 percent from 2005. In 2009, 2,563 people died on all roads in Florida, a decrease of over 14 percent from 2008 and over 27 percent from 2005. Various factors could have an impact on this decline – safety programs and initiatives such as enforcement of safety belt use and crackdowns on drunk driving, increased safety of vehicles and economic conditions.



Nevertheless, in 2009, Florida averaged 646 crashes per day. Nearly one out of three highway deaths occurred at roadway intersections, and one out of 4.5 deaths were pedestrians or bicyclists. In 2009, over half of highway fatalities in Florida were car

or truck occupants. The rest were bicyclists, motorcyclists and their passengers, and pedestrians.

Even with safer highway design, safer motor vehicles, increased safety belt use, increased and improved public education, vigorous enforcement of laws, and improved emergency response and trauma treatment, there is more work to do in reducing the fatality rate on all public roads.



Reducing traffic related injuries and fatalities requires the combined effort of federal, state, and local agencies, as well as the driving public. The department has little direct control over factors such as driver skills or impairment, the presence and use of safety equipment, vehicle condition, and weather. However, the department strives to make sure the design, construction, maintenance, and operation of the State Highway System meet safety standards. Pavements may need to be more skid-resistant or otherwise improved in areas where crash reports indicate problems with pavement conditions. Highway construction and repair sites must be clearly marked and traffic regulated through detours. Hazards within rights of way are identified and removed when possible.

The severity of crashes can be reduced by installing guardrail or cable barrier, dividing highways, adding paved shoulders, using break-away sign posts, and placing crash cushions at the end of roadside obstacles. The department ensures guardrails and other safety devices are in good condition. Night inspections of signs make sure they are just as visible then as during the day.

The department cannot, however, eliminate the need for good driver judgment – the most dominant factor in highway safety – in dealing with traffic signals, interchanges, and other potential points of conflict between system users. At best, the department can work to make the highway environment “as safe as possible.”

Strategic Highway Safety Plan (SHSP)

Traveling safely is the public’s highest expectation from the transportation system. This makes it an important aspect of Floridians’ quality of life. Ongoing coordination and effective working relationships with adequate support among all agencies is necessary to cover the many factors related to improving safety, such as driver skill level, driver impairment, the use of safety equipment, vehicle condition, and road and weather conditions.

In 2006, the department collaborated with Florida’s federal, state and regional safety partners and stakeholders to develop a Strategic Highway Safety Plan (SHSP). The SHSP defines a system, organization, and process for managing the attributes of the road, the driver, and the vehicle to achieve the highest level of highway safety by integrating the work of the disciplines and agencies involved.

Just as the Florida Transportation Plan is a plan for all of Florida’s transportation partners, the SHSP is a plan for all of Florida’s safety partners. It will take the committed and sustained efforts of safety partners in every level of government, in the private sector, and in the “4 Es” of engineering, enforcement, education, and emergency response – all working together – to achieve successful implementation.

The purpose of Florida’s SHSP is to focus funding and other resources strategically on those problem areas where opportunity for improvement is greatest, measured by reductions in fatalities and serious injuries. “Improving the safety of Florida’s surface transportation system [for residents and visitors] by achieving a five percent annual reduction in the rate of fatalities and serious injuries beginning in 2007” is the unifying goal of Florida’s safety community and the overarching goal of the SHSP.

As part of the process in developing Florida’s SHSP, a memorandum of understanding was signed by each of the Florida’s 12 major safety agencies and organizations. These partners have agreed to support the plan’s mission, vision, and goal. A 20-member Steering Committee representing a broader range of safety partners, led multi-disciplinary teams which developed SHSP emphasis area goals, objectives, and strategies for recommendation to the SHSP Executive Committee.

The Strategic Highway Safety Plan focuses efforts and resources over the next five years on four emphasis areas and three continuing priority areas:

- Emphasis Areas

- Aggressive Driving;
- Intersection Crashes;
- Vulnerable Road Users (pedestrians, bicyclists, and motorcyclists); and
- Lane Departures.
- Continuing Priority Areas
 - Occupant Protection;
 - Impaired Driving; and
 - Traffic Data and Decision Support

To ensure the SHSP remains strategic, focused and deliberate, the SHSP leadership group has been focusing its attention in 2010 toward revising, amending and/or reaffirming the SHSP. These efforts have included public surveys, and a statewide safety summit. Input from these efforts which involved safety partners and Florida drivers throughout the state will be presented to the SHSP Executive Committee for their consideration. Among the suggestions for amending the SHSP are to add distracted driving, young drivers and older drivers as emphasis areas.

Aggressive Driving

Aggressive driving often manifests itself as a combination of speeding and recklessness, and other dangerous behaviors which threaten motorists, bicyclists, and pedestrians. Failure to yield right-of-way, improper lane changes, following too closely, disregarding traffic controls, speeding, and improper passing are all manifestations of aggressive driving as defined by statute.

In 2009, aggressive driving contributed to 1.8 percent of all fatalities and 1.5 percent of severe injuries. They caused 47 fatalities and 350 severe injuries in Florida. Due to the department's decision to change the definition of aggressive driving to coincide with the statutory definition, there appears to be a dramatic reduction in the number of aggressive driving related fatalities and serious injuries. This is not the case, as the behaviors constituting aggressive driving, such as speeding, following too closely, unsafe/improper lane changes, failure to yield the right of way, improper passing and violation of a traffic control device or signal, continue to kill and injure thousands of drivers and their passengers. Thus, special efforts to curb such behaviors continue to be warranted.

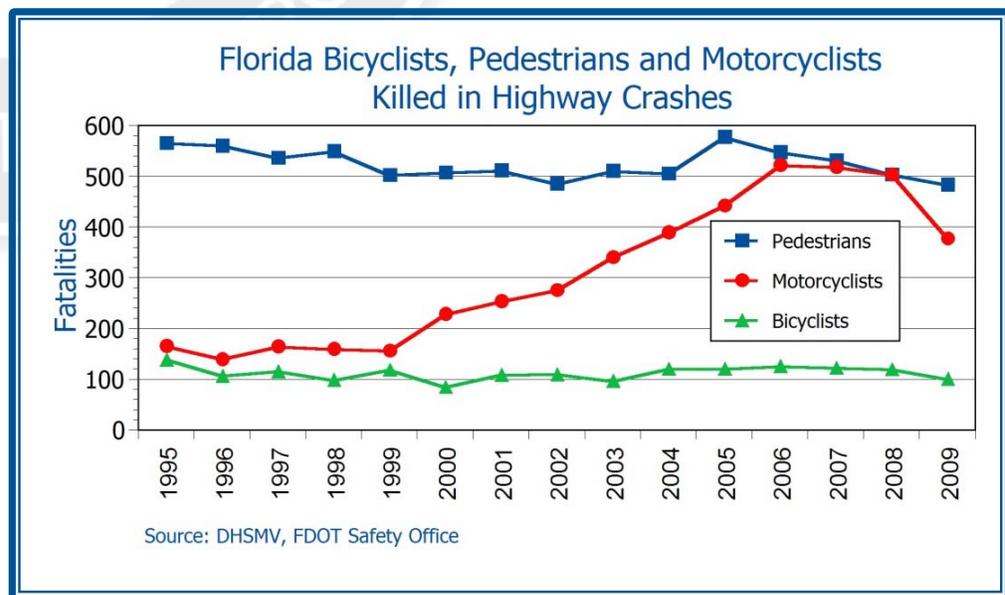
Intersection Crashes

A major contributing factor in intersection crashes is the running of a stop sign or red light. In Florida, the data show both fatalities and serious injuries for running red lights exceed those for running a stop sign.

In Florida, 41 percent of all crashes and 29 percent of all fatal crashes occurred at intersections in 2009. From 2000 to 2009, the number of intersection fatal crashes decreased from 895 to 733 (-20%) while vehicle miles of travel grew by 31%.

Vulnerable Road Users

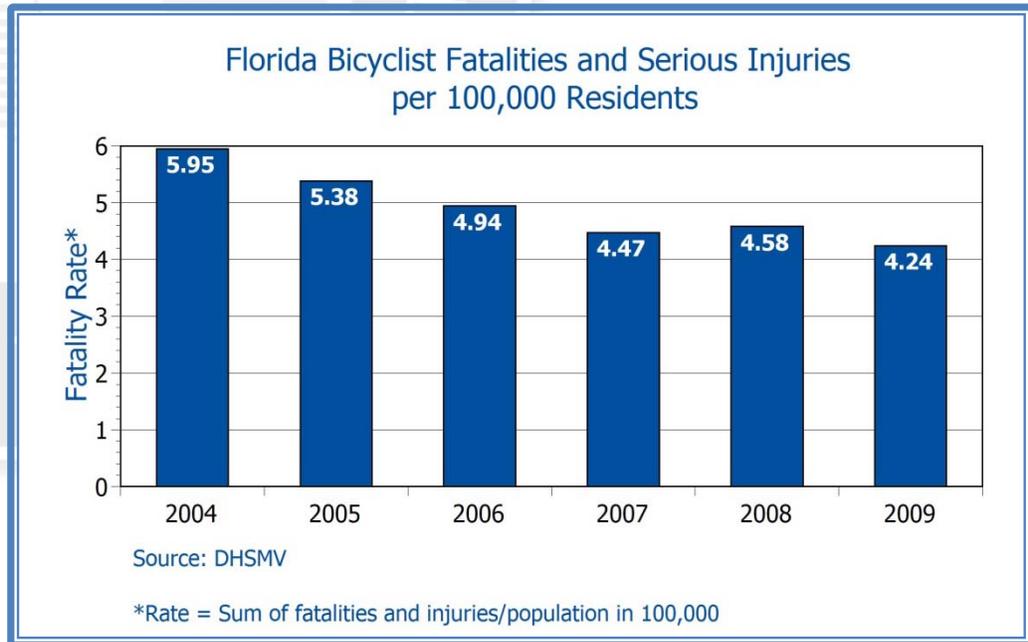
The areas of pedestrian, bicyclist, and motorcyclist safety are major challenges in Florida. A significant factor driving the relatively high fatality rates among these road user groups in Florida is, undoubtedly, a climate which is conducive to walking, cycling and motorcycling in all seasons. In 2009, 99 bicyclists, 482 pedestrians, 376 motorcyclists and 26 motorcycle passengers were killed on Florida's roadways. All categories experienced a decline from 2008.



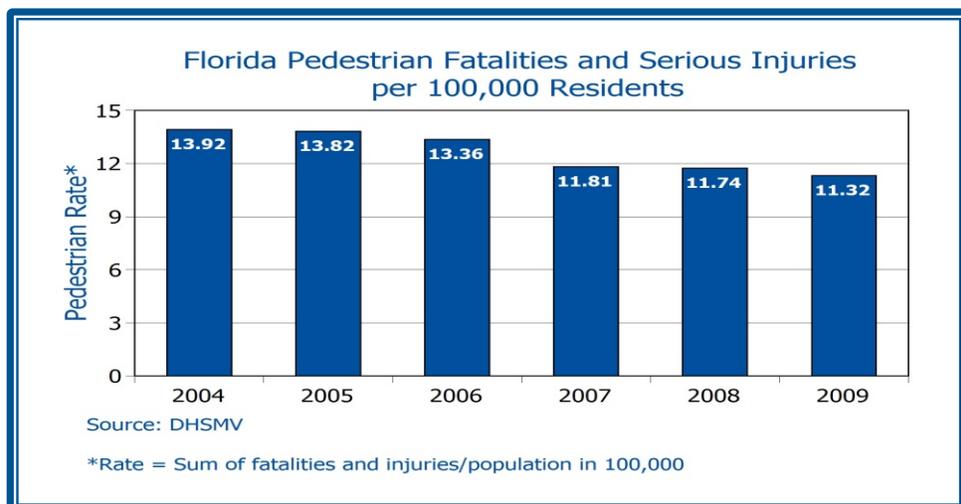
As with other emphasis areas, the SHSP establishes a goal to reduce the combined rate of pedestrian and bicyclist fatalities and serious injuries. Because there are no reliable data on total pedestrian and bicyclist exposure (such as miles traveled), fatal and serious injury rates for these groups have conventionally been calculated relative to population. The bicyclist fatality rate was 0.53 per 100,000 residents in 2009 and the pedestrian rate was 2.56 per 100,000 residents. The combined fatality and injury rate was 11.32 for pedestrians and 4.24 for bicyclists.

The SHSP goal for motorcyclists is to reduce the rate of fatal and serious injuries per 1,000 licensed motorcyclists (VMT data is not available for motorcyclists). From 2005 to 2009, this rate decreased from 3.529 to 3.019 per 1,000. Motorcyclist fatalities increased from 252 in 2001 to a peak of 550 in 2006, and decreased slightly between 2006 and 2008. In 2009 Florida saw a remarkable decrease in fatalities of motorcyclists and their passengers of over 25% from 2008 (402). One factor believed to

be contributing to this impressive reduction is the establishment of a multi-agency, multi-partner Motorcycle Safety Coalition whose members develop strategies and means of implementation to increase safety, encourage use of proper gear, increase training and develop engineering initiatives addressing motorcycling roadway issues. Reduced emergency response times also contributed to the reduction.



The department has studied factors contributing to pedestrian and bicyclist fatalities on the State Highway System. Alcohol use has been identified as a known or possible factor in roughly half of fatal pedestrian and bicyclist crashes. More commonly, alcohol was used by the pedestrian or bicyclist, but nearly 10 percent of drivers involved in fatal crashes with pedestrians on the State Highway System were found to have used some alcohol. The actual percentage of motorist users is probably higher, as complete Blood Alcohol Content (BAC) data is seldom available.



Fatal pedestrian crashes commonly involve mid-block crossings, away from the opportunities for controlled crossings afforded by traffic signals (or stop signs). Provision of raised medians where feasible is often an effective countermeasure for this problem. Over half of both fatal pedestrian and fatal bicyclist crashes occur under dark conditions. Detailed information regarding bicyclist use of lights as required at night is often unavailable in crash reports, but frequent observations of cyclists riding at night without lights suggest failure to use lights may be a common factor in bicyclists' fatal nighttime crashes.

Lane Departure Crashes

Approximately 22% of all traffic fatalities in 2009 involved lane departures. In 2009, the department's Safety Office updated the criteria for Lane Departure Crashes in cooperation with the Department of Highway Safety and Motor Vehicles. Lane departure incidents currently exclude crashes at intersections, but include running off the road, crossing the center median into oncoming traffic and sideswipe crashes.

Running off the road may also involve a rollover or hitting a fixed object. When a vehicle leaves the roadway, the result can be disastrous. A review of data for lane departure crashes in Florida reveals most lane departure crashes occur on limited access roadways and on rural two-lane roadways.

Head-on collisions are related to crashes involving departure from the roadway. One of the most severe types of crashes occurs when a vehicle crosses into an opposing traffic lane and crashes head-on with an on-coming vehicle. To reduce the serious injuries and fatalities resulting from lane departures, efforts must be made to:

- Keep vehicles from leaving the road or crossing the center median;
- Reduce the likelihood of vehicles overturning or crashing into roadside objects; and
- Minimize the severity of an overturn

Occupant Protection, Impaired Driving, and Traffic Data

Safety belt use is one of the most effective measures to decrease injuries and deaths in a crash. Nevertheless, thousands of people are killed on Florida's roadways simply because they did not buckle up. While 2010 saw Florida reach an all time high of 87.4% in recorded safety belt use, thousands of lives could be saved each year if all vehicle occupants properly used their safety belts and all children were in an age appropriate child restraint.

Based on the National Highway Traffic Safety Administration estimates, safety belt usage in Florida saved 746 lives in 2009. Further, if 100 percent of drivers and passengers had used safety belts, 266 more lives would have been saved.

Due to their vastly different definitions of impaired driving fatalities and alcohol/drug related fatalities, federal reports show Florida substantially improving in this area, while state reports show a slow rate of decline. Impaired driving remains a serious problem as evidenced by the fact 1,117 people were killed in 2009 due to an impaired driver. Other than increased use of rumble strips, guardrail and cable barrier, there are few engineering steps which can be taken to reduce impaired driving fatalities. Enforcement and education are key components of impaired driving initiatives. A newly established impaired driving coalition, with law enforcement, judges, prosecutors, treatment programs, the Governor's Office of Drug Control, Mothers Against Drunk Drivers and others working together, will have a positive impact on driving down alcohol and drug related fatalities through a strategic plan addressing the wide variety of issues which affect this serious traffic safety problem.

Through its applications for special federal grant funding for data initiatives and projects, the department has been able to provide over \$6.5 million since 2006 to various agencies to improve their ability to collect, analyze, and share data, as well as improve the consistency, timeliness, and compatibility of those data. These funds have helped move Florida into the forefront in several data areas.

Strategies for Traffic-Related Safety

To help meet its short-range objectives, the department will:

- Incorporate engineering and design practices proven to reduce aggressive driving behavior.
- Improve intersection design and operation from minimum to optimal standards.
- Promote improved access management at the local government level through the use of state standards (Florida Green Book) and restriction or elimination of turning maneuvers.
- Promote the installation and use of confirmation lights to improve signal enforcement.
- Conduct a public information and education campaign on intersection safety.
- Educate the engineering, design, and operations communities on techniques to improve intersections, signal timing, and elder issues.

- Initiate bicycle, pedestrian, and motorcycle traffic count programs to determine existing rate of walking, bicycling, and motorcycling and analyze crash data using exposure variables.
- Develop, implement, and evaluate countermeasures for the 100 highest crash locations involving pedestrians, cyclists, and motorcyclists on and off the state highway system.
- Finalize and conduct, on an annual basis, bicycle and pedestrian design training.
- Increase implementation of innovative intersection design to minimize conflict severity.
- Improve the safety of roads in rural and economically distressed areas.
- Include a safety improvement component with accountability measures in all aspects of transportation, from planning through implementation and operations.

Safety of Seaport, Rail, Public Transit and Public Airport Facilities

Seaports

In fiscal year 2008/09, 12.7 million cruise passengers embarked and disembarked from Florida's ports. In addition, Florida ports handled about 105 million tons of commodities with a value of nearly \$57 billion.

Over the last several years Florida's seaports have experienced significant increases in security costs. Since September 11, 2001, cargo and passenger safety and security have become increasingly important issues to the local governments and port authorities owning and operating Florida's seaports. Port security costs, from Florida's 14 deep-water ports, were \$12.3 million annually pre-9/11, and grew to \$46.8 million in 2005. Seaports are required to develop, design, and deploy enhanced security systems to control and protect both land side and sea side access to meet both state and federal security requirements. Seaports work directly with the Florida Department of Law Enforcement and federal agencies such as the Coast Guard to ensure conformance with these requirements. The Department of Transportation does not track nor have incident information for seaports. Seaports spend a great deal of attention and funds on safety and security including the deployment of on-port law enforcement officers and access approval and monitoring.

Rail

Florida has a total of 5,187 at-grade crossings, of which 3,893 are public and 1,294 are private. Approximately 80 percent of them are equipped with active warning

devices, or over twice the national average. Crashes and fatalities at crossings declined 75 percent and 60 percent, respectively, between the mid-1970s and the mid-1990s. This occurred despite an increase in exposure because of increased highway traffic and operational changes which have resulted in more trains on fewer rail lines. In 2009, there were:

- Ten highway-rail grade crossing fatalities, a reduction of 15 from 2008;
- Twenty-three highway-rail crossing injuries;
- Nineteen pedestrian-trespassing fatalities; and
- Eight pedestrian trespassing injuries.

The department uses the latest technology and techniques such as those for grade crossing safety improvements and grade crossing consolidation. Public information is one of the most effective methods of reducing grade crossing incidents. Florida participates in Operation Lifesaver, a non-profit organization dedicated to reduce the number of collisions, deaths, and injuries at rail-highway crossings and on railroad rights of way through public awareness campaigns.

There were 274 train derailments in 1977, the year before the department began its railroad safety inspection program. Derailments have declined to an average of 40 per year over the last 10 years, most of which occur in industrial yard tracks and result in little damage. During the 2001-2008 period, 48 derailments occurred with speeds exceeding 20-miles per hour. In 2008, only 11 derailments occurred, a reduction of 8 derailments from 2007 and 23 from 2006. Annually, the department performs safety inspections on 5,000 miles of track, 3,000 turnouts, 14,000 freight cars, and 500 locomotives, and observes 1,000 operating practices. These inspections supplement those conducted by the railroads, which have the primary responsibility for safe operations.

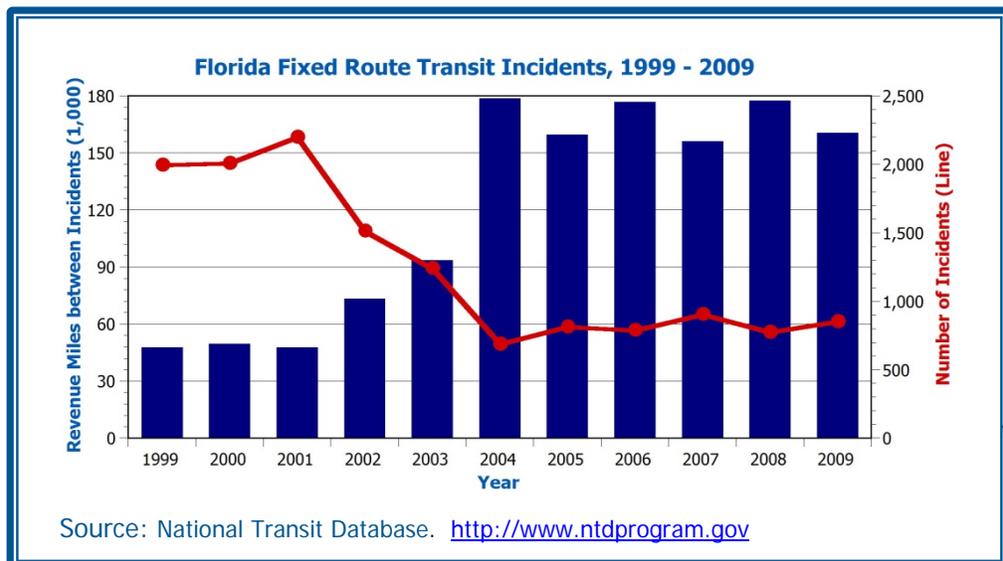
Public Transit

The majority of Florida's public transportation systems operate on the roadway system; therefore, roadway incidents can impact the operation of transit services and on-time performance. Similarly, incidents with motorbuses in the roadway can impact the flow of traffic in the vicinity.

Florida Transit Safety Data, Top Ten Agencies, 2009				
Mode	Collision			
	Number of Incidents	Fatalities	Injuries	Total Property Damage (\$1000)
Motorbus	254	4	515	1,580
Demand Response	28	1	44	148
Commuter Rail	0	0	0	0
Heavy Rail	0	0	0	0
Automated Guideway	1	1	0	0
Vanpool	0	0	0	0
Light Rail	0	0	0	0
Total	283	6	559	1,727

Source: National Transit Database. <http://www.ntdprogram.gov>

The number of incidents had been on the rise from 1997 to 2001, but experienced a sharp decrease in 2002. The probable cause for the drop was a change in thresholds for reporting. In 2009, 851 incidents were reported on Florida's fixed route transit service. Motorbus collision incidents account for 90% of all transit collision incidents in Florida. This is to be expected because motorbuses serve approximately 87% of public transit passenger trips in Florida for 2009. There was a decrease in revenue miles of service between incidents dipping slightly to 160,246 in 2009. This indicates more disruptions in service for passengers and greater agency cost associated with responding to incidents. For the top ten transit agencies¹ in Florida, 283 collisions occurred resulting in 6 fatalities and 559 injuries in 2009. Property damage caused by the collisions was estimated to be \$1.73 million.



Public Airport Facilities

Florida has 21 commercial service airports serving more than 136 million passengers each year. During the decade from 2000 through 2009, Florida experienced a total of 259 fatal aircraft accidents, with a high of 36 in 2002 and a low of 15 in 2001. The average fatal incidents were 26 per year. In 2009, 96 accidents (23 fatal) occurred in Florida which resulted in 39 fatalities. There is no upward or downward trend in fatal aircraft incidents from year to year.

The FDOT, the Federal Aviation Administration (FAA), and local governments share complementary aviation safety responsibilities in Florida. The FAA regulates aircraft, aircraft operations, and pilots. The FAA also places specific safety requirements, such as crash, fire and rescue facilities, on airports before permitting commercial airline operations at an airport.

The FDOT, the FAA, and local governments also share airspace safety responsibilities in Florida. The department and local governments are responsible for permitting structures throughout the state which may impact aviation safety while the FAA assures aircraft flight paths will stay clear of structures.

As of September of 2010, Florida has a total of 793 (public, private and military) air facilities. More than half (63%) are airports and another one-third (36%) are heliports. Of these, Florida has 109 public-use facilities poised to meet general aviation needs and provide critical service to their communities. The department regulates Florida's 130 public airports through permitting, safety inspection and licensing. Florida's 663 private air facilities are registered on-line with the department.

Strategies for Safety of Seaport, Rail, Public Transit and Public Airport Facilities

The department will:

- Continue to conduct public education campaigns for awareness of rail-highway crossing safety.
- Conduct research into innovative highway safety devices, including those which prohibit motorists from driving around rail-highway crossing protection systems, and work with appropriate agencies to incorporate research results into program development.
- Identify hazardous roadway locations and features, including those at rail-highway crossings, and establish priorities to correct them.

Security

Transportation security involves entities outside of the transportation field and requires close coordination and effective working relationships with adequate support at all levels. Emergency management, including preparedness planning, response and recovery activities, is primarily the responsibility of Florida Department of Community Affairs, Division of Emergency Management, at the state level and of local governments at the local level, working as a team with emergency responders and agencies at federal, state and local levels as well as private sector and volunteer organizations. Security lead roles involve the U.S. Department of Homeland Security/Transportation Security Administration, other designated federal agencies, and the Florida Department of Law Enforcement, with FDOT Office of Motor Carrier Compliance (OMCC) and other transportation partners in a shared role focused on improving security of the transportation system.

The OMCC's law enforcement activities directed at commercial vehicle operations in general are a crucial element of domestic security. The officer's specialized knowledge of what constitutes normal activities related to commercial vehicle operations allows for the ability to recognize abnormal activities, worthy of closer scrutiny. Activities of the OMCC personnel directly related to domestic security include inspection of vehicles transporting, or suspected of transporting, hazardous materials. Such enforcement activities include inspection of shipping papers, placards, markings, packaging and proper loading of hazardous materials containers. Drivers are scrutinized to ensure they are properly licensed, qualified to drive vehicles transporting hazardous materials, and properly employed by the trucking company.

Domestic security visits to motor carriers and shippers of hazardous materials are conducted to ensure compliance with the regulations and to provide education and training to carriers on how to secure their trucks and terminals. This domestic security awareness program is designed to reduce the likelihood such materials and vehicles are used as a weapon. Leads on suspected drivers and other carrier employees have been referred to the Federal Bureau of Investigation (FBI) and the Florida Department of Law Enforcement for follow up investigation.

In 2009, in partnership with 11 federal, state and local law enforcement agencies, including the US Coast Guard and the FBI, OMCC conducted two major port details to inspect containers, portable tanks, truck chassis, hazardous materials and driver documentation and credentials.

The Radiological and Nuclear Detection and Response Program detects radioactive and nuclear dangers and responds to the dangers quickly and effectively. The OMCC is the state's lead agency for the program's mobile operations. In 2009, staffed with

ancillary duty personnel (one full time equivalent) and specialized equipment purchased with Department of Homeland Security funding, this program provided support to local, state and federal agencies at 11 major events around the state with an average attendance of 100,000 or more citizens. All personnel assigned to this additional duty are volunteers and have undergone extensive training from state and federal agencies.

As an integral part of the Florida Department of Transportation, the Office of Motor Carrier Compliance maintains part of the responsibility for ensuring the state's critical transportation infrastructure, i.e., roads, bridges, etc., is protected from any attempt to disrupt the flow of commerce or otherwise deny the use of such structures. Since September 11, 2001 sworn officers of the OMCC have also provided security for the State Capitol, major power plants, transportation of certain classified materials, facilities quarantined during anthrax events, and the like. The OMCC personnel also serve on all seven Regional Domestic Security Task Forces throughout Florida as well as Florida's Domestic Security Oversight Board's Executive Committee.

Strategies for Security

- Include a security improvement component with accountability measures in all aspects of transportation, from planning through implementation and operations.
- Implement security policies and strategies to deter and respond to attacks on the transportation system and to deter use of the system to carry out attacks against domestic targets, while maintaining the intended function of the system.
- Increase the use of intelligent transportation systems technology as a tool to improve transportation safety and security.
- Improve compatibility of communications and other critical equipment used by the Florida Department of Transportation and federal, state, and local safety and security responders.
- Support safe and efficient mobility for affected people, freight, services, and response personnel before, during, and after emergencies through appropriate connectivity among all elements of the transportation system.
- Ensure national security transportation needs involving Florida's military facilities can be met during normal and elevated security periods in future planning for the Strategic Intermodal System, including those which are part of the federal Strategic Highway Network (STRAHNET) or the federal Strategic Rail Corridor Network (STRACNET).