MAP-21 and Traffic Safety: Incentive Grants for the States Webinar

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Dial 888-437-3195 for the webinar audio
Speakers

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She came to the United States Department of Transportation in 2002, after working more than fifteen years in clinical care and program administration, and in academia, in Texas and Oregon. Dr. Gunnels was appointed to the Senior Executive Service in 2007. She has maintained a longstanding interest in emergency cardiovascular care, emergency medical services and systems, public health issues, motor vehicle-related injury and traffic safety policy.

Barbara Harsha
Executive Director
Governors Highway Safety Association

Since April 1988, Barbara Harsha has been the Executive Director of the Governors Highway Safety Association (GHSA)—the nonprofit organization that represents state highway safety offices. GHSA members are charged with implementing their governors' highway safety plans and administering federal behavioral highway safety funds. Harsha frequently represents the states' views on highway safety solutions in a variety of forums.
MAP-21 Overview: Working together to save lives ...
Today's Agenda

• Highway Safety Program Overview/Timeline
• Highway Safety Plans, Coordination & S. 402 Grant Program
• S. 405 Highway Safety Grant Program
• Performance Measures and MAP-21 Implementation
• Key Safety Legislation

National Highway Traffic Safety Administration
Office of Regional Operations and Program Delivery

[Map showing regions of the United States]
Highway Safety Program (HSP)
Key MAP-21 Implementation Dates

- July 6, 2012  MAP-21 enacted
- August 24  Distracted Driving NOFA published
- January 23  Interim Final Rule (IFR) published
- February 28  Distracted Driving Grant applications due (38)
- March 25  Remaining FY2013 S. 405 Grant applications due
- April 23  NHTSA IFR Comments due (to the docket)
- May 15-30  Grant Determination Notifications (pending funding availability)
- May 15-30  Grant Awards (pending funding availability)
- July 1  FY2014 Highway Safety Plans and Grant applications due
- Sept 1  Highway Safety Program/Assessment Plans due
NHTSA Highway Safety Program Overview

• $500 M in FY13, $507 M in FY14
• 2 NHTSA Grants
  ▪ S 402 revised
  ▪ S 405 consolidates multiple grant programs into larger program with more flexibility
• New grants – Distraction, GDL, Interlock
• Repeals SAFETEA-LU section 406, 408, 410, 2010, and 2011 & Eliminates Racial Profiling grant
• Revises procedures for S 154 and S 164 transfers
§ 402 and 405 Grants Overview

- **S.402 – State and Community Highway Safety Program**
  - $235M authorized in both FYs 2013 and 2014

- **S.405b – Occupant Protection**
  - $42.4M authorized in FY13, $43.52M in FY14

- **S.405c – Traffic Safety Information Systems**
  - $38.425M in FY13, $39.44M in FY14

- **S.405d – Impaired Driving and Ignition Interlock**
  - $139.1M in FY13, $142.8M in FY14

- **S.405e – Distracted Driving**
  - $22.5M in FY13, $23.1M in FY14

- **S.405f – Motorcyclist Safety**
  - $3.97M in FY13, $4.08M in FY14

- **S.405g – Graduated Driver Licensing (GDL)**
  - $13.25M in FY13, $13.6M in FY14
402 and Highway Safety Plan (HSP) Highlights

- NHTSA report to Congress on States performance
- Allows States to use S402 funds to pay for S403 demonstration projects
- Beginning FY14, States must submit an HSP including
  - Performance measures required by NHTSA
  - Strategy for programming funds
  - Data and analysis supporting proposed countermeasures
  - Description of all funds, federal and other, to be used
  - Report on meeting previous year goals
- NHTSA must review and approve HSP
- Plans not approved by NHTSA must be revised and resubmitted
Award grants to States that adopt and implement effective occupant protection programs to reduce highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles.

- **High Seat Belt Use Rate State:**
  - 90% or higher belt use

- **Lower Seat Belt Use Rate State:**
  - Below 90% belt use
§ 405 Grant Program Highlights

State Traffic Safety Information System Improvement Grants

- Provide grants to States to make quantifiable, measureable improvements in safety data.
- Support efforts to improve data systems to help identify priorities for Federal, State and local highway and traffic safety programs.
- Link intra-State data systems.
- Improve compatibility and interoperability of these data systems with other State and National data systems.
MAP–21 continues, with some changes, the traffic safety information system improvements S. 408 grant program.

The role and function of a TRCC is very similar to that of the TRCC in the predecessor data program.

Certify that an assessment was conducted or updated in the last 5 years.
§ 405 and Highway Safety Plan (HSP) Highlights

**Impaired Driving**

- Replaces (SAFETEA-LU) S. 410.
- States qualify for grants based on an average impaired driving fatality rate using most recent final FARS data.
- Low-range, mid-range and high-range States need to meet certain statutory and regulatory requirements.
- MAP-21 also created new Ignition Interlock Law grant.
§ 405 Grant Program Highlights

Impaired Driving

- Low - range States – fatality rate of 0.30 or lower
- Mid - range States – fatality rate of >0.30 and <0.60
- High - range States – fatality rate of 0.60 or higher
- As with S. 410 grants, NHTSA will determine the classification of States using final FARS data.
- Ignition Interlock Law Grant – States with laws requiring convicted offenders to install an Ignition Interlock Device for at least 30 days will be eligible for a grant.
• To comply, State law must have primary texting ban for all drivers, cell phone ban for young drivers.
• Law must have minimum fines, increased for repeat
• Some exemptions for emergencies
• At least 50% must be used for education, signs, and enforcement, up to 50% for any behavioral safety.
• First-year only grant of 25% may be awarded for States with existing primary texting laws otherwise ineligible.
Award grants to States that adopt & implement effective programs to reduce the number of single- and multi-vehicle crashes involving motorcyclists.

• Qualification criteria remain largely unchanged from those required under S. 2010 (SAFETEA–LU) Motorcyclist Safety grants.

• The Territories are not eligible.
A multi-staged process for issuing driver’s licenses to young, novice drivers to ensure that they gain valuable driving experience under controlled circumstances and demonstrate responsible driving behavior and proficiency.

- Map-21 reintroduces GDL incentive grant program
- Minimum qualifications are specified in the regulation
• GDL program is an incentive program with specific requirements
• States must demonstrate compliance
• Learner’s Permit stage has age, test, time, accompaniment, training and skill requirements
• Intermediate Stage has age, time, nighttime and passenger restrictions
• Both stages have cell phone restrictions and conviction-free requirements
Performance Measurement

- Define and prioritize objectives, focus programs and resources, and measure progress
- Quantifiable, appropriate, evidence-based, supported by data
- Include current/baseline levels and annual targets
NHTSA Safety Performance Measures

• NHTSA/GHSA Core Performance Measures
  ▪ 10 core outcome measures
  ▪ one core behavior measure
  ▪ three activity measures

• Collaborative process - NHTSA & GHSA since 2008
  ▪ March 2013 GHSA Executive Board Discussion

• Determination of performance targets and evidenced-based countermeasures
  ▪ Trend data analysis
  ▪ Other factors supporting the target
NHTSA Safety Performance Measures

- 52 jurisdictions – 50 States, District of Columbia and Commonwealth of Puerto Rico
- Primary data source is FARS
- Serious injuries, observed belt use (State Crash Data files)
- Baseline (2005-2007) compared to (2008-2010) – these are 3-5 year averages
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Countermeasure Selection

Requirements

• Evidence/data based strategies for programming funds will allow States to meet its targets

• A list of projects that the State plans to fund for that fiscal year, by program area, must be included in HSP
FHWA, FMCSA, NHTSA Coordination Goals

- Stronger communication with all stakeholders
- Encourage involvement in the development of all plans (e.g., HSP, SHSP, HSIP, …)
- Improved data collection and information systems
- Alignment of the Performance Measures/targets in all plans
- Coordinated, leveraged use of grant funds
- Multi-modal evaluation, monitoring and oversight
State Perspective on MAP-21 Incentives

- Most states should qualify for impaired driving incentives but not OP incentives
- Most states should qualify for motorcycle, traffic records incentive grants
- Distracted driving and GDL incentives need to be fixed in next reauthorization
- NHTSA has the authority to shift unobligated incentive funds into the 402 formula grant program or any of the incentives
Key Safety Legislation

• Primary Safety Belt Laws
• Laws Allowing the Use of Sobriety Checkpoints
• All Offender Ignition Interlock Laws
• Primary Texting Bans
• Total bans on the Use of Electronic Communications Devices for Young Drivers
• Passenger and Nighttime Restrictions in GDL Laws
Other Important Safety Legislation

- Drug per se laws and laws charging for multiple impairment offenses
- Booster seat laws
- Motorcycle helmet laws
Resources

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Thank You

Questions?