



NHTSA Highway Safety Basics

March 13, 2014

Webinar Objectives

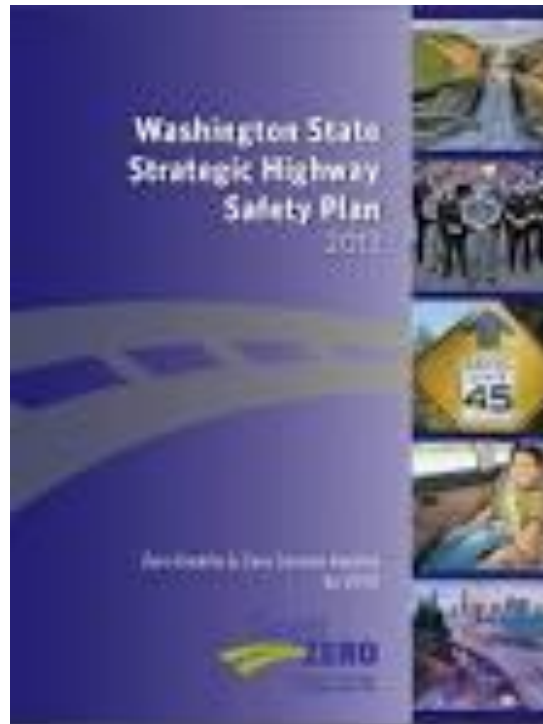
- Understand what MAP-21 is and explain the differences between Section 402 and 405 funds.
- Explain the roles of the State Highway Safety Offices
 - How do they administer the funds
 - What does a typical planning process look like
 - Understand the development process for the Highway Safety Plan (HSP) and the Strategic Highway Safety Plan (SHSP)
- Explain the funding process for highway safety funds

What is MAP-21?

- Moving Ahead for Progress in the 21st Century
 - Reauthorizes Section 402 Funding – \$235M annually
 - Basic highway safety funding for
 - Impaired Driving
 - Occupant protection
 - Traffic records
 - Emergency Medical Services
 - Speed Control
 - Police Traffic Services
 - School Bus Safety
 - Pedestrian and Bike
 - Roadway Safety

How Does a State Get 402 funds?

- Having a Highway Safety Office and managing a highway safety program
- Submitting a Highway Safety Plan - HSP



What is the Highway Safety Plan (HSP)?

23 CFR §1200.3

- Application for all highway safety grants
- Describes strategies and projects the State plans to implement
- Identifies funding sources State plans to use to achieve its highway safety performance targets
- Coordinated with the State strategic highway safety plan (SHSP)

Highway Safety Plan Components

23 CFR § 1200.11

- Highway Safety Planning Process
- Performance Plan
- Highway Safety Strategies and Projects
 - Enforcement Plan
- Performance Report
- Program Cost Summary (HCS 217/HSP1)
 - List of Projects
- Certification and Assurances
- Teen Traffic Safety Program (if elected)
- Section 405 Grant Application

What is 405 funding?

- The new incentive funding outlined in MAP-21
 - 405 b – Occupant Protection (\$42.4M FY13, \$43.5 FY14)
 - 405 c – Data/Traffic Records (\$38.4 FY13, \$39.4 FY14)
 - 405 d – Impaired Driving (\$138.1 FY13, \$142.8 FY14)
 - Ignition interlock
 - 405 e – Distracted Driving (\$22.5 FY13, \$23.1 FY14)
 - 405 f – Motorcycle (\$3.9 FY13, \$4.1 FY14)
 - 405 g – Graduated Driver Licensing (\$13.2 FY13, \$13.6 FY14)

405d – Impaired Driving Funds

- \$139.1M in FY 13 and \$142.8M in FY14
- Differentiates between low range States (with an impaired driving fatality rate of .30 per VMT or lower), mid range (.31-.59), and high (.60 and above).
- Low range states automatically receive funding, mid range and high range must meet additional criteria

405d – Impaired Driving Funds

- Low range states may use funds for any impaired driving program based on problem identification
- Mid and high range states can use funds on various countermeasures

405 Impaired Driving Interlock Grants

- Available for states that enact and enforce all-offender interlock laws
- Funds can be spend on any Section 402 behavioral traffic safety activity

Enough about the money, how can I get some!

- <http://www.nhtsa.gov/nhtsa/whatis/regions/>

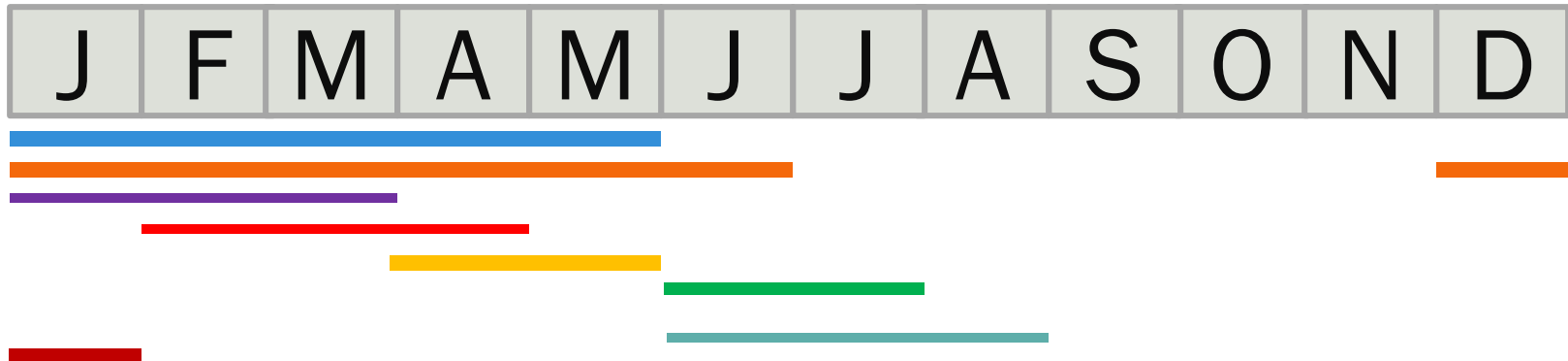


Highway Safety Planning Process

Descriptions of Data sources, processes, and participants used to:

- Identify highway safety problems
- Select performance measures and define performance “targets”
- Develop and select evidence-based countermeasures, strategies and projects to address problems and achieve its performance targets

Sample HSP Schedule



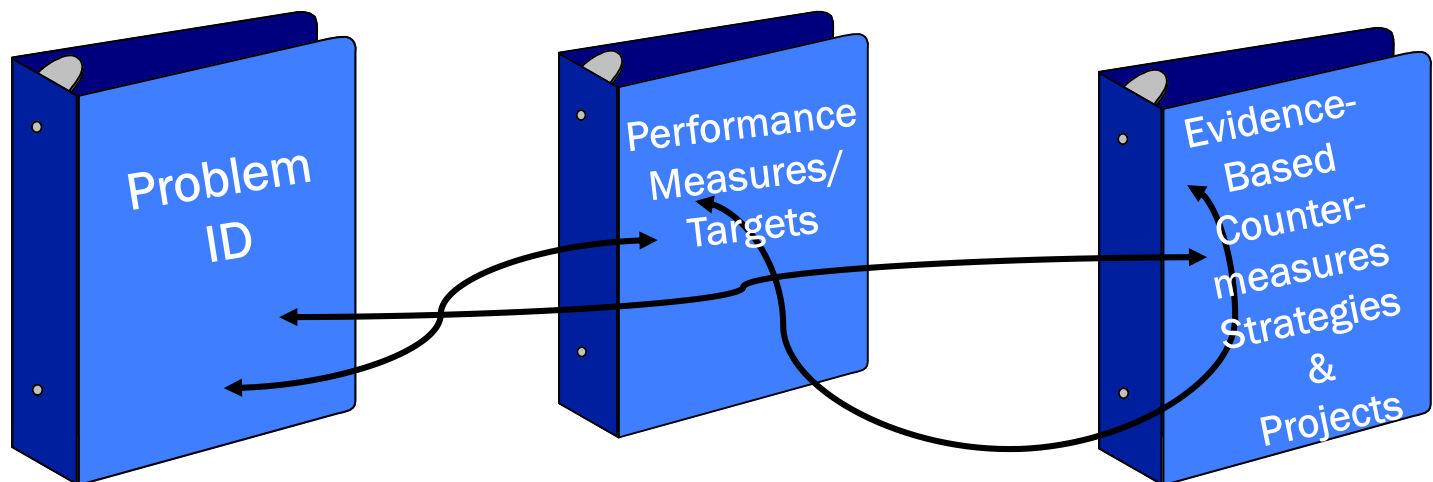
- Jan – May: Data analysis to define highway safety problem
- Dec – Jun: Identify and involve partners
- Jan – Mar: Coordinate data and HSP with State SHSP
- Feb – Apr: Develop Program area performance targets and measures
- Apr – May: Identify, prioritize and select strategies and projects
- Jun – Jul 1: Submit HSP for NHTSA review and approval
- Jul 1 – Aug 1: Respond to NHTSA comments/recommendations
- Jan: Evaluate outcomes and results for use in next planning cycle

Highway Safety Planning

- Key to development of the Highway Safety Program
- Begins with identifying highway safety problems and selecting or developing performance measures including data based on targets to measure progress in solving those problems
- Description must adequately explain each process:
 - Data Sources - comprehensive; consider new sources
 - Data Analysis - drill down the data for areas showing significant problems and changes; identify emerging issues
 - Participants - obtain comprehensive input from various disciplines and stakeholders; acquire new data input
 - Evaluation - use data to evaluate strategies and measure performance; important for course correction and next year planning cycle

Hwy Safety Planning Process

- Describe the links between
 - Problem ID and data driven performance measure/targets
 - Performance measure/targets and evidence-based countermeasures/strategies and projects
 - Strategy must be linked to achievement of target and have potential to be effective.



MAP-21 – HSP/SHSP Coordination

- The Strategic Highway Safety Plan (SHSP) is a statewide, coordinated, comprehensive, traffic safety plan that provides the framework for reducing highway fatalities and serious injuries on all public streets and highways. It establishes overall goals and objectives as well as objectives and strategies within key emphasis areas.



In Summary...

- Contact your SHSO to obtain information on applying for grant funds and get a copy of your state's HSP
- In your project proposal...
 - Clearly state the problem you are trying to solve and include data demonstrating it truly is a problem
 - Make sure your project includes strategies that are evidence-based (Countermeasures that Work - <http://www.ghsa.org/html/publications/countermeasures.html>)
 - Make sure what you are proposing is likely to help impact at least one performance measure in the HSP

Thank you



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