

Safety Provisions in Moving Ahead for Progress in the 21st Century (MAP-21)




U.S. Department of Transportation
Federal Highway Administration



Safe Roads for a Safer Future
Investment in roadway safety saves lives
<http://safety.fhwa.dot.gov>

MAJOR THEMES

- Strengthens America's highway & public transportation systems
 - Establishes a performance-based Federal program
 - Creates jobs & supports economic growth
 - Supports the Department's aggressive safety agenda
 - Simplifies and focuses the Federal program
 - Accelerates project delivery & promotes innovation
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Highway Safety Improvement Program (\$2.4B)

- Dramatically increases size of existing program
- Maintains current structure; adds requirement for regular update of the strategic highway safety plan
- Keeps setaside (\$220M/year) for rail-highway grade crossings
- No high risk rural roads setaside unless safety statistics worsen
- Secretary to establish measures and States to set targets for number of injuries and fatalities (and number per VMT)
- Strengthens link between HSIP and NHTSA programs

State HSIP

- Advance the capabilities of the State for safety data collection, analysis and integration in a manner that complements State highway safety program and commercial vehicle safety plan
- Use that safety data system to perform safety problem identification and countermeasure analysis
 - Identify hazardous locations, sections, and elements
 - Establish relative severity of those locations
 - Identify number of fatalities and serious injuries on all public roads by location in State
 - Consider which projects maximize opportunities to advance safety

State HSIP (cont.)

- Adopt strategic and performance-based goals that
 - address traffic safety, including behavioral and infrastructure problems and opportunities on all public roads
 - focus resources on areas of greatest need
 - are coordinated with other State highway safety programs
- Determine priorities
 - Establish and implement a schedule of highway safety improvement projects
- Establish an evaluation process
- Driven by Strategic Highway Safety Plan

Strategic Highway Safety Plan (SHSP)

- Requires regular updates
 - Secretary to set schedule and content of updated SHSP by October 1, 2013
- Expands list of participants
 - County transportation officials
 - State representatives of non-motorized users
 - Other major Federal, State, tribal, and local safety stakeholders
- Highway Safety Plan (NHTSA) coordinated with SHSP

Highway Safety Improvement Project

- Strategies, activities, and projects on a public road that are consistent with a State strategic highway safety plan and
 - correct or improve a hazardous road location or feature; or
 - address a highway safety problem
- Funds may be obligated to carry out any highway safety improvement project on any public road or publicly owned bicycle or pedestrian pathway or trail
- List of examples included in MAP-21

Data Improvement

- Activities
 - Highway basemap of all public roads
 - Collect safety data
 - Store and maintain safety data
 - Develop analytical processes for safety data elements
 - Roadway safety analysis tools
 - Analytical use of safety data
- Model Inventory of Roadway Elements – Secretary shall
 - establish a subset of model inventory of roadway elements that are useful for inventory of roadway safety
 - ensure that States adopt and use subset to improve data collection

Coordination with NHTSA Programs

- Ensure the State coordinates the Highway Safety Plan (HSP) w/the State Strategic Highway Safety Plan (SHSP)
- Ensure the State coordinates data collection and information systems with the State SHSP
- Aligns performance measures for SHSP and HSP

Safety Performance Management

- MAP-21 identifies Safety as a national goal area
- USDOT establishes measures by April 2014
 - Serious injuries and fatalities per vehicle mile traveled (VMT)
 - Number of serious injuries and fatalities
- States set targets 1 year after measures established
 - Can adjust targets for urban or rural areas
- State & metro plans describe how programs and projects will achieve targets
- If a State has not met or made significant progress toward meeting safety targets in 2 years
 - Obligation authority equal to prior year HSIP apportionment only for HSIP projects
 - Annual safety implementation plan describing actions State will take to meet targets

Safety Performance Management (con't)

- High-Risk Rural Road Safety: If fatality rate on rural roads increases over 2-year period, State must obligate for projects on HRRRs at least 200% of FY09 HRRR program
- Older Drivers: If fatalities and serious injuries per capita for road users over 65 increases during 2-year period, must include strategies in subsequent SHSP, considering Older Driver Handbook recommendations


Study of High-Risk Rural Roads Best Practices

- Report by October 1, 2013
 - Literature review
 - Survey of current practice of DOTs and local units of government
- Best Practices Manual 180 days after report
 - Include list of cost-effective roadway safety infrastructure improvements and best practices
 - Use of manual shall be voluntary


Other Safety Programs

- Safe Routes to Schools
 - Eligible as part of Transportation Alternatives program
- Railway Highway Grade Crossing Program
 - Set-aside still \$220M (~9% of total HSIP)
- Puerto Rico highways (continued; \$150M/yr)
 - $\geq 25\%$ must be used for HSIP projects
- Tribal Transportation Program
 - 2% set aside for safety on tribal land

NHTSA Grants - 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 (as part of 405)
 - Repeals SAFETEA-LU Section 406, 408, 410, 2010, and 2011 grants
 - Eliminates Racial Profiling grant
 - Revises procedures for S 154 and S 164 transfers
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NHTSA Section 402

- **\$235M authorized per year**
 - **Bans use of 402 for automated traffic enforcement**
 - **Teen traffic safety program allowed**
 - **NHTSA report to Congress on States performance**
 - **Allows States to use S402 funds to pay for S403 demonstration projects**
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NHTSA Section 402 - HSP

- **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**

NHTSA Section 405

- **Consolidates multiple grant programs into larger program with more flexibility**
 - **New grants – Distraction, GDL, Interlock (as part of Alcohol grant program)**
 - **Unallocated funds to be reallocated by NHTSA**
 - **Maintenance of Effort based on aggregate State expenditures**
 - **Provides funding for in-vehicle alcohol detection device (DADSS) research**
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Overview of MAP-21 provisions for FMCSA

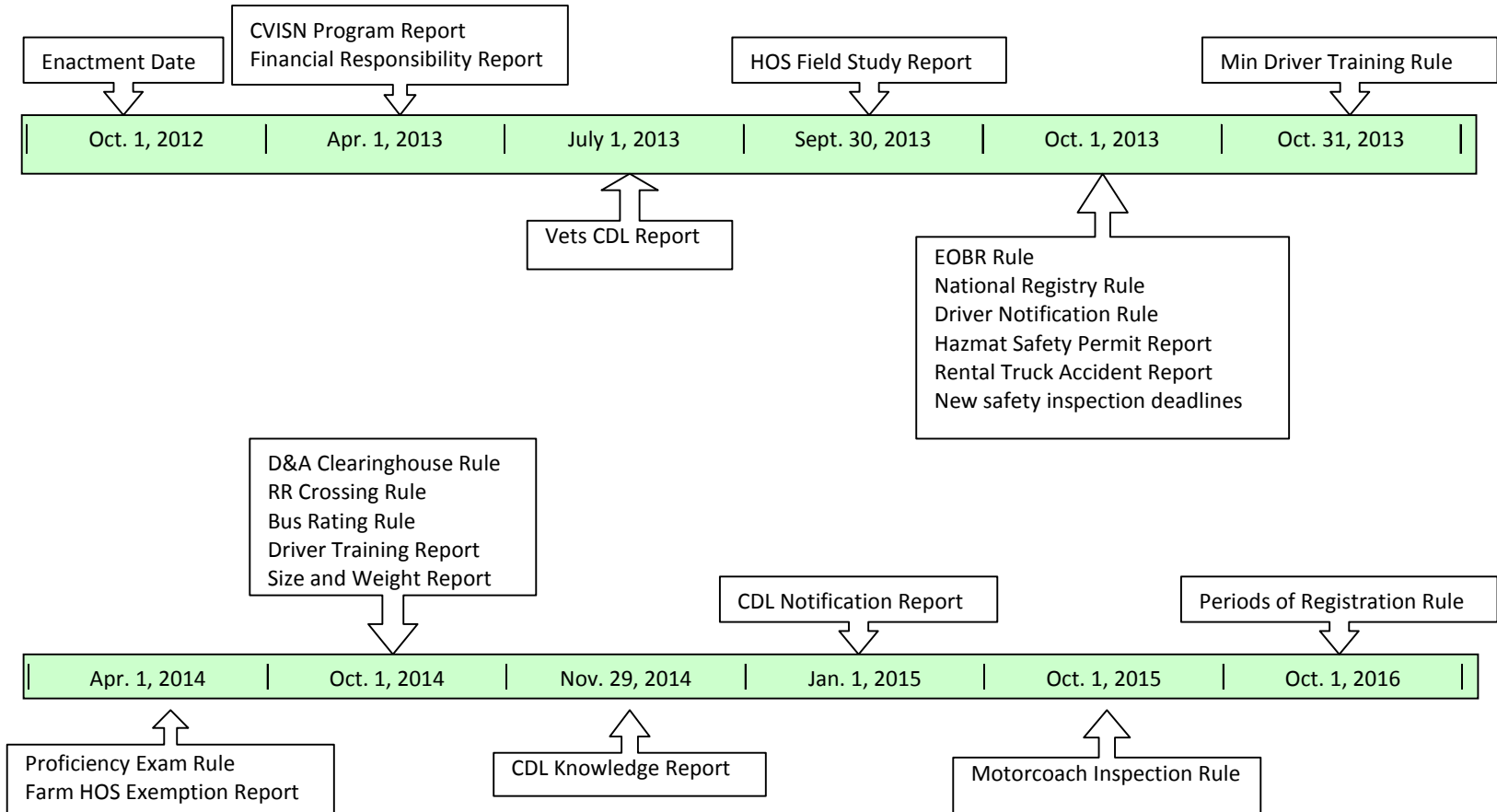
- Authorization levels are mostly level:
 - *Administrative expenses* (\$244 M in FY2012)
 - \$251/259 M for FY 2013/14
 - *Motor Carrier Safety Assistance Program* (\$212 M in FY2012):
 - \$215/218 M for FY 2013 /14
 - *CDL Program Implementation Grants* (\$30 M in FY 2012)
 - \$30 M for FYs 2013 and 2014
 - *Border Enforcement Grants* (\$32 M in FY 2012)
 - \$32 M for FYs 2013 and 2014
 - *Commercial Vehicle Information Systems and Networks Grants* (\$25 M for fiscal year 2012)
 - \$25 M for FYs 2013 and 2014
 - *Safety Data Improvement grant program* (\$3 M enacted for fiscal year 2012)
 - \$3 M for FYs 2013 and 2014
 - *New Entrant Audit program grants* (\$29 M enacted for fiscal year 2012)
 - \$32 M for FYs 2013 and 2014



MAP-21 includes a large number of mandates for FMCSA to complete

- MAP-21 directs the Agency to complete 29 new rulemakings within 27 months.
- MAP-21 also requires FMCSA to implement 34 programmatic changes and complete 15 reports.

Congress has established an aggressive schedule to meet these mandates



Questions?



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