U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue SE.
Washington, DC 20590

April 3, 2024

The Honorable Jennifer Homendy
Chair
National Transportation Safety Board
490 L'Enfant Plaza East, SW
Washington, DC 20594

Dear Chair Homendy:

We have reviewed the National Transportation Safety Board's (NTSB) November 14, 2023, report, *Multivehicle Crash at Signalized Intersection, North Las Vegas, Nevada*, (NTSB/HIR-23-09), and the safety recommendations to the National Highway Safety Administration (NHTSA). NHTSA's responses to the recommendations are discussed below.

NTSB Recommendation and Requested Designation:

H-23-14: Require as standard equipment in all new vehicles intelligent speed assistance systems that, at a minimum, warn the driver when the vehicle exceeds the speed limit.

NHTSA Action:
NHTSA is working on two intelligent speed assistance (ISA) research projects this year. The first is a technology scan focusing on ISA enabling technologies and implementation approaches. This study will assess the capabilities and limitations of technologies to accurately determine the speed limit across a wide range of roadway types, as well as characterize various approaches of ISA implementation (e.g., passive warnings, active intervention). The second project is an assessment of ISA consumer acceptance and effectiveness to evaluate selected implementation approaches derived from the first project using simulator and closed track test methods. NHTSA will use the information gathered from these ISA research projects to inform the Agency's decision on potential next steps.

NHTSA requests that recommendation H-23-14 be classified as **Open, Acceptable Response**.

H-23-15: Develop a communication plan to educate the public about the capabilities and benefits of ISA to mitigate speeding.

NHTSA Action:
Based on the synthesis of research that is included in NHTSA's Countermeasures That Work (CMTW), ISA has been found in certain circumstances to lower speeding among drivers who use the systems. On March 9, 2022, NHTSA issued a Request for Comment (RFC) on proposed upgrades to its New Car Assessment Program (NCAP), including whether ISA systems should be considered, if there should be a differentiation between warning and intervention type, and

whether override systems should be allowed (https://www.regulations.gov/document/NHTSA-2021-0002-0001). NHTSA has reviewed the public comments received on the RFC and is developing a final decision notice. Once that work is complete, NHTSA can consider the direction and contours of a communication plan to educate the public about ISA.

NHTSA requests that recommendation H-23-15 be classified as **Open, Acceptable Response**.

H-23-16: Update the Uniform Guidelines for State Highway Safety Programs to include identification and tracking of repeat speeding offenders.

NHTSA Action:
NHTSA plans to update Highway Safety Program Guideline 19, Speed Management, in 2025. As with all revisions to the Guidelines, updates will be open to public comment. Until Guideline 19 is updated, States may consider using State Traffic Safety Information System Improvements Grants under Section 405(c) to develop and implement effective programs that improve the accuracy and completeness of State safety data, including traffic records and systems, such as those contemplated in this recommendation. More information on grant eligibility can be found at https://www.federalregister.gov/documents/2023/02/06/2023-01819/uniform-procedures-for-state-highway-safety-grant-programs#sectno-citation-1300.22.

NHTSA requests that recommendation H-23-16 be classified as **Open, Acceptable Response**.

H-23-17: Develop countermeasures to reduce speeding recidivism, determine their effectiveness, and then disseminate the results.

NHTSA Action:
NHTSA has ongoing research related to speeding and recidivism, including projects on the effects of education on speeding behavior, a national survey on speeding attitudes and behavior, and an examination of the effects of different liability models of speed safety cameras on recidivism. These projects will indicate behavior change models that could be effective in reducing speeding recidivism. In addition to research reports, these projects will inform communication campaigns and behavioral safety programs.

To further disseminate research findings, NHTSA has an entire chapter in the recently updated CMTW dedicated to speeding (https://www.nhtsa.gov/book/countermeasures-that-work/speeding-and-speed-management). The chapter explores different countermeasures and assesses their effectiveness. As new editions of CMTW are developed, the research team closely reviews the scientific literature that has been released since the currently available edition closed. This practice allows NHTSA to incorporate new findings quickly, and it is an important way for the agency to disseminate research results in ways that States can easily use to adjust their practices. New editions of CMTW are released every 2–3 years.

NHTSA requests that recommendation H-23-17 be classified as **Closed, Acceptable Response**.

H-23-18: Conduct research and develop guidelines to assist States in implementing pilot ISA interlock programs, limiting the vehicle speed, for repeat speeding offenders.

NHTSA Action:
At this time, NHTSA is not aware of commonly available commercial aftermarket ISA interlock systems in the United States that can be outfitted to a variety of vehicles owned by repeat offenders. Some jurisdictions are developing programs to utilize speed governors for repeat speeding offenders, with proposals to integrate intelligent speed assistance in the future. Further, ISA technologies on new vehicles are also limited and operate differently, with limited knowledge over their effectiveness. As outlined in NHTSA's response to H-23-14, the Agency will be conducting an ISA technology and implementation scan for new motor vehicles in fiscal year 2024 to be followed by research into their performance. NHTSA believes the learnings from these studies are necessary before feasibility of aftermarket implementations of effective approaches could be assessed. Effective guidelines for intelligent speed assistance pilot programs can be considered after these steps.

NHTSA requests that recommendation H-23-18 be classified as **Open, Acceptable Response**.

H-17-24: Incentivize passenger vehicle manufacturers and consumers to adopt ISA systems by, for example, including ISA in the New Car Assessment Program.

NHTSA Action:
NHTSA's March 9, 2022, RFC proposing upgrades to NCAP (87 FR 13452) sought comments from the public on whether ISA should be included in NCAP, whether ISA should be a warning or warning and intervention, whether override systems should be allowed, objective test protocols, consumer acceptance of ISA technologies, and other means of reducing speeding. NHTSA reviewed the public comments received on the RFC and is developing a final decision notice for publication in 2024.

NHTSA is working on two ISA research projects this year. The first is a technology scan focusing on ISA enabling technologies and implementation approaches. This study will assess the capabilities and limitations of technologies to accurately determine the speed limit across a wide range of roadway types, as well as characterize various approaches of ISA implementation (e.g., passive warnings, active intervention). The second project is an assessment of ISA consumer acceptance and effectiveness to evaluate selected implementation approaches derived from the first project using simulator and closed track test methods. NHTSA will use the information gathered from these ISA research projects to inform potential next steps for updating NCAP.

NHTSA requests that recommendation H-17-24 be classified as **Open, Acceptable Response**.

If you have any questions, or require additional information, please contact me or Darren Hall, Office of Governmental Affairs, Policy and Strategic Planning, at 202-650-7620.

Sincerely,

Sophie Shulman
Deputy Administrator