

STATE HIGHWAY SAFETY DATA IMPROVEMENTS INCENTIVE GRANTS							
Year	1997(ISTEA)	1998	1999	2000	2001	2002	2003
Authorization	0	0	\$5M	\$8M	\$9M	\$10M	0

Program Purpose

Section 2005 of TEA-21 established a new program of incentive grants (under Section 411 of chapter 4 of Title 23) to encourage States to adopt and implement effective programs to improve the timeliness, accuracy, completeness, uniformity, and accessibility of State data that is needed to identify priorities for national, State, and local highway and traffic safety programs; to evaluate the effectiveness of efforts to make such improvements; to link these State data systems, including traffic records, with other data systems within the State; and to improve the compatibility of the State data system with national data systems and data systems of other States to enhance the ability to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances. A state may use these grant funds only to implement such data improvement programs.

Eligibility

A State has three options for qualifying for a first year grant:

Option A - To qualify, a State must:

1. Establish a multi-disciplinary highway safety data and traffic records coordinating committee.
2. Complete a highway safety data and traffic records assessment or audit within the last five years.
3. Initiate development of a multi-year highway safety data and traffic records strategic plan (with performance-based measures) -- approved by the coordinating committee.

Option B - To qualify, a State must:

1. Certify that the state has met the criteria in (A)(1) and (A)(2) above.
2. Submit a data and traffic records multi-year plan, identifying goals, performance-based measures, and priorities; and that specifies how incentive funds will be used.
3. Certify that the coordinating committee continues to operate and support the plan.

Option C - The Secretary may award a grant of up to \$25,000 for 1 year to any State that does not meet the criteria for *Option A*.

States that receive a First Year Grant then would be eligible to receive **Second and Subsequent Year Grants**. To qualify, a State must:

1. Submit or update a data and traffic records multi-year plan, identifying goals, performance-based measures and priorities; and that specifies how incentive funds will be used.
2. Certify that the coordinating committee continues to support the multi-year plan.
3. Report annually on the progress made to implement the plan.

No State may receive a grant under this section in more than six years. For purposes of this section, those jurisdictions defined as "States" in chapter 4 of Title 23 are eligible to receive Section 405 funds; this includes the 50 states, the District of Columbia, Puerto Rico, Virgin Islands, Guam, American Samoa, Commonwealth of the Northern Mariana Islands, and the Bureau of Indian Affairs.

Funding

Authorizes \$32 million over 4 years. Each State that qualifies for a grant under *Option A* receives \$125,000. Each State that qualifies for a grant under *Option B* receives a proportional amount based on Section 402 FY 1997 apportionments, but no less than \$250,000. Each State that qualifies for a grant under *Option C* receives \$25,000. Each State that qualifies for a second and subsequent year grant receives a proportional amount based on Section 402 FY 1997 apportionments, but no less than \$225,000. All grant amounts are subject to available funds.

The Federal share of programs funded this section shall not exceed 75 percent in the first and second years in which a State receives a grant, 50 percent in the third and fourth years in which a State receives a grant, and 25 percent in the fifth and sixth years in which a State receives a grant.

The Secretary may transfer any amounts remaining available under Sections 405, 410, and 411 to the amounts made available under any other of these programs to ensure, to the maximum extent possible, that each State receives the maximum incentive funding for which it is eligible.

Program Administration

The Secretary, in consultation with States and other appropriate parties, will determine the model data elements necessary to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances.

This program will be administered by the National Highway Traffic Safety Administration.