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## MAP 21

Does anyone else feel Map 21 Motorcycle funding should be expanded beyond awareness/training and should include Conspicuity/Personal Protective Gear and Impaired Riding? This is a program that has the least amount of funding under MAP 21 and yet has 3.5 pages of conditions and doesn't allow us to address some of the biggest issues we have as a whole riding without the appropriate gear and impaired riders. Has the SMSA had a dialogue with NHTSA about this? Is RI the only state with this problem?

### MARYLAND

Despina, I agree. NHTSA is all about helmets, helmets, helmets, but seems to forget about what's below the neck. Let me know what I can do to help you I your efforts.

~Philip Sause

### OREGON

Hi Despina- No RI is not the only state with this problem. Here at our Highway Safety Office we are supposed to be directing funding using a problem identification process. Instead, motorist awareness and training are prescribed in both Section 2010 and MAP-21 405-F (Motorcycle Safety) funding allowable uses which, for us, are contrary to our primary problems. I believe that the SMSA membership should be providing comments when these authorization bills are being discussed. SMSA seems the logical organization to give that type of feedback. However, there needs to be established policy statements that have been fully vetted by the members so no individual and/or group misrepresent the entire membership. I assure you the SMSA Policy Committee has it on our radar (I chair the committee). I'll let Brett or Andy chime in about any NHTSA conversations but Jeremy was there when we discussed this at the SMSA Business meeting. Also, it is my understanding that the thought was that Impaired Riding should be getting funding via MAP-21 405-D, Impaired Driving. Here in Oregon we have our Impaired Driving program pay for some media that we do and the partnership works well. You can use the percent of motorcycle fatalities that are alcohol/drug related as support for your proposal (it worked for me!) Let me know if there's anything else I can do. I'm with ya' sista!

~Michele O'Leary

### RHODE ISLAND

Thank you all for your emails J we are also funding impaired driving projects geared towards motorcycles with 405(d) money. However I think we are all frustrated with the limitations set forth in MAP 21 and the old section 2010. Also let's talk to them about consistency throughout the country. They approved a project in Wisconsin to fund a portion of their Mobil training units and I submitted a similar project (only difference was the size of the RV, mine was a minibus) and they denied it here in Rhode Island.

~Despina Metakos

**HAWAII**

Hi Despina, I feel your pain about the funding. With ours cut from about \$100,000 to \$28,000, I am worried about our whole program especially considering that we just expanded to the neighbor islands. Logistics of running ranges that are only plane ride accessible and the price of things on those islands being even higher than ours have already been a challenge before the cut. Now it's darn near disturbing. It concerns me because since we have gotten the ranges up on those islands, deaths actually have been going down. (I hope that I didn't just jinx myself. :p) I understand that education can lack hard proof of success as MAP21 dictates but it shouldn't be marginalized because of it. We have some state funds but that is barely enough. Good thing we can use the speed and impaired funds for motorcycles otherwise, we just couldn't do it. As far as the inconsistency goes, I figured that it's not just the way that the NHTSA regionals and/or their superiors are trained, it's what their knowledge of your state is, and/or how they have interpreted the NHTSA requirements and what they are willing to do within those requirements. But most important of all - the wording of the justification for the purchase. For example, when I first started, there was the issue of using USA built things and since the BRC motorcycles that are usually used are not made in the USA. a few states were getting slack from their regional offices about that and not getting the funds to purchase motorcycles. We never had a problem with that in our state because of how we put it in our request and our regionals already knew about the issue. On the flip side, as a state, we were almost denied part of our Passenger Safety funding last year. We were surprised because we were never denied before. When we inquired as to why the funds were denied, they told us that we put down as part of our funding request was for 'statewide' child passenger safety checks and yet we were not doing anything on the islands of Niihau and Kahoolawe. My boss had responded that, yes, while Niihau and Kahoolawe are considered a part of our state, Niihau is actually privately owned (no state roads) and Kahoolawe is a native bird sanctuary so no roads, cars and, other than a couple of sanctuary caretakers now and then, no people let alone children. (No...Baby birds don't count because when they get more mobile, they will fly so as far as I am concerned, that's more of an FAA or NTSB problem. :p) Humor aside, the wording of the requests and the justification seem to be the biggest hang up. We didn't think anything of it but it sure made a difference to someone at NHTSA! I liken it to making a request to the genie in the lamp - be careful of how you make the wish because it may not be what you expect. What we think is common sense to us, means something different to someone else especially when they don't know the whole picture. (Don't get me started on the time we had to explain why the police had to fly from one island to another for training instead of driving between the two. Thank goodness for Google Maps!). Anyway, hopefully, NHTSA will listen to our suggestions through SMSA and bump our funding back up soon and be more flexible with the funding to include all aspects of motorcycle safety. And use their Google properly before denying us funds. ;) Andy? Brett? Can you show them how to use Google? Thanks! ;

~Christy Cowser

**RHODE ISLAND**

Christy, I'm glad I'm not alone in my frustration and we have also had our share of those ridiculous conversations as well. Thank you for your reply.

~Despina Metakos

**Minnesota**

We've been spending our 2010/405 funding on motorist awareness campaigns as other motorists failing

to yield the right of way is still our most cited contributing factor among all types of motorcycle crashes in Minnesota. However, I support giving states the opportunity to allocate the funding toward problem areas they've identified.

**~Bill Shaffer**

**NEVADA**

If I remember correctly GHSA also weighed in on this issue (expanding what the money can be spent on). Unfortunately for NV and other small states that get small awards, \$34,000 does not go very far. We'll be tapping more heavily into alcohol funding to get the job done.

**~Peter Vander Aa**

**MICHIGAN**

Absolutely, let's prevent the crashes and not as much making it safer to crash.

**~Chad Teachout**