

Safe Kids Public Policy and Advocacy

Kids Friendly Transportation Bill

Introduction. While news of the Supreme Court's decision on health care dominated the news, it is also important that Congress agreed on a bipartisan reauthorization bill for surface transportation, the Moving Ahead for Progress in the 21st Century Act ("MAP-21") on June 30. We wanted to provide you with a briefing on what the bill does and doesn't do. Safe Kids President and CEO Kate Carr sent a letter to the Congressional negotiators on the bill outlining what would make it a Kids Friendly Transportation bill. All in all, the compromise adopted many of the provisions on safety that were included in the Senate version of the law which means that it is more Kids Friendly.

Carrots and Sticks on Funding

The bill gives greater flexibility to States with highly positive track records on occupant protection stats and drunk driving. It would allow grants to states with laws that prohibit texting/talking while driving.

Highway Safety Grant Programs

The bill consolidates safety grant programs, this includes encouraging the development of technology to prevent impaired driving and distracted driving. The new fund is called "National Priority Safety Programs," and also funds the high visibility enforcement program. It allows DOT and NHTSA to conduct research into technology to prevent impaired driving with National Priority Safety Programs funds.

Hyperthermia

The conferees supported educational efforts on children left unattended in cars to continue. Safe Kids provided technical assistance to Senator Kay Bailey Hutchinson in support of this section.

Distracted Driving

The bill embraces distracted driving avoidance being pursued by NHTSA.

Drunk Driving

The bill encourages states to use alcohol-interlock ignition laws for convicted drink drivers.

Kids Safe to School, On Bikes, On Trails.

The bill brings together Safe Routes to School, the recreational trails program and transportation enhancements grants into one competitive fund, set at \$910M. This is a 19% reduction or \$300M. 50% of the funds would be sub-allocated to local government based on population. The competitive nature of the newly constituted program, "Transportation Alternatives" is seen by some as putting safe routes at a disadvantage against more powerful road interests.

Child Safety in Cars

The bill requires NHTSA to adopt regulations on child safety standards, including side impact crash protection and child seat anchors (or latches). NHTSA has made progress in these areas already.

Safe Cars

The negotiators also agreed to reject a Senate provision requiring cars to have systems to record and save details of a crash, a "black box" such as those on airplanes. The "black box" opponents argued that it would violate driver privacy. However, NHTSA has been and continues to establish rules on electronic data recorders.

NHTSA Dollars

Authorizes spending for the following programs per year:

Occupant Protection Grants	\$46M
Impaired Driving Grants	\$139M
Distracted Driving Grants	\$40M
Graduated Driver Licensing Grants	\$23M
High Visibility Enforcement Programs	\$37M

If you have any questions about this report, please contact Anthony Green, Safe Kids Policy Director, agreen@safekids.org, 202.662-0606. Some of the reports on the bill were contradictory and this report was prepared with the best information we had.