



What States Need to Know for FY 2018 Applications: Part II

Regional Operations and Program Delivery

Grants Management and Operations

April 27, 2017



Webinar Objective

- This is a follow-up to the February webinar "FAST Act: What States Need to Know for 2018."
- Based on your questions submitted to GHSA, this webinar will provide additional guidance as you prepare and finalize FY 2018 HSP and grant applications that follow Part 1300 requirements.



HSP “Guide” for Part 1300

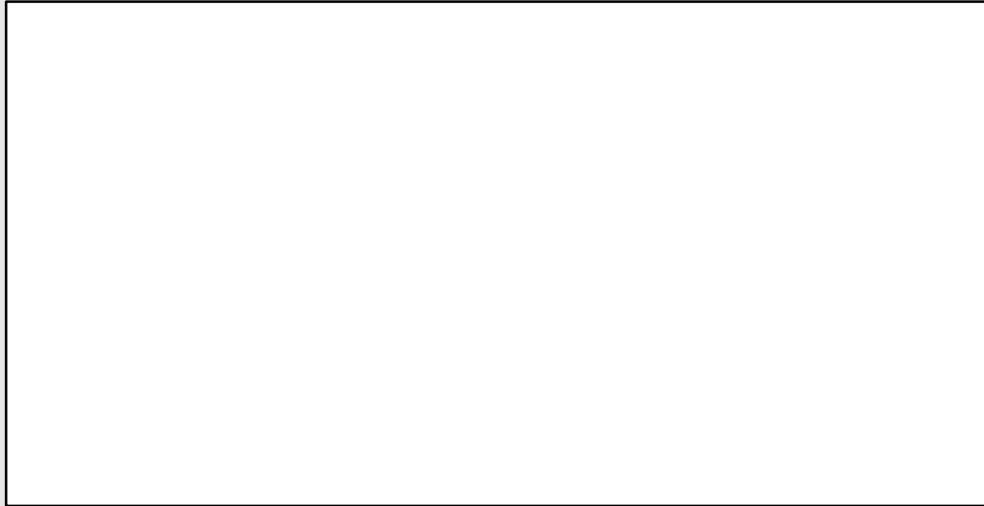
- Today’s presentation will walk you through a sample HSP *guide* for how a State *could* submit their HSP.
- Crosswalk your HSP with the guide to help ensure Part 1300 requirements are met and streamline your application.

Highway safety planning process

Provide a description of the data sources and processes used to identify highway safety problems, describe highway safety performance measures, establish performance targets, and develop and select evidence-based countermeasure strategies and projects to address problems and achieve performance targets (§ 1300.11(a)(1)):

A large, empty rectangular box with a thin black border, intended for the user to provide a description of the highway safety planning process.

Identify the participants in the processes (§ 1300(a)(2)):



Provide a description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies (§ 1300.11(a)(3)):



Consider all available data sources.

Fatality data is essential but be sure to consider other data source (crash, citation/adjudication, driver, EMS/injury, roadway and vehicle).

Describe the methods for project selection (§ 1300.11(a)(4)):

A large, empty rectangular box with a black border, intended for the user to describe the methods for project selection.

List information and data sources consulted (§ 1300.11(a)(5)):

A large, empty rectangular box with a black border, intended for the user to list information and data sources consulted.

Provide the descriptions of the outcomes from the coordination of the HSP, data collection, and information systems with the State Strategic Highway Safety Plan (§ 1300.11(a)(6)):

A large, empty rectangular box with a black border, intended for the user to provide descriptions of outcomes from the coordination of the HSP, data collection, and information systems with the State Strategic Highway Safety Plan.

The HSP performance report is an *in-process, program area* assessment on a State's progress towards meeting 2017 performance targets.

States are encouraged to use State-level data as well as additional non-fatality data sources (e.g. passage/repeal of highway safety laws) to assess progress towards meeting 2017 targets.

Performance Report

Provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year HSP, and a description of how the State will adjust its upcoming HSP to better meet performance targets (§ 1300.11(b)):

Enter a performance report for the Total Fatalities, Serious Injuries and Fatality Rate performance measures area:

Enter a performance report for the Occupant Protection performance measure area:

Enter a performance report for the Impaired Driving performance measure area:

Enter a performance report for the Speeding-Related performance measure area:

Enter a performance report for the Motorcyclist performance measure area:

Enter a performance report for the Young Driver performance measure area:

Enter a performance report for the Non-Motorized (Pedestrian & Bicyclist) performance measure area:

Additional performance report

Enter performance
measure area name:

Enter a performance report:

For the common performance measures **only**, States must project a target that uses a 5-year rolling average (2014-2018).

For non-common measures, States have flexibility to select the baseline and target periods e.g., annual (2018), 3 year (2016-2018), 5 year (2014-2018) that are most appropriate for their State.

Out year projections are made using a data-driven methodology that should factor in all available data sources.

Performance Plan (§ 1300.11(c)):

Enter at least one performance measure and performance target that is data-driven for each program area that enables the State to track progress toward meeting the quantifiable annual target:

C-1) Number of traffic fatalities

Baseline Value:	<input type="text" value="400"/>	Baseline Start Year:	<input type="text" value="2011"/>	Baseline End Year:	<input type="text" value="2015"/>
Target Value:	<input type="text" value="376"/>	Target Start Year:	<input type="text" value="2014"/>	Target End Year:	<input type="text" value="2018"/>
Goal Statement (Optional)	<input type="text" value="Reduce total fatalities by 6 percent from 400 (2011-2015 average) to 376 (2014-2018 average)"/>				

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

C-2) Number of serious injuries in traffic crashes (State crash data files)

Baseline Value:	<input type="text"/>	Baseline Start Year:	<input type="text"/>	Baseline End Year:	<input type="text"/>
Target Value:	<input type="text"/>	Target Start Year:	<input type="text"/>	Target End Year:	<input type="text"/>

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

C-3) Fatalities/VMT

Baseline Value:	<input type="text"/>	Baseline Start Year:	<input type="text"/>	Baseline End Year:	<input type="text"/>
Target Value:	<input type="text"/>	Target Start Year:	<input type="text"/>	Target End Year:	<input type="text"/>

Total fatality, serious injury and fatality rate targets must be identical to targets submitted in your State's August 2017 HSIP report.

Report total fatality baselines using 2011-2015 FARS data.

Report serious injury baselines using 5 years of the latest State data.

Report fatality rate baselines using 2011-2015 FARS/HPMS data.

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions

Baseline Value:	<input type="text"/>	Baseline Start Year:	<input type="text"/>	Baseline End Year:	<input type="text"/>
Target Value:	<input type="text"/>	Target Start Year:	<input type="text"/>	Target End Year:	<input type="text"/>

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

C-5) Number of alcohol-impaired driving fatalities

Baseline Value:	<input type="text"/>	Baseline Start Year:	<input type="text"/>	Baseline End Year:	<input type="text"/>
Target Value:	<input type="text"/>	Target Start Year:	<input type="text"/>	Target End Year:	<input type="text"/>

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

C-6) Number of speeding-related fatalities

Baseline Value:	<input type="text"/>	Baseline Start Year:	<input type="text"/>	Baseline End Year:	<input type="text"/>
Target Value:	<input type="text"/>	Target Start Year:	<input type="text"/>	Target End Year:	<input type="text"/>

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

C-7) Number of motorcyclist fatalities

Baseline Value:	<input type="text"/>	Baseline Start Year:	<input type="text"/>	Baseline End Year:	<input type="text"/>
Target Value:	<input type="text"/>	Target Start Year:	<input type="text"/>	Target End Year:	<input type="text"/>

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

C-8) Number of unhelmeted motorcyclist fatalities

Baseline Value:	<input type="text"/>	Baseline Start Year:	<input type="text"/>	Baseline End Year:	<input type="text"/>
Target Value:	<input type="text"/>	Target Start Year:	<input type="text"/>	Target End Year:	<input type="text"/>

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

C-9) Number of drivers age 20 or younger involved in fatal crashes

Baseline Value:	<input type="text"/>	Baseline Start Year:	<input type="text"/>	Baseline End Year:	<input type="text"/>
Target Value:	<input type="text"/>	Target Start Year:	<input type="text"/>	Target End Year:	<input type="text"/>

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

C-10) Number of pedestrian fatalities

Baseline Value:	<input type="text"/>	Baseline Start Year:	<input type="text"/>	Baseline End Year:	<input type="text"/>
Target Value:	<input type="text"/>	Target Start Year:	<input type="text"/>	Target End Year:	<input type="text"/>

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

C-11) Number of bicyclist fatalities

Baseline Value:	<input type="text"/>	Baseline Start Year:	<input type="text"/>	Baseline End Year:	<input type="text"/>
Target Value:	<input type="text"/>	Target Start Year:	<input type="text"/>	Target End Year:	<input type="text"/>

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants

Baseline Value:	<input type="text"/>	Baseline Start Year:	<input type="text"/>	Baseline End Year:	<input type="text"/>
Target Value:	<input type="text"/>	Target Start Year:	<input type="text"/>	Target End Year:	<input type="text"/>

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

Report grant-funded citations for FY16

A-1) Number of seat belt citations issued during grant-funded enforcement activities:

A-2) Number of impaired driving arrests made during grant-funded enforcement activities:

A-3) Number of speeding citation made during grant-funded enforcement activities:

At least one performance measure (and target) is required for each program area in your HSP.

Additional Performance Measure

Performance Measure Name:

Baseline Value: Baseline Start Year: Baseline End Year:

Target Value: Target Start Year: Target End Year:

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

**Highway Safety Program Area Problem Identification, Countermeasure Strategies,
Projects and Funding** (§ 1300.11(d)):

Highway Safety Program Areas

Select Program Area(s)

Program Area Problem Identification:

As you prepare your HSP, consider 405 and 1906 applications requirements and how you can include those requirements in your HSP.

Countermeasure Strategies

Enter Countermeasure Strategy:

Effectiveness of Countermeasure Strategy

Provide the *data and data analysis, or other documentation* consulted, that support the effectiveness of proposed countermeasure strategy and support the selection of and funding allocation for the proposed projects (§ 1300.11(d)(3)):

Innovative Countermeasures

Is the countermeasure selected above innovative, i.e., countermeasure strategies that are not evidence-based? (§ 1300.11(d)(4))

Yes No

If yes, enter innovative countermeasure justification (if applicable):

Justification for innovative highway safety countermeasures can be based on past successes when applied to other behavioral safety problem areas.

Examples of appropriate data include recommendations from NHTSA facilitated assessments or referencing the latest version of “Countermeasures That Work”.

NHTSA encourages innovative countermeasures and strategies, where few established countermeasures currently exist.

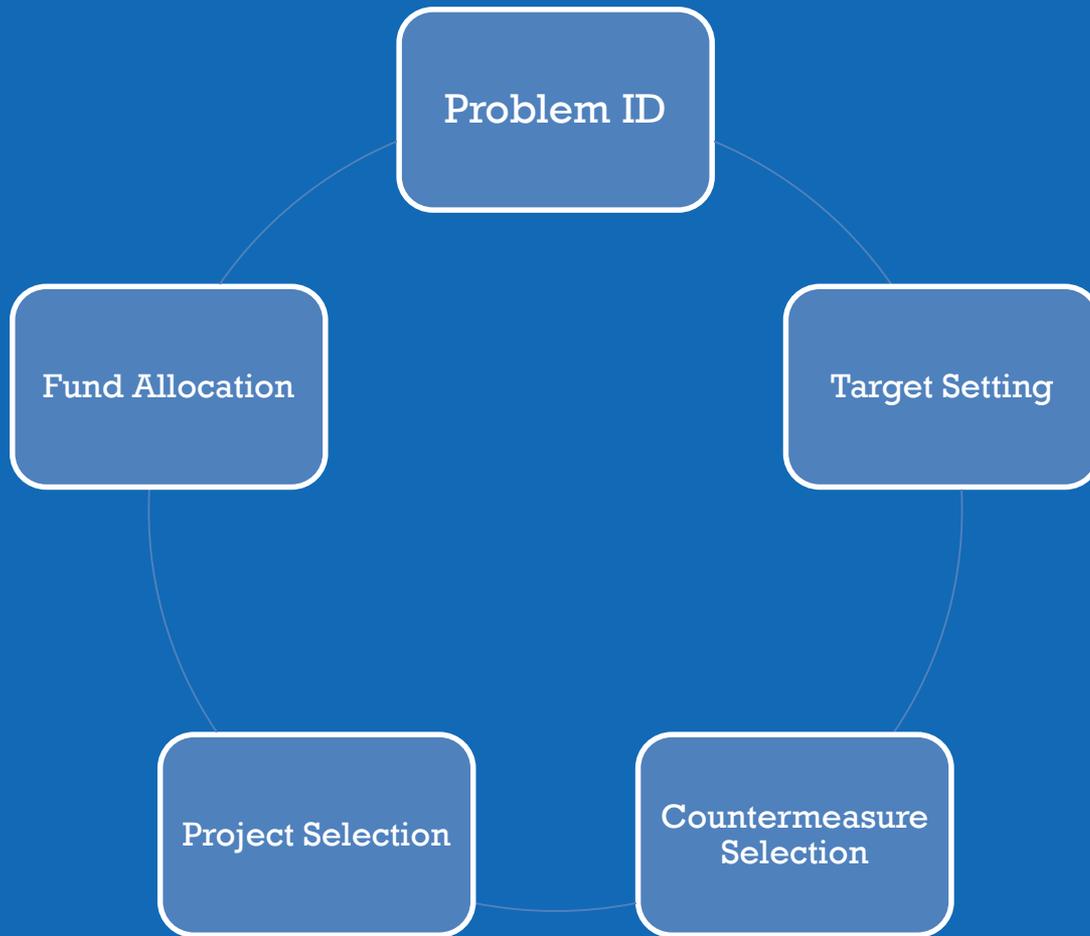
Projected Traffic Safety Impacts

Provide an assessment of the *overall* projected traffic safety impacts of the countermeasure strategies chosen and of the proposed or approved projects to be funded (§ 1300.11(d)(i)(i)):

Describe the *linkage* between program area problem identification data, performance targets, identified countermeasure strategies and allocation of funds to projects (§ 1300.11(d)((i)ii)):



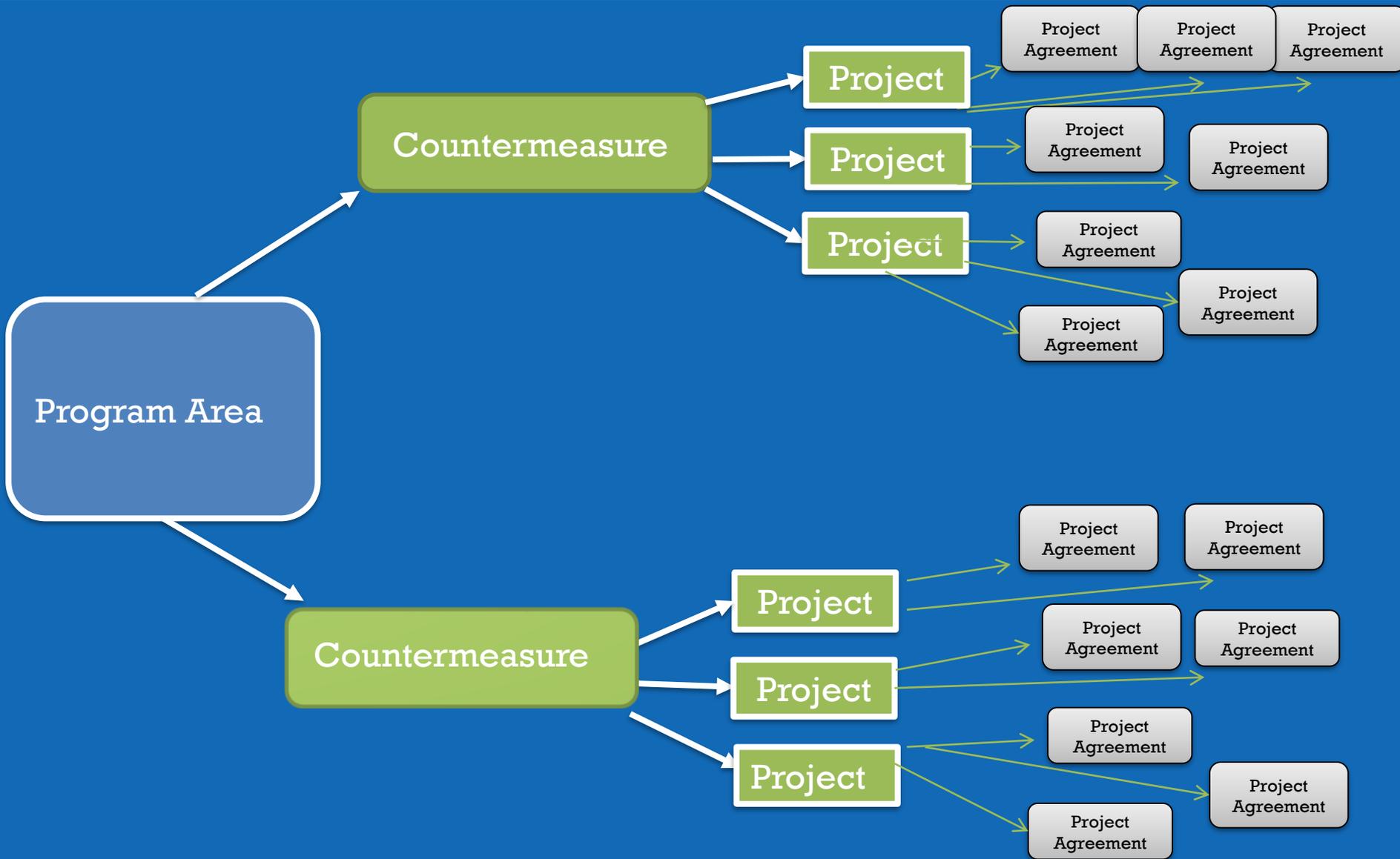
Increased Emphasis on Linkage





What is a Project?

- Project means a specific undertaking or activity proposed or implemented with grant funds that addresses countermeasure strategies identified in the HSP.
- Project agreement means a written agreement at the State level or between the State and a sub-recipient or contractor.
- Provide a description and project details for each project (not project agreement) within the countermeasure strategies that the State plans to implement.
- While a project may involve multiple sub-agreements, a State need not report at the sub-agreement level in the July 3rd, 2017 HSP.



Project Reporting

Provide a description of each project within the countermeasure strategies (§ 1300.11(d)(2)):

List and describe the projects that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve performance targets.

Describe each project within the countermeasure strategies that the State plans to implement to reach the identified performance target(s) of this section

For each project, identify the following the following elements:

Project Name:

Project Number:

Sub-recipient(s):

Total Project Amount:

Project Description:

Funding Source (#1):

Funding Source (#1) Amount:

Additional Funding Source (if needed):

Additional Funding Source Amount (if needed):

Match Amount:

Indirect Cost:

Maintenance of Effort:

Local Benefit:

Is this project a part of the TSEP? (§ 1300.11(d)(5)(i)):

Yes

No

Project Reporting

Provide a description of each project within the countermeasure strategies (§ 1300.11(d)(2)):

List and describe the projects that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve performance targets.

Describe each project within the countermeasure strategies that the State plans to implement to reach the identified performance target(s) of this section

For each project, identify the following the following elements:

Project Name:

Project Number:

Sub-recipient(s):

Total Project Amount:

Project Description:

Funding Source (#1):

Funding Source (#1) Amount:

Additional Funding Source (if needed):

Additional Funding Source Amount (if needed):

Match Amount:

Indirect Cost:

Maintenance of Effort:

Local Benefit:

Is this project a part of the TSEP? (§ 1300.11(d)(5)(i)):

Yes

No

Provide a description of who you're planning to fund.

(A list of specific sub-recipients is not needed).

List all non-NHTSA funding sources to provide a complete funding picture.

Match: Provide estimated match amount, if applicable (match must = 20% of program costs).

Update local benefit and match amounts directly in GTS. Update indirect costs rates or amounts associated with the agreements in the GTS comment box.

MOE: If this is a 405(b), 405(c) or 405(d) project, indicate the amount of match that is being used toward the MOE calculation.

Local benefit: Provide estimated local benefit amounts if applicable (local benefit must = 40% for Sections 402, 154 and 164).

Use the *Project Description* field to describe the project in enough detail so the Regional office understands the project and the basis for it.

Make sure your description demonstrates support for the chosen countermeasure strategy, will help you achieve your target and relates to your problem ID.

If you plan to use this project to meet a 1906 or 405 requirement or to support your TSEP, make sure your project description addresses those requirements.

Indirect Cost: If indirect cost rates or amounts, are unknown, list as "TBD" and provide info at a later date.

Project Reporting

Provide a description of each project within the countermeasure strategies (§ 1300.11(d)(2)):

List and describe the projects that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve performance targets.

Describe each project within the countermeasure strategies that the State plans to implement to reach the identified performance target(s) of this section

For each project, identify the following the following elements:

Project Name:

Project Number:

Subrecipient(s):

Total Project Amount:

Project Description:

Funding Source (#1):

Funding Source (#1) Amount:

Additional Funding Source (if needed):

Additional Funding Source Amount (if needed):

Match Amount:

Indirect Cost:

Maintenance of Effort:

Local Benefit:

Is this project a part of the TSEP? (§ 1300.11(d)(5)(i)):

- Yes
 No



The FAST Act prohibits States or local governments from using NHTSA funds to check helmet usage, including observational surveys or studies, or create checkpoints that specifically target motorcycle operators.

If the State is unable to certify that automated traffic enforcement systems are not used on any public roads in the State, include a 402 project for the Automated Speed Enforcement Survey in your FY18 HSP (and every other year after that).

If applying for a S. 1906 grant as an assurance State, be sure to include a 1906 project in your HSP.



Automated Traffic Enforcement Survey

- July 1
 - Certify that automated traffic enforcement systems are not used on any public road; or
 - Indicate that the State is unable to make this certification and agrees to conduct a survey of these systems.
- March 1
 - Survey due to NHTSA Regional office every other year starting in FY 2018.

Survey Contents

- List of automated traffic enforcement systems in the State;
- Adequate data to measure transparency, accountability and safety attributes; and
- Comparison of each system with “Speed Enforcement Camera Systems Operational Guidelines” (DOT HS 810 916) and “Red Light Camera Systems Operational Guidelines” (FHWA-SA-05-002).

Equipment

Does the above project include equipment purchases with a useful life of more than one year and an acquisition cost of \$5,000 or more? (§ 1300.31):

- Yes
 No

If yes, enter a description:

Item:

Make/Model:

Quantity:

Price per Unit (\$):

Total Cost (\$):

Funding Source(s):

NHTSA Share per Unit (as applicable):

NHTSA Share Total Cost (as applicable):

Describe equipment and how it will be used:

Evidence-based traffic safety enforcement program (TSEP)

Provide an analysis of crashes, crash fatalities, and injuries in areas of highest risk (§ 1300.11(d)(5)(i)(A)):

Describe how the State plans to **monitor** the effectiveness of enforcement activities, make ongoing *adjustments* as warranted by data, and **update** the countermeasure strategies and projects in the HSP, as applicable (§ 1300.11(d)(5)(ii)):

Monitor: Describe how the State plans to monitor the effectiveness of enforcement activities (monitoring at intervals throughout the year – this is an in-progress assessment, not a lookback).

Adjust: Make ongoing adjustments based on the outcome of your monitoring activities.

Update: Revise the countermeasure strategies and projects in the HSP.

Planned high-visibility enforcement (HVE) strategies to support national mobilizations

(§ 1300.11(d)(6)):

Submission of information regarding (*prior year*) mobilization participation (e.g., participating and reporting agencies, enforcement activity, citation information, paid and earned media information).

Describe the planned high-visibility enforcement strategies to support the national mobilizations shall include not less than three mobilization campaigns in each fiscal year to reduce alcohol-impaired or drug-impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Select at least three National campaigns the State will participate in:

- Drive Sober or Get Pulled Over Crackdown (Holiday Season)
- Click It or Ticket National Enforcement Mobilization (May) *Required*
- Drive Sober or Get Pulled Over National Enforcement Crackdown (August) *Required*
- Drive Sober or Get Pulled Over Crackdown (Fourth of July)

PART 1: OCCUPANT PROTECTION GRANT (23 CFR § 1300.21)

Check the box only if applying for an Occupant Protection grant

All States: [Fill in all blanks below.]

The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

The State occupant protection program area plan for the upcoming fiscal year is provided on HSP page #:

The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided on HSP page #:

A table that documents the State's active network of child restraint inspection stations is provided on HSP page #:

Such table includes (1) the total number of inspection stations/events in the State; and (2) the total number of inspection stations and/or inspection events that service rural and urban areas and at-risk populations (e.g., low income, minority). Each inspection station/event is staffed with at least one current nationally Certified Child Passenger Safety Technician.

A table that identifies the number of classes to be held, location of classes, and estimated number of students needed to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians is provided on HSP page #:

In order to maintain your cadre of instructors and technicians, please provide us a schedule of classes that are planned for the FY18 grant year. A listing of the city or town will be sufficient.

For the table of child restraint inspection stations, please provide those that are planned to remain "active" for the FY18 grant year. This would be your permanent inspection stations and community events where inspections are being conducted by nationally certified technicians.

Reminder, the National CPS Training Course standard recommends a 1:5 ratio of instructors to students.

Lower Seat belt Use States Only:

[Check at least 3 boxes below and fill in all blanks related to those checked boxes]

Primary Enforcement Seat Belt Use Statute

The State primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint is in effect, and will be enforced during the fiscal year of the grant.

Date of enactment:

Last amended on:

Insert legal citation(s):

Occupant Protection Statute

The State occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, is in effect, and will be enforced during the fiscal year of the grant.

Date of enactment:

Last amended on:

Insert legal citation(s):

Requirement for all occupants to be secured in seat belt or age appropriate child restraint:

Coverage of all passenger motor vehicles:

Minimum fine of at least \$25:

Exemptions from restraint requirements:

Seat Belt Enforcement

The State seat belt enforcement plan is provided on HSP page #:

High Risk Population Countermeasure Programs

The State's data-driven programs to improve seat belt and child restraint use for at least 2 of the following at-risk populations (drivers on rural roadways, unrestrained nighttime drivers, teenage drivers, or other at-risk populations as identified in the occupant protection program area) is provided on HSP page #:

Comprehensive Occupant Protection Program

Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date:

Multi-year strategic plan is provided on HSP page or attachment #:

Name and title of State designated occupant protection coordinator:

List that contains the names, titles and organizations of the statewide occupant protection task force membership is provided on HSP page #:

Occupant Protection Program Assessment

The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted within 3 years prior to the application date (enter date):

**PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS
GRANT (23 CFR § 1300.22)**

Check the box only if applying for a State Traffic Safety System Improvement grant

All States: [Fill in all blanks below]

The lead State agency responsible for traffic safety information system improvements programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

Enter the TRCC meeting dates (at least 3) during the 12 months preceding the application due date:

If applicable, additional TRCC meeting dates can be found on HSP page #:

The name and title of the State Traffic Records Coordinator is:

A list of the TRCC members by name, title, home organization and the core safety database represented is provided on HSP page #:

The State Traffic Records Strategic Plan is provided as follows:

Description of specific, quantifiable and measurable improvements is provided on HSP page or attachment #:

List of all recommendations from most recent assessment is provided on HSP page or attachment #:

Recommendations to be addressed, including projects and performance measures is provided on HSP page or attachment #:

Recommendations not to be addressed, including reasons for not implementing is provided on HSP page or attachment #:

Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided on HSP page or attachment #:

The State's most recent assessment of its highway safety data and traffic records system was completed on:

While NHTSA funded TR projects must be included in the HSP, other non-NHTSA funded projects that implement assessment recommendations should be referenced/linked to the HSP (e.g. provide the corresponding page in the Traffic Records Strategic Plan that contains full project details).

PART 3: IMPAIRED DRIVING COUNTERMEASURES GRANT (23 CFR § 1300.23)

Check this box only if applying for an Impaired Driving Countermeasures grant

All States: [Check both boxes below]

- The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.
- The State shall use the funds awarded under 23 U.S.C. 405(d) only for the implementation and enforcement of programs authorized as provided in 23 U.S.C. § 1300.23 (j)

Mid-Range States Only: [Check one box below and fill in all blanks related to that checked box.]

- The State submits its new or revised statewide impaired driving plan approved by a statewide impaired driving task force on:

Specifically:

The HSP page or attachment # that describes the authority and basis for operation of the Statewide impaired driving task force:

The HSP page or attachment # that contains the list of names, titles and organizations of all task force members:

The HSP page or attachment # that contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving:

- The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force and continues to use this plan:
- Date of previously submitted plan:

A State that has received a grant for a previously submitted plan that was developed and approved within 3 years prior to July 3rd, 2017 **AND** has not been subsequently amended in anyway does **not** need to resubmit the strategic plan for FY18.

High-Range States Only: [Check one box below and fill in all blanks related to that checked box.]

New Statewide Impaired Driving Plan:

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on:

The statewide impaired driving plan includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on:

Specifically -

The HSP page or attachment # that describes the authority and basis for operation of the Statewide impaired driving task force:

The HSP page or attachment # that contains the list of names, titles and organizations of all task force members:

The HSP page or attachment # that contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving:

The HSP page or attachment # that addresses any related recommendations from the assessment of the State's impaired driving program:

The HSP page or attachment # that contains the detailed project list for spending grant funds:

The HSP page or attachment # that describes how the spending supports the State's impaired driving program and achievement of its performance targets:

Updated Statewide Impaired Driving Plan:

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on:

The State updates its assessment review and spending plan provided as HSP page or attachment #:

Reminder: For both mid- and high-range States, any changes to the approved plan requires re-submission of the updated plan to NHTSA with the next 405d grant application.

For high-range States: Include projects identified in your Statewide ID strategic plan in your HSP. Annually provide updates to your ID assessment recommendations.



PART 4: ALCOHOL-IGNITION INTERLOCK LAW GRANT (23 CFR § 1300.23(G))

Check the box only if applying for an Ignition Interlock grant

[Fill in all blanks.]

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of 6 months is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

Date enacted:

Date last amended:

PART 5: 24-7 SOBRIETY PROGRAM GRANT (23 CFR § 1300.23(H))

Check the box only if applying for a 24-7 Sobriety Program grant

[Fill in all blanks.]

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

Date enacted:

Date last amended:

[Check **at least one of the two boxes** below and fill in **all** blanks under that checked box.]

Law citation:

The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

Date enacted:

Date last amended:

Program Information:

The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided as HSP page or attachment #:

Date enacted:

Date last amended:

State

PART 6: DISTRACTED DRIVING GRANT (23 CFR § 1300.24) Check this box only if applying for a Distracted Driving grant.[Fill in *all* blanks related to the checked box.]**Comprehensive Distracted Driving Grant:**

The State provides sample distracted driving questions from the State's driver's license examination on HSP page #:

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, with a minimum fine at least \$25 is in effect, and will be enforced during the fiscal year of the grant.

Date enacted:

Date last amended:

Legal citation(s):

Prohibition on texting while driving:

Definition of covered wireless communication devices:

Minimum fine of at least \$25 for an offense

Exemptions from texting ban:

The Fast Act (and MAP-21) requires the State law "to establish a *minimum* fine for a violation of the statute".

The FAST Act (and MAP-21) permits only 3 exceptions:

- (1) Contacting emergency services
- (2) Emergency services personnel
- (3) CMV driver/school bus driver consistent with regulations implementing 49 USC 31136

Prohibition on Youth Cell Phone Use While Driving

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, with a minimum fine of at least \$25, is in effect, and will be enforced during the fiscal year of the grant.

Date enacted:

Date last amended:

Legal citation(s):

Prohibition on youth cell phone use while driving:

Definition of covered wireless communication devices:

Minimum fine of at least \$25 for an offense:

Exemptions from youth cell phone use ban:

Note: The FAST Act allows a State to use up to 75 percent of Section 405(e) funds for any eligible project or activity under Section 402 if the State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.

Special Distracted Driving Grant for Fiscal Year 2018

The State's basic text messaging statute applying to drivers of all ages is in effect, and will be enforced during the fiscal year of the grant.

Date enacted:

Date last amended:

Legal citation(s):

Basic text messaging statute:

Primary enforcement:

Fine for a violation of the basic text messaging statute:

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, is in effect, and will be enforced during the fiscal year of the grant.

Date enacted:

Date last amended:

Legal citation(s):

Prohibition on youth cell phone use while driving:

Definition of covered wireless communication devices:

The State is **NOT** eligible for Special Distracted Driving Grant if the State qualifies for a Comprehensive Distracted Driving Grant.

PART 7: MOTORCYCLIST SAFETY GRANT (23 CFR § 1300.25)

Check this box only if applying for a Motorcyclist Safety grant

[Check **at least 2 boxes** below and fill in all blanks related to those checked boxes]

**Motorcycle Riding
Training Course**

The name and organization of the head of the designated State authority over motorcyclist safety issues is:

The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula (select one):

- Motorcycle Safety Foundation Basic Rider Course
- TEAM OREGON Basic Rider Training
- Idaho STAR Basic I
- California Motorcyclist Safety Program Motorcyclist Training Course
- Other curriculum that meets NHTSA's Model National Standards for Entry-Level
- Motorcycle Rider Training and that has been approved by NHTSA

A list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records is provided on HSP page #:

**Motorcyclist Awareness
Program**

The name and organization of the head of the designated State authority over motorcyclist safety issues is:

The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

The Motorcycle Awareness criterion requires SHSOs to create two geographical lists based on State crash data. The first list concerns performance measures and is a list of counties with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

The performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle is provided on HSP page #:

The countermeasure strategies and projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions corresponding with the majority of crashes involving at least one motorcycle and at least one motor vehicle causing a serious or fatal injury to at least one motorcyclist or motor vehicle occupant is provided on HSP page #:

Reduction of Fatalities and Crashes Involving Motorcycles

Data required showing the total number of motor vehicle crashes involving motorcycles is provided on HSP page #:

Description of the State's methods for collecting and analyzing data is provided on HSP page #:

Impaired Driving Program

Performance measures and corresponding performance targets developed to reduce impaired motorcycle operation is provide on HSP page #:

Countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data is provided on HSP page #:

The second list concerns countermeasures and is a list of counties with the majority of crashes involving at least one motorcycle **and** at least one motor vehicle causing a serious or fatal injury to at least one motorcyclist or one motor vehicle occupant. For awareness purposes, NHTSA is interested in motorcycle crashes involving multiple vehicles, not single motorcycle crashes.

**Reduction of Fatalities
and Accidents
Involving Impaired
Motorcycles**

Data required showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided on HSP page #:

Description of the State's methods for collecting and analyzing data is provided on HSP page #:

**Use of Fees Collected
from Motorcyclists for
Motorcycle Programs**

[Select **one circle only** below and fill in **all** blanks related to that selection **only**.]

Applying as a Law State: Choice 1

The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

Legal citation(s):

AND

The State's law appropriating funds for FY (*enter FY below*) requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

FY

Legal citation(s):

Applying as a Data State: Choice 2

Data and/or documentation from official State records from the previous fiscal year showing that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were, in fact, used for motorcycle training and safety programs is provided on HSP page #:

**PART 8: STATE GRADUATED DRIVER LICENSING INCENTIVE
GRANT (23 CFR § 1300.26)**

Check the box only if applying for a Graduated Driver Licensing Incentive grant

[Fill in all applicable blanks below]

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license will be enforced during the fiscal year of the grant

Date last amended:

Learner's Permit Stage (Enter Legal Citations):

Applies prior to receipt of any other permit, license, or endorsement if applicant is younger than 18 years of age:

Applicant must pass vision test and knowledge assessments

In effect for at least 6 months:

In effect until driver is at least 16 years of age:

Must be accompanied and supervised at all times:

Requires completion of State-certified driver education course or at least 50 hours of behind-the-wheel training with at least 10 of those hours at night:

Prohibition on use of personal wireless communications device:

Extension of learner's permit stage if convicted:

Exemptions from graduated driver licensing law:

Intermediate Permit Stage (Enter Legal Citations):

Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement:

Applicant must pass behind-the-wheel driving skills assessment:

In effect for at least 6 months:

In effect until driver is at least 17 years of age:

Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies:

No more than 1 nonfamilial passenger younger than 21 allowed:

Prohibition on use of personal wireless communications device:

Extension of intermediate stage if convicted:

Exemptions from graduated driver licensing law:



State:

Only eligible States
may apply.

PART 9: NON-MOTORIZED SAFETY GRANT (23 CFR § 1300.27)

Check the this box only if applying for a Non-motorized Safety grant

[Check the box above **only** applying for this grant AND **only** if NHTSA has identified the State as eligible because the State annual combined pedestrian and bicyclist fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent (2014) calendar year final FARS data.]

The State affirms that it will use the funds awarded under 23 U.S.C. 405(h) only for the implementation of programs as provided in 23 CFR § 1300.27(d) in the fiscal year of the grant.

PART 10: RACIAL PROFILING DATA COLLECTION GRANT (23 CFR § 1300.28)

Check the box above only if applying for a Racial Profiling Data Collection grant

[Check one box **only** below and fill in **all** blanks under the checked box **only**.]

Official

Documentation:

The official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on a Federal-aid highway is provided on HSP page or attachment #:

Assurances:

Assurances that the State will undertake projects during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on a Federal-aid highway is provided on HSP page #:

A common reason for disqualification is that a State's law doesn't demonstrate that the State maintains and allows public inspection of statistical information about the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on a Federal-aid highway.

Maintenance of Effort (MOE)

1

For FY18 only, NHTSA will also review lead State Agency designation
State signs MOE assurances and submits as part of the annual grant application

2

State validates MOE – by March 31 of each year, MOE calculations are prepared and available for review during NHTSA oversight and for Single Audits

3

NHTSA reviews MOE calculations annually as part of monitoring activities



Non-Discrimination Clauses in SHSO Contracts

- The revised clauses do not expand/change the non-discrimination requirements applicable to NHTSA grantees under Federal law
- The requirement that non-discrimination clauses flow down to SHSOs contractors has been in place for a very long time
- Rather, the revised clauses provide SHSOs with a more complete statement of its existing obligations under applicable Federal civil rights (such as Title VI of the Civil Rights Act and DOT's Title VI regulation (49 CFR part 21))



Annual Report Projects Not Implemented



- Keep it simple
- Summarize/group together where you can
- Information to include:
 - Short description of why implementation did not occur and any impact on project or ability to implement the related countermeasure

Analyze and use this information in planning next year's HSP!



Application Questions and Communications

- States will receive questions from 405 grant team leads and their NHTSA Region, as questions become available, during the review window.
- A prompt turnaround is needed to ensure a State's qualification.
 - Ideally States would respond within 1-2 days. However, NHTSA recognizes that certain questions may require more time to respond than others, and we're mindful of respondents availability.
- All grant-related questions and answers will be handled in GMSS.
 - More details to be provided in upcoming GMSS refresher training.



Highlights for FY 2018

- Follow Part 1300 requirements for HSP and National Priority Program submissions
- Integrated 402/405 and 1906 application
- Submit applications via a PDF upload in GMSS:
 - <https://www.nhtsa.gov/highway-safety-grants-program/grants-management-solutions-suite-gmss>





How can we meet the 45-day review timeframe?

- You may submit your HSP for a pre-review
- Ask questions
- Stay in close touch with your Regional office
- Respond promptly to questions
- Take advantage of the streamlined requirements
- We all need to work together to meet the 45-day requirement

It's all about teamwork



NHTSA



THANK YOU