



What States Need to Know for FY 2018 Applications

Regional Operations and Program Delivery

Grants Management and Operations

February 23, 2017

NHTSA
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION



Agenda

- Key points for FY 2018 applications
 - Section 402
 - Section 405
 - Section 1906
- Questions and Answers



Section 402 – The HSP for FY 2018

- States must use Part 1300 requirements.
- States must submit HSP via the GMSS template.
- NHTSA needs your cooperation in responding to clarification questions to ensure States qualify for grants.



State Eligibility and the Grants Management Solutions Suite (GMSS)

- An integrated application in GMSS makes it easier for States to apply for Sections 405 and 1906 incentive grants.
- GMSS will allow you to identify HSP projects that apply to your 405 and 1906 incentive grants so you won't have to reenter the same project twice.
- GMSS knows which incentive grants you are eligible to apply for (e.g., non-motorized) and will customize your template view based on your classifications (e.g., Low-, Medium or High- for 405d).



Project vs. Project Agreement

- 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 subrecipient or contractor.
- Provide a description of each *project* within the countermeasure strategies that the State plans to implement.



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).



Performance Measures

- FY 2018 HSPs must include:
 - At least one performance measure (and target) for each program area;
 - Current safety levels with a justification for each target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection;
 - Total fatality, serious injury and fatality rate targets that are identical to the targets to be submitted in the State's August 2017 HSIP report;
 - State's own measures & targets for HSP program areas where measures not developed (e.g., distracted driving, older drivers, CPS, and EMS), if applicable.



Performance Report

- The performance report is an assessment on a State's progress towards meeting FY17 performance targets.
- States are encouraged to use State-level data, as available.
- States are also encouraged to use additional non-fatality data sources to holistically assess progress towards meeting previously established targets.



Section 405

- 405 applications to be submitted as part of the HSP.
- NHTSA will transfer unawarded funds to S. 402.
- States can award grant funds to Tribes.
- NHTSA will publish on its website:
 - A list of States that were awarded grants under each grant
 - A list of States that applied for and were not awarded grants under each grant
 - A list of States that did not apply for a grant under each grant
 - A list of deficiencies that made a State ineligible for a grant under each grant.



Maintenance of Effort –LEAD STATE AGENCY

- Statute requires lead State agency to maintain its aggregate expenditures at or above baseline for occupant protection, traffic safety information system improvement and impaired driving programs.
- **The Governor's Representative determines the lead State agency for each program area using the following criteria:**
 - State expenditures
 - Program involvement
 - Leadership
- With the exception of rare circumstances that impact determination criteria, such as reorganization, the lead State agency designation remains in effect until a new authorization is passed.



Maintenance of Effort

- Baseline is calculated from fiscal years 2014-2015.
- The agency may ONLY issue waivers from MOE for “exceptional or uncontrollable circumstances.”
- First calculation due to NHTSA March 31, 2018.



405b Occupant Protection (All applicants, high and lower belt use rate States)

- Occupant protection plan
 - Identify safety problems to be addressed
 - Performance measures and targets
 - Countermeasure strategies and projects
- Click It Or Ticket participation
- Inspection stations/events
 - Certification that station and events are staffed with nationally certified technicians
 - Table in the HSP that documents an active network of child passenger safety inspection stations and/or inspection events
- CPS Technicians
 - Table in the HSP 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.



405b Occupant Protection (Lower seat belt use rate States)

- States must meet 3 of 6 criteria (In addition to the high seat belt use State requirements):
 - Primary enforcement seat belt law
 - OP law covering all seating positions
 - Seat belt enforcement/sustained enforcement throughout fiscal year involving agencies in areas where at least 70% of unrestrained fatalities occur
 - High risk population countermeasure programs for at least 2 at risk populations
 - Comprehensive OP program
 - OP assessment conducted every 5 years
 - Multi-year strategic plan
 - Designated OP coordinator
 - OP task force roster includes names, titles and organizations of members
 - OP assessment of all elements of OP program within 3 years



405c State Traffic Safety Information System Improvements

- Demonstrate quantitative improvement with supporting documentation
 - Baseline: 4/1/2015 - 3/31/16
 - Performance: 4/1/16 - 3/31/17
- TRCC Coordinator
- TRCC membership list, by title, organization and core database represented
- At least 3 TRCC meetings held between July 1, 2016 - June 30, 2017
- Traffic Records (TR) Strategic Plan approved by TRCC and coordinated with the HSP
- Complete TR assessment within 5 years of the application due date
- Address *all* assessment recommendations
- Identify the project(s) in the HSP/TR Strategic Plan that address each recommendation (the State chooses to address) that fiscal year



405d Basic Impaired Driving Countermeasure

- Low-range
 - Submit assurances that requirements will be met
- Mid-range
 - If the State revises their Statewide Impaired Driving plan they must include the following information:
 - (1) a statement that describes the authority and basis for the operation of the State's impaired driving task force
 - (2) a list that contains names, titles and organizations of all task force members; and
 - (3) a strategic plan based on Highway Safety Guideline No. 8, which, at a minimum must cover the following: prevention, criminal justice system, communications programs, alcohol and other drug misuse and program evaluation and data.

*If the Statewide Impaired Driving plan has been developed and approved within three years prior to the application due date, the State is required to submit assurances that the State continues to use the previously submitted plan.



405d Basic Impaired Driving Countermeasure

- High-range
 - In addition to submitting a revised Statewide impaired driving plan, high-range States shall have a NHTSA-facilitated assessment within 3 years prior to the application deadline. In addition to the plan requirements that cover mid-range States, the plan also must address the assessment recommendations, include a detailed project list that includes support for high visibility enforcement and a description of how the proposed spending supports the State's impaired driving program and performance targets.



Alcohol Ignition Interlock

- Separate grant program continues for States that adopt and enforce a mandatory ignition interlock law that requires the use of interlocks for all individuals convicted of a DUI.
- The interlock restriction must apply for at least 6 months.
- The State's law may provide for limited exemptions to interlock use for employment, medical or distance reasons.



24/7 Sobriety Program

- Separate grant program continues for States with qualifying 24/7 sobriety programs.
- Law requiring all individuals convicted of driving while intoxicated to receive restricted driving privileges for at least 30 days.
- Law or program that authorizes a statewide 24/7 sobriety program. The law or program does not have to apply to all DUI offenders but must be authorized to apply on a statewide basis.



Comprehensive Distracted Driving Grant

- Sample test questions about distracted driving issues on driver's license exam (not required in State law).
- Primary enforcement law that:
 - Prohibits all drivers from texting while driving
 - Prohibits drivers under age 18 or drivers in a conforming GDL program from using a personal wireless communication device while driving
 - Has a minimum fine of \$25 for each violation
 - Does not have an exemption specifically allowing driver to text while stopped in traffic



405e Special Distracted Driving Grant

- Basic text messaging statute that applies to drivers of all ages
- Primary enforcement of the basic text messaging statute
- Fine for a violation
- Youth law that prohibits drivers under 18 years of age from using a personal wireless communication device while driving
- Not eligible for a comprehensive distracted driving grant



405f Motorcycle

- States must meet 2 of 6 criteria:
 - Criterion “e” (Training) measures the majority registered motorcycles in the State by county (no longer majority of counties) and requires training locations for the fiscal year of the grant, not the prior fiscal year. Training must also be one of the approved curricula.
 - Criterion “f” (Awareness) requires a data driven approach in majority of areas of motorcycle crashes with other vehicles.
 - Criterion “g” (Reductions in motorcycle fatalities/crashes).
 - Criterion “h” (Impaired) requires states to meet this criterion by submitting performance measures, targets, countermeasures and projects, prioritization strategy through the HSP.
 - Criterion “i” (Reductions in impaired motorcyclist fatalities/crashes).
 - Criterion “j” (Use of Fees) requires a State to have a process under which all fees collected from motorcyclist for funding training and safety programs are used for motorcycle training and safety programs.



405g Graduated Drivers License (GDL)

- A State qualifies for an incentive grant if its driver's license law requires novice drivers younger than 18 to comply with a “learner's permit stage” and an “intermediate stage” meeting the requirements in §1300.26 before receiving an unrestricted driver's license.



405h Nonmotorized

- States qualify if the annual combined pedestrian and bicyclist fatalities in the State exceed 15% of the total annual crash fatalities using 2014 Final FARS data.



1906 Racial Profiling Data Collection

- Submit official documentation demonstrating that the State maintains and allows public inspection of data regarding race and ethnicity of the driver for each motor vehicle stop.
 - Applies to all traffic stops for both State and local law enforcement agencies.

Or

- Provide assurances that the State will undertake activities to maintain and allow public inspection of data on driver race and ethnicity and provide a list of one or more HSP project(s) to support the assurance



Highlights for FY 2018

- Include a project to conduct biennial survey of automated enforcement systems.
- Follow Part 1300 requirements for HSP and National Priority Program submissions.
- Review of HSP within 45 days.
- March 2017 - Submit applications in GMSS template form



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 State's qualification.
- All grant related questions and answers will be handled in GMSS.
 - More details to be provided in upcoming GMSS trainings

NHTSA



THANK YOU