**NH Department of Safety**

**Office of Highway Safety**

**FFY18 GRANT NOTIFICATION**

**Applications Due - April 15, 2017**

**Introduction**

The purpose of this document is to provide potential grantees with information on NH’s Office of Highway Safety (OHS) grant application process. This information is provided to assist the applicant agency in developing a highway safety project, eligible for federal funding and support in reaching New Hampshire’s highway safety goals and objectives. Grants awarded for the Federal Fiscal Year (FFY) 2018 will begin on October 1, 2017 and will end on September 30, 2018.

**The OHS’s Highway Safety Program**

The OHS administers grant-funded programs that address priority areas such as impaired driving, speed, distracted driving, following to close, traffic signal violations, occupant protection and the safety of pedestrians, bicyclists, motorcyclists, younger drivers, and older drivers, etc. In addition, grant funds can be awarded toward projects that help improve the quality of traffic safety data.

**Problem Statement**

Preliminary data for 2016 indicates an increase in motor vehicle fatalities from 114 to 136.

**Final 2015 Fatal Crash Statistics are as follows:**

* 114 Victims resulted from 103 Fatal Crashes.
* There were 63 alcohol and/or drug related crashes (61% of total 103 crashes) which claimed 68 victims (60% of the total 114 victims).
* Of the 114 victims, 45 or 39% died as the result of an alcohol related crash.
* Drug tests came back positive for 52 operators involved in fatal motor vehicle crashes (This does not imply causation or fault in the fatal crash).
* July was the most deadly month with 17 fatalities.
* Friday had the most fatal crashes at 18 or 16% of the total.
* 26 Motorcycle fatalities were recorded.
* 12 fatal crashes were on the interstate highway.
* 10 of the 114 victims were pedestrians or 9%.
* 3 of the 114 victims were bicyclists or 3%.
* Of the 114 victims, 74 were not a pedestrian, bicyclist, motorcyclist or on an OHRV and of those 74, 47 (or 64%) were not using a seatbelt.

**Grant Program Eligibility**

State and local government agencies, law enforcement agencies, non-profit organizations, institutions of higher education and hospitals are encouraged to develop highway safety projects with emphasis around education, enforcement and emergency medical services. Funding is provided on a competitive basis to projects that are data driven, and to those that implement evidence-based countermeasures with goals of eliminating motor vehicle crashes and the associated injuries and fatalities.

**HOW TO APPLY**

Grant Applications can be obtained from our website <https://www.nh.gov/hsafety/grants/index.htm> or by calling our office. Once completed mail to:

 **Office of Highway Safety**

 **33 Hazen Drive**

 **Room 109A**

 **Concord, NH 03305**

 **603-271-2131**

**Description of the OHS’s Available Law Enforcement Funding Opportunities**

**Sustained Traffic Enforcement Patrols (STEP)**

Through the use of data analysis the applicant must identify the traffic safety problem(s) in their community. Priority areas include speed, distracted driving, following to close and traffic signal violations. Operations must be data driven and targeted in areas of greatest need as determined by crash and summons data. Funds will be available for officer overtime and equipment (see attachment A for list of fundable equipment) if a need is demonstrated and funds are available.

All departments awarded STEP funding are required to participate in *Operation Safe Commute (OSC)*, *Border to Border Campaign* and *Join the NH Clique* *Campaign*.

* **OSC** is a coordinated statewide enforcement effort one day a month. OSC will consist of one 3 or 4-hour patrol shift during a morning or afternoon commute once a month for a maximum total of 48 patrol hours. Specific dates and times will be available in the Grant Agreement.
* **Join the NH Clique** (May 21 through June 3, 2018) is a statewide campaign that coincides with the national “Click It or Ticket Mobilization”. The purpose of the campaign is to promote and enforce the occupant restraint law in New Hampshire. Departments can choose to conduct between eight (8) and twenty-four (24) hours of overtime patrols during this timeframe. Patrols must be during daylight hours and should be at primary locations such as elementary schools, high schools, shopping centers, and other locations where individuals, under the age of 18, are likely to be vehicle passengers.
* **Border to Border (date to be determined)** is a focused, one-day effort with neighboring states to send a unified message about the importance of buckling up, even when crossing state lines.

**Impaired Driving**

Funded projects will target high crash locations and corridors where there has been a high incidence of DUI related crashes and arrests. Evidence-based enforcement operations include **saturation patrols** (consisting of officers patrolling high-crash areas during peak times), **sobriety checkpoints**, and **underage drinking enforcement**. DUI patrols can be worked between 1800 – 0300. However, it is recommended that at least 50% be from 2100 – 0300. Grantees are required to conduct patrols during the two national *Drive Sober or Get Pulled Over* (DSGPO) Mobilizations (December 15, 2017-December 31, 2017, second mobilization date to be determined). Funds will be available for officer overtime and equipment (see attachment A for list of fundable equipment) if a need is demonstrated and funds are available.

**Distracted Driving**

Funding will be reimbursed for officer overtime for distracted driving enforcement patrols. These funds are designed to decrease distracted driving violations by enforcing **NH’s Hands Free Electronic Device Law.** Funds will be reimbursed for officer overtime and equipment (see attachment A for list of fundable equipment) if a need is demonstrated and funds are available. Patrols must be during daylight hours.

**Pedestrian/Bicycle**

Funding will be reimbursed for projects designed to improve pedestrian/bicyclist safety, and to those overtime patrols that increase motorist awareness through enforcement. High-priority locations selected through a data driven approach will be utilized. Funding will be reimbursed for officer overtime and equipment (see attachment A for list of fundable equipment) if a need is demonstrated and funds are available.

**Description of the OHS’s Available General Funding Opportunities**

General grant applicants are encouraged to develop proposals for outreach initiatives that focus on New Hampshire’s highway safety priorities: impaired driving, distracted driving, following to close, occupant protection, and the safety of pedestrians, bicyclists, motorcyclists, young and older drivers. Applicants interested in submitting proposals that focus on police traffic services (i.e. media campaigns, equipment, police training, etc.) and traffic records should also apply through the general grant application. Applicants should be sure the proposed project addresses an identified highway safety priority and includes strategies, actions steps and measurable outcomes. Questions to help guide pre-planning prior to contacting the OHS and completing a grant application are provided below:

- What is the highway safety problem you intend to address?

- Who is your target population? Is this a local or statewide effort?

- What is the proposed solution you will implement to resolve the highway safety problem?

- How will you evaluate the program?

Information on previously funded projects can be found in the OHS Annual Report located on OHS’s website at

https://www.nh.gov/hsafety/

**Additional Resources Available**

In preparation for applying for a grant, applicants are encouraged to review the following documents for information:

*The National Highway Traffic Safety Administration’s Countermeasures That Work http://www.nhtsa.gov/staticfiles/nti/pdf/811444.pdf*

*The New Hampshire Highway Safety Plan- found on OHS’s website at https://www.nh.gov/hsafety/*

**Selection Criteria**

After the grant applications are received, the OHS Grant Review Team will conduct a comprehensive review of the applications. Grants will be reviewed and funding decisions will be based on the following criteria:

1. Has the problem/need been clearly identified?
* Is the problem supported by State or local data or documentation? Use of statewide crash statistics regarding impaired driving, distracted driving, occupant protection and speeding are encouraged. **For overtime enforcement grants Local Crash and Enforcement Statistics must reflect what your department responded to and handled.**
* Are Goals and Objectives clearly stated? Are they realistic and measurable?
* Grant Application and Budget are complete, correct and relevant.
1. Overtime Enforcement grants are **activity-based**, therefore the application’s merits in terms of current activities and past performance and the potential grantee’s ability to perform the activities will be considered. Stops per hour will be considered along with DUI or other traffic arrests.
2. Traffic Count- traffic count is a count of vehicular or pedestrian traffic, which is conducted along a particular road, path, or [intersection](https://en.wikipedia.org/wiki/Intersection_%28road%29). These counts are conducted by the NH Department of Transportation and can be found on our website. https://www.nh.gov/hsafety/
3. Location of High Priority Corridors, defined as a stretch of roadway with a proportionally higher rate of serious and/or fatal traffic crashes.

Award announcements will be made on or around September 1, 2017. No work can begin or equipment purchased until it receives a signed approved Grant Agreement from OHS. **Costs incurred before the department receives a written approved Grant Agreement will not be reimbursed.**

**Statewide Core Performance Targets**

All departments must help achieve the core overall statewide performance targets as outlined in the Highway Safety Plan which is available on our website and below. OHS FFY 2017 core performance targets are below.

* ***Traffic Fatalities (FARS) -*** Reduce fatalities by 5 percent from 111 (2010 - 2014 average) to 105 by December 31, 2017.
* ***Serious Traffic Injuries (State Crash Data)*** *-* Reduce serious injuries by 14 percent from 497 (2011 - 2015 average) to 427 by December 31, 2017.
* ***Mileage Death Rate (FARS****) -* Reduce VMT by 2 percent from 0.86 (2010 - 2014 average) to 0.84 by December 31, 2017.
* ***Unrestrained Passenger Vehicle Occupant Fatalities (FARS)*** *-* Reduce unrestrained fatalities by 15 percent from 53 (2010 - 2014 average) to 45 by December 31, 2017.
* ***Alcohol Impaired Driving Fatalities (FARS @ .08 and above)*** *-* Reduce alcohol impaired fatalities by 5 percent from 36 (2010 - 2014 average) to 34 by December 31, 2017.
* ***Speeding Related Fatalities (FARS)*** *-* Reduce speed related fatalities by 14 percent from 51 (2010 - 2014 average) to 44 by December 31, 2017.
* ***Motorcyclist Fatalities (FARS)*** *-* Reduce motorcycle fatalities by 5 percent from 22 (2010 - 2014 average) to 21 by December 31, 2017.
* ***Unhelmeted Motorcyclist Fatalities (FARS)*** *-* Reduce unhelmeted motorcycle fatalities by 6 percent from 16 (2010 - 2014 average) to 15 by December 31, 2017.
* ***Driver Age 20 or Younger Involved in Fatal Crashes (FARS)*** *-* Reduce young driver involved fatalities by 23 percent from 13 (2010 - 2014 average) to 10 by December 31, 2017.
* ***Pedestrian Fatalities (FARS)*** *-* Reduce pedestrian fatalities by 12 percent from 9 (2010 - 2014 average) to 8 by December 31, 2017.
* ***Bicyclist Fatalities*** *-* Maintain bicyclist fatalities at 2 (2010 - 2014 average) by December 31, 2017.
* ***Seat Belt Use*** - Increase statewide seat belt compliance by 2.5 percentage points from 69.5 (2015) to 72 percent by December 31, 2017.

**Risk Assessment and Compliance Monitoring**

* As required by the OHS’s federal funders, NHTSA, all grantees are subject to periodic compliance monitoring.
* Additionally, if OHS perceives issues relating to the requirements of the grant agreement, appropriate investigative action will take place including, but not limited to, a site visit, file reviews, and suspension of funding.
* Grantees that do not observe reporting deadlines, submit incomplete reports, fail to observe the timeline required in the grant agreement, or engage in other practices not in keeping with grant requirements, will be at risk for becoming ineligible for receiving any future OHS grant funding.
* With 48 hours’ notice, a site visit may be conducted of grant records at departments.

**BUDGET INFORMATION**

* Funding for this grant program is subject to the continuing availability of federal funds.
* The amount of each grant awarded is determined by the number of qualified applicants and available funding. Additionally, for overtime enforcement patrols the location and enforcement of high priority corridors will be factored in to the amount of grant money awarded. Funding amounts may change each fiscal year.
* Non-participation may result in grant agreement suspension, termination or non-reimbursement of expenses.
* The Catalog of Federal Domestic Assistance (CFDA) numbers for this grant are as follows:
	+ Alcohol funding Section 410, 20.601
	+ Alcohol funding Section 405D, 20.616
	+ STEP Enforcement Section 402, 20.600

**Reporting and Record Keeping**

All approved projects are required to submit reimbursements within 15 days after the end of each quarter. **The submission due dates are as follows:**

* + **January 15th** for October-December (Quarter 1)
	+ **April 15th** for January-March (Quarter 2)
	+ **July 15th** for April-June (Quarter 3)
	+ **October 15th** for July-September (Quarter 4)
* If no activity took place during the quarter, an email is required stating that your department/agency/organization will not be seeking reimbursement along with the reason why no patrols took place.

 **OTHER POST-AWARD REQUIREMENTS**

* All sub recipients must comply with the Federal Funding Accountability and Transparency Act as will be further instructed by OHS prior to contracting.
* The Anti-Lobbying Act of 18 U.S. Code § 1913 prohibits the use of Federal funds for “grassroots” campaigns that encourage third parties, members of special interest groups or the general public to contact members of Congress or of a State or local legislative or an official of any government in support of or in opposition to a legislative, policy or appropriations matter.  It applies to activities both before and after the introduction of legislation.
* It is the responsibility of the subrecipient to report alleged Fraud, Waste, or Abuse including any alleged violations, serious irregularities, sensitive issues or overt or covert acts involving the use of public funds in a manner not consistent with federal statutes, related laws and regulations, appropriate guidelines or purposes of the grant. Reports should be made to the New Hampshire Director of Audits or to the Office of the Inspector General for the U.S. Department of Transportation:

U.S. Department of Transportation

Office of the Inspector General

1200 New Jersey Ave., S.E., 7th Floor

Washington, DC 20590

202-366-1659

www.oig.dot.gov

Director of Audits

107 North Main Street

State House, Room 102

Concord, NH 03301

Stephen.smith@leg.state.nh.us

Should you have any questions or if you would like to discuss programs, please feel free to call the Office of Highway Safety at 271-2131.

ATTACHMENT A

**FUNDABLE EQUIPMENT**

**Radar Equipment**- 50% reimbursement for the purchase of radar units to outfit existing patrol units without radar capability. We cannot fund more radar units than the department has patrol vehicles. You must document the number of patrol vehicles and radar units currently owned by the department for enforcement. We can replace equipment in accordance with established criteria (See Replacement Equipment section below).

**Radar Display/Traffic Monitoring Devices**- 50% reimbursement for the purchase of radar display boards or trailers, traffic data collection devices, etc.

**Video Equipment**- 50% reimbursement for video equipment to be used to record impairment booking procedures, accident reconstruction/investigation activities or in-cruiser video equipment. Reimbursement of purchase of the in-cruiser video is limited to outfitting existing patrol units that do not have this capability. We can replace equipment in accordance with established criteria (See Replacement Equipment section below).

**Computer Software**- 50% reimbursement to purchase computer software related to highway safety issues (i.e. crash investigation, reporting or reconstruction).

**Mobile Data Terminal Software**- 50% reimbursement to purchase computer software related to mobile data terminals (i.e. mobile digital communicator, computer aided dispatch, state interface computer software programs, etc.) including first-year annual support.

**Mobile Data Terminal (MDT), Laptop, Computers/Tablets**- 50% reimbursement for the purchase of tough-book type laptop computer/-tablet, MDT’s to outfit existing patrol units that do not have this capability. Access to this in-cruiser equipment will allow officers to complete reports in the cruiser, while simultaneously being highly visible and accessible to the public. MDT Related purchases for CRMS/E-Ticket projects will be given priority. Equipment can be replaced in accordance with established criteria (See Replacement Equipment section below). However, the Agency cannot fund more laptop computers/tablets than the department has patrol vehicles. You must document the number of patrol vehicles and laptop computers currently owned by the department for enforcement.

**Tire Deflation Devices**- 50% reimbursement for purchase of pursuit stopping spike devices.

**Traffic Accident Reconstruction Equipment (TAR)** - 50% reimbursement for reconstruction equipment to include total station computer/laser equipment. Priority will be given to the highest volume reconstruction units.

**Replacement** **Equipment**- Purchase of replacement equipment is limited to two of each type of equipment per year (i.e. two radar, two in-cruiser video, etc.) and must meet the following criteria: a) state will not certify equipment or equipment cannot be calibrated; b) equipment cannot be repaired/replacement parts are no longer available; and/or c) cost of repair exceeds value of equipment.

**Buy America Act**: Effective July 30, 2015 NHTSA published Buy America Act Public interest waiver (Federal Register Vol. 80, No. 125, published June 30, 2015). This waiver allows States to purchase any manufactured product with a purchase price of $5,000 or less, excluding a motor vehicle, when the product is purchased using Federal grant funds administered under 23 U.S.C. Chapter 4. Equipment greater than $5,000, must comply with the Buy America Act requirements.